Appendix G
Noise Measurements and Vibration Data

Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Existing
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Lakeport Boulevard		
Road Segment:	Between Bevins Street and Larrecou Lane		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	5,840
Peak Hour Traffic:	**584**
Vehicle Speed:	35
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

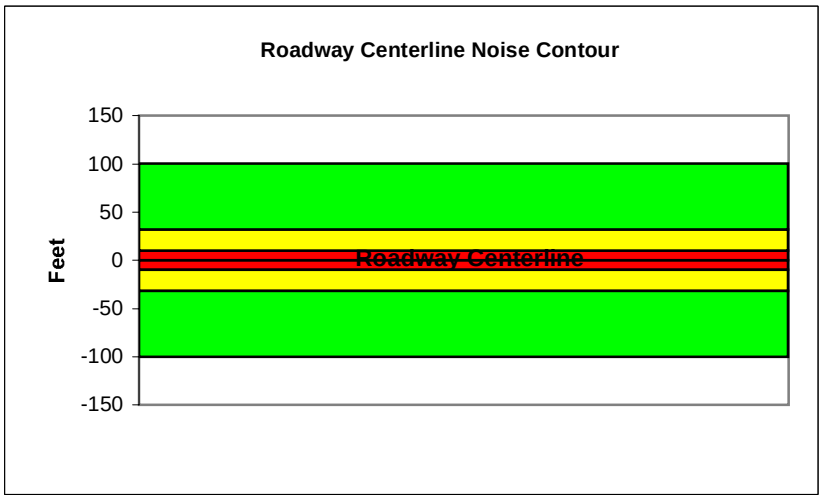
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.7	56.5	54.7	48.6	57.2	57.8
Medium Trucks:	57.4	49.3	42.9	41.4	49.9	50.1
Heavy Trucks:	62.6	50.7	41.6	42.8	52.7	52.9
Vehicle Noise:	**65.1**	**58.4**	**55.2**	**50.5**	**59.1**	**59.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	101
65 dBA	32
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Existing
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Lakeport Boulevard		
Road Segment:	Between Larrecou Lane and Main Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	5,750
Peak Hour Traffic:	**575**
Vehicle Speed:	35
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

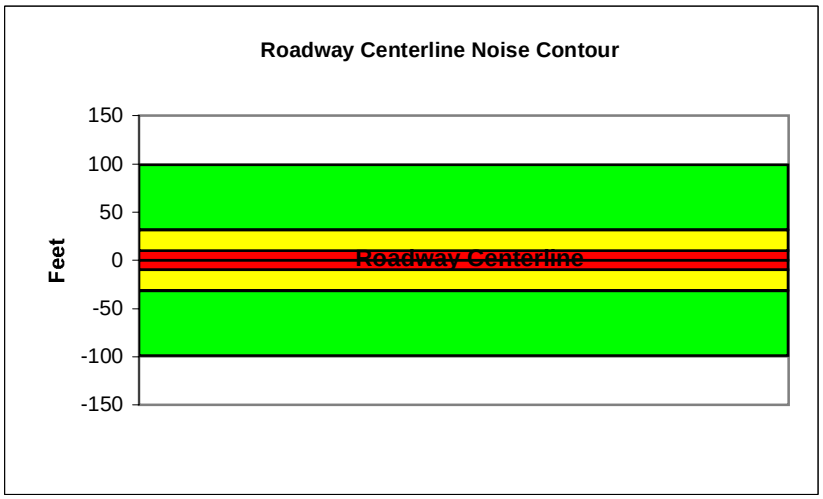
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.6	56.4	54.6	48.5	57.2	57.8
Medium Trucks:	57.3	49.3	42.9	41.3	49.8	50.0
Heavy Trucks:	62.6	50.6	41.6	42.8	52.7	52.8
Vehicle Noise:	**65.0**	**58.3**	**55.2**	**50.5**	**59.0**	**59.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	99
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Existing
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Main Street		
Road Segment:	North of Lakeport Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	6,670
Peak Hour Traffic:	**667**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

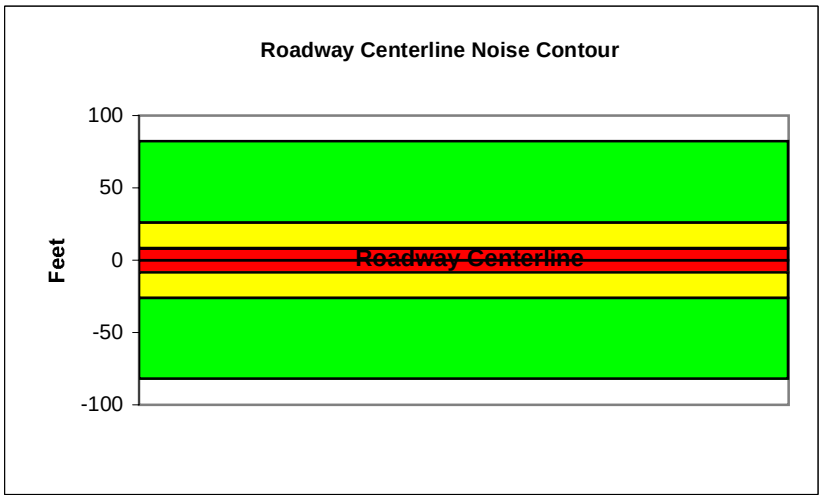
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.3	55.1	53.3	47.2	55.9	56.5
Medium Trucks:	56.9	48.9	42.5	40.9	49.4	49.6
Heavy Trucks:	62.6	50.6	41.6	42.8	52.9	53.1
Vehicle Noise:	**65.1**	**57.6**	**54.1**	**49.7**	**58.3**	**58.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	82
65 dBA	26
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Existing
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Main Street		
Road Segment:	South of Lakeport Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	4,950
Peak Hour Traffic:	**495**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

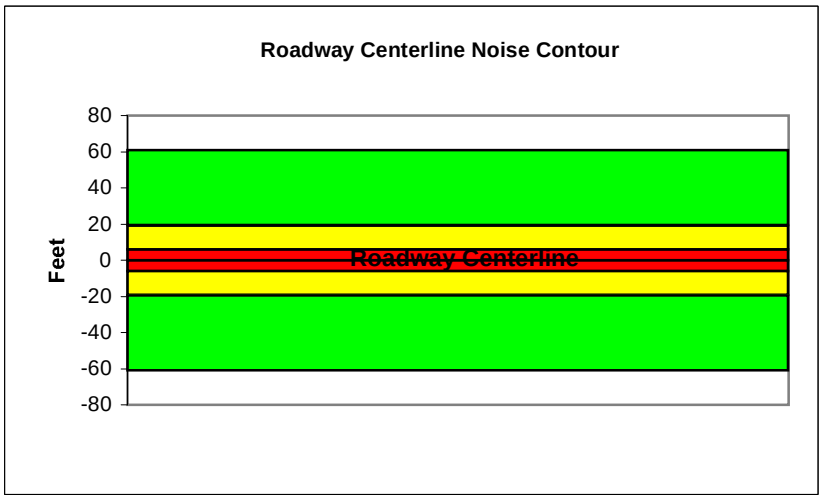
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.0	53.8	52.0	45.9	54.6	55.2
Medium Trucks:	55.6	47.6	41.2	39.6	48.1	48.3
Heavy Trucks:	61.3	49.3	40.3	41.5	51.6	51.8
Vehicle Noise:	**63.8**	**56.3**	**52.8**	**48.4**	**57.0**	**57.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	61
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Lakeport Boulevard		
Road Segment:	Between Bevins Street and Larrecou Lane		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,870
Peak Hour Traffic:	**1087**
Vehicle Speed:	35
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

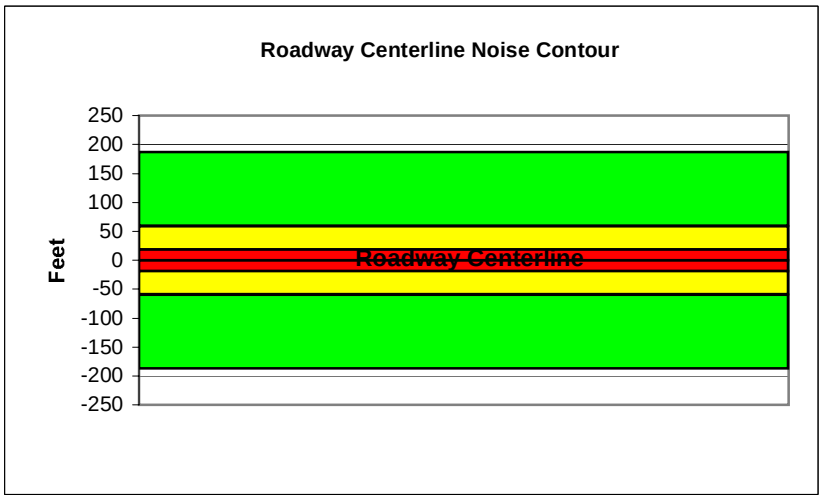
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.4	59.2	57.4	51.3	59.9	60.5
Medium Trucks:	60.1	52.0	45.6	44.1	52.6	52.8
Heavy Trucks:	65.3	53.4	44.3	45.5	55.4	55.6
Vehicle Noise:	**67.8**	**61.1**	**57.9**	**53.2**	**61.8**	**62.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	187
65 dBA	59
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Lakeport Boulevard		
Road Segment:	Between Larrecou Lane and Main Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	10,830
Peak Hour Traffic:	**1083**
Vehicle Speed:	35
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

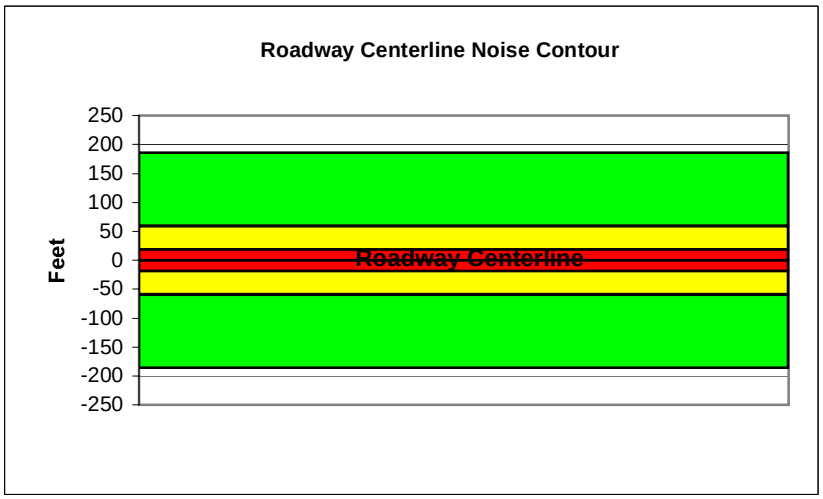
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.4	59.1	57.4	51.3	59.9	60.5
Medium Trucks:	60.1	52.0	45.6	44.1	52.5	52.8
Heavy Trucks:	65.3	53.4	44.3	45.5	55.4	55.6
Vehicle Noise:	**67.7**	**61.1**	**57.9**	**53.2**	**61.8**	**62.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	187
65 dBA	59
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Main Street		
Road Segment:	North of Lakeport Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	13,820
Peak Hour Traffic:	**1382**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

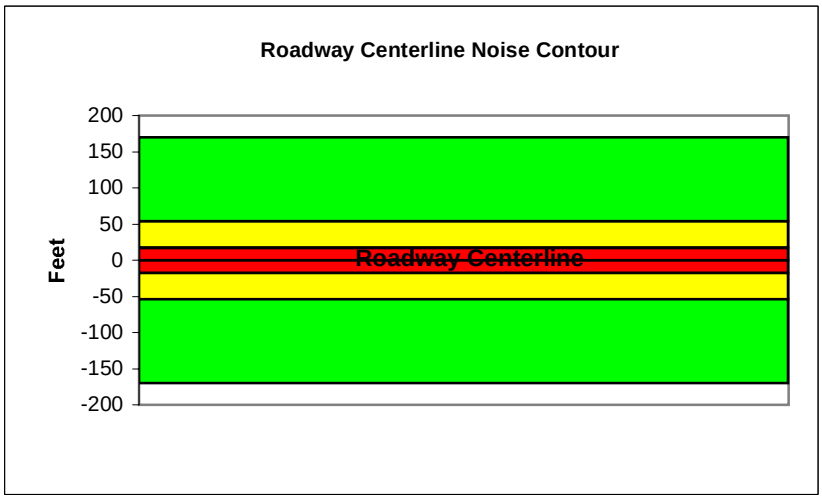
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.5	58.3	56.5	50.4	59.1	59.7
Medium Trucks:	60.1	52.0	45.6	44.1	52.6	52.8
Heavy Trucks:	65.7	53.8	44.7	46.0	56.1	56.2
Vehicle Noise:	**68.3**	**60.8**	**57.2**	**52.9**	**61.4**	**61.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	171
65 dBA	54
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Main Street		
Road Segment:	South of Lakeport Boulevard		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,460
Peak Hour Traffic:	**846**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

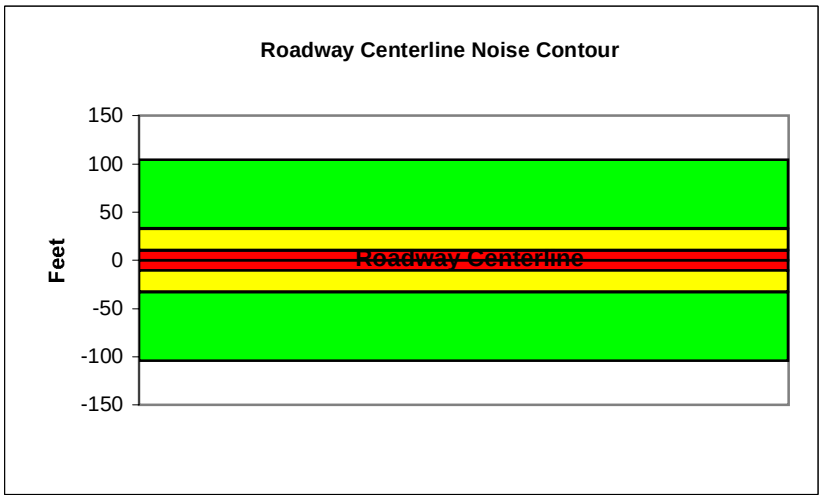
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.1	54.4	48.3	56.9	57.5
Medium Trucks:	58.0	49.9	43.5	41.9	50.4	50.7
Heavy Trucks:	63.6	51.7	42.6	43.8	54.0	54.1
Vehicle Noise:	**66.1**	**58.6**	**55.1**	**50.8**	**59.3**	**59.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	104
65 dBA	33
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future Plus Project
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Lakeport Boulevard		
Road Segment:	Between Bevins Street and Larrecou Lane		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,440
Peak Hour Traffic:	**1144**
Vehicle Speed:	35
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

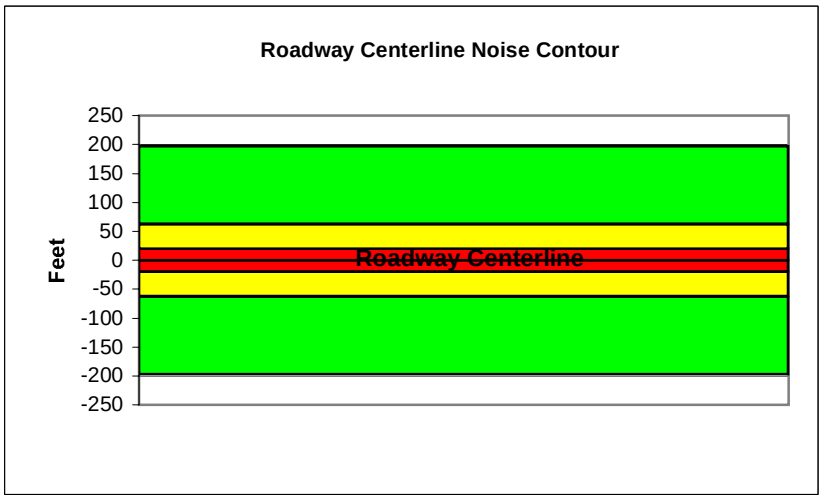
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	59.4	57.6	51.5	60.2	60.8
Medium Trucks:	60.3	52.3	45.9	44.3	52.8	53.0
Heavy Trucks:	65.5	53.6	44.5	45.8	55.7	55.8
Vehicle Noise:	**68.0**	**61.3**	**58.2**	**53.5**	**62.0**	**62.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	197
65 dBA	62
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future Plus Project
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Lakeport Boulevard		
Road Segment:	Between Larrecou Lane and Main Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	10,870
Peak Hour Traffic:	**1087**
Vehicle Speed:	35
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

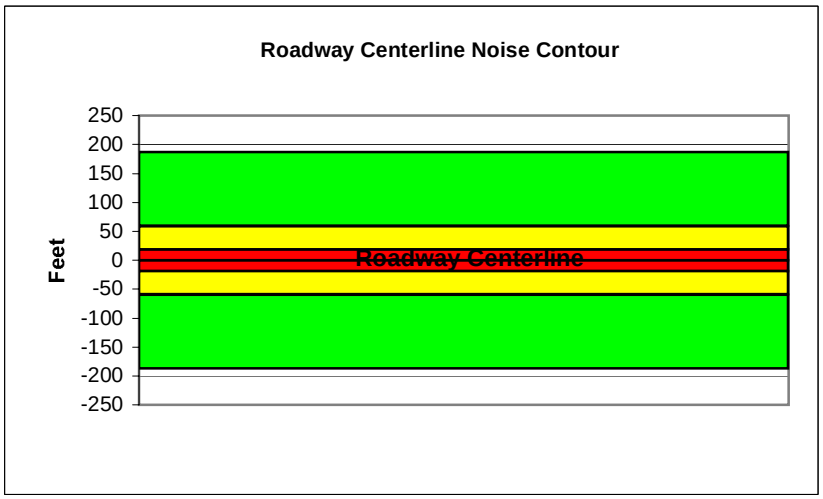
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.4	59.2	57.4	51.3	59.9	60.5
Medium Trucks:	60.1	52.0	45.6	44.1	52.6	52.8
Heavy Trucks:	65.3	53.4	44.3	45.5	55.4	55.6
Vehicle Noise:	**67.8**	**61.1**	**57.9**	**53.2**	**61.8**	**62.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	187
65 dBA	59
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future Plus Project
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Main Street		
Road Segment:	North of Lakeport Boulevard		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	13,850
Peak Hour Traffic:	**1385**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

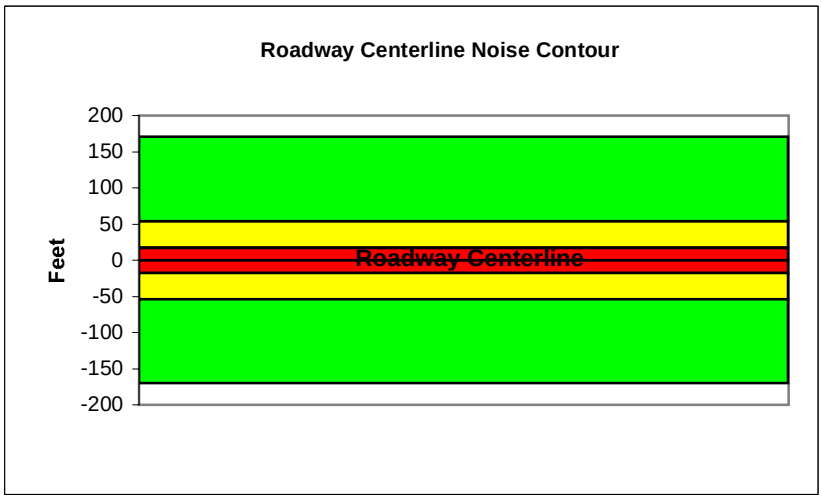
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.5	58.3	56.5	50.4	59.1	59.7
Medium Trucks:	60.1	52.0	45.7	44.1	52.6	52.8
Heavy Trucks:	65.8	53.8	44.8	46.0	56.1	56.2
Vehicle Noise:	**68.3**	**60.8**	**57.2**	**52.9**	**61.4**	**61.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	171
65 dBA	54
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lake County Courthouse	Scenario:	Future Plus Project
Analyst:	Brian Allee	Job #:	60100671
Roadway:	Main Street		
Road Segment:	South of Lakeport Boulevard		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,470
Peak Hour Traffic:	**847**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

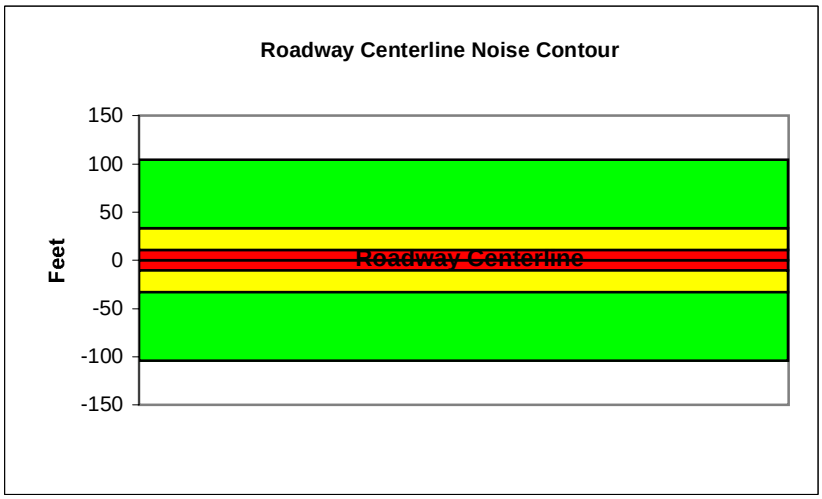
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.1	54.4	48.3	56.9	57.5
Medium Trucks:	58.0	49.9	43.5	41.9	50.4	50.7
Heavy Trucks:	63.6	51.7	42.6	43.8	54.0	54.1
Vehicle Noise:	**66.1**	**58.6**	**55.1**	**50.8**	**59.3**	**59.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	105
65 dBA	33
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Appendix H
Traffic Impact Analysis

New Lakeport Courthouse

CITY OF LAKEPORT
LAKE COUNTY, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

Prepared for the Administrative Office of the Courts by

RBF Consulting

June 29, 2010

Revised October 4, 2010

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1 EXECUTIVE SUMMARY

The proposed New Lakeport Courthouse project will be located in Lakeport, California adjacent to Highway 29 and just south of Lakeport Boulevard. The proposed project would encompass 4 courtrooms. The site plan has not been developed yet. This study recommends feasible locations for primary and secondary access to the site. The site is located on the south side of Lakeport Boulevard immediately east of the visitor center. The primary driveway would be located on the eastern boundary of the site, where the grading and access is viable. The facility will also require secondary access and it is recommended that this access be provided off Bevins Road to the south of Lakeport Boulevard. The driveway would be immediately south of the visitor center. The site is elevated above road level (approximately 20-30 feet), which restricts access driveways and the corner sight distance.

At project build out, the proposed project would generate 403 daily trips; with 61 trips (55 in, 6 out) occurring during the AM peak hour.

The traffic analysis of the project consisted of six intersections:

- Parallel Drive / Lakeport Boulevard
- Highway 29 southbound ramps / Lakeport Boulevard
- Highway 29 northbound ramps / Lakeport Boulevard
- Bevins Street / Lakeport Boulevard
- Larrecou Lane / Lakeport Boulevard
- South Main Street / Lakeport Boulevard

Development Conditions

The study analyzed traffic conditions under the following development scenarios:

- Existing Traffic Conditions
- Existing plus Background Conditions
- Existing plus Background plus Project Conditions
- Cumulative Conditions without the project
- Cumulative Conditions with the project

The City of Lakeport 2025 General Plan was used to determine cumulative volumes and project traffic distribution onto the study road network. The City also provided the background (approved, but not yet constructed) project information.

For **Existing Conditions, Existing plus Background Conditions, and Existing plus Background plus Project Conditions** all study intersections operate at acceptable Levels of Service (LOS). However inadequate sight distance is evident at the intersection of Lakeport Boulevard/Bevins Road on the northbound approach. The secondary access to the project would add traffic onto this approach and the southeast corner would have to be graded and a retaining wall constructed to increase the sight distance to the required standard. This is an existing deficiency. The project may be requested to fund the entire improvement.

For **Cumulative and Cumulative plus Project Conditions**, the following intersections would operate at unacceptable conditions and improvements are required.

- Highway 29 southbound ramps / Lakeport Boulevard
- Highway 29 northbound ramps / Lakeport Boulevard
- Bevins Street / Lakeport Boulevard
- South Main Street / Lakeport Boulevard

Improvements Required:

1. Signalize the ramp terminal at the Highway 29 NB Ramps / Lakeport Boulevard intersection and improve the southbound approach to include a 150 ft right turn lane.
2. Signalize the ramp terminal at the Highway 29 SB Ramps / Lakeport Boulevard intersection and include a 150 ft eastbound left turn lane and improve the northbound approach to include a 200 ft right turn lane.
3. Signalize the Bevins Street / Lakeport Boulevard intersection.
4. Signalize the Main Street / Lakeport Boulevard intersection.

The intersections listed above are identified in the City of Lakeport General Plan 2025 as intersections recommended for improvement under the City's Long Range Improvement Program. The project would pay a fair share contribution towards improving these intersections.

2 INTRODUCTION

2.1 Project Description

The Administration Office of the Courts (AOC) is proposing to construct a new courthouse for the Lake County Superior Court of California to replace the existing Lakeport Courthouse, located on Forbes Street in Lakeport California. The proposed project site for the new courthouse is located off of Lakeport Boulevard adjacent to the Highway 29 interchange. The project site is a vacant 5.74 acre parcel adjacent to the existing Lake County Chamber of Commerce. The project borders Lakeport Boulevard to the north, the visitor center to the west, open space to the south, and Bruno's shopping center to the east.

The new courthouse will be approximately 50,000 square feet and include four (4) courtrooms with associated support office space and a parking area with approximately 120 spaces. The AOC plans to complete acquisition of the proposed project site by July 2011, begin construction in 2013, and complete construction in 2015. The Superior Court will begin operations in the new building in early to mid-2015. **Figures 1 and 2** provide a Location and Vicinity Map for the proposed project, respectively.

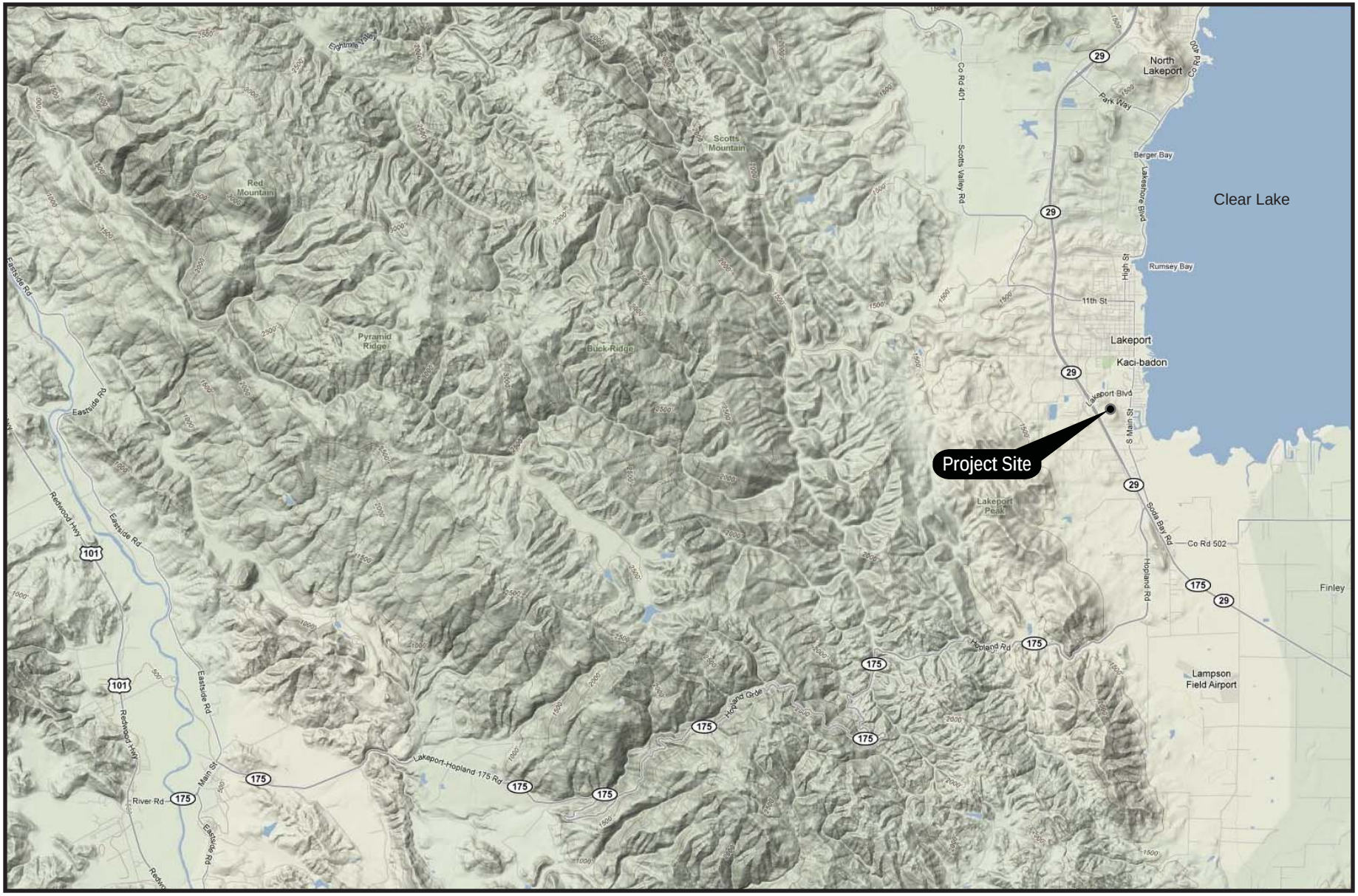
This report presents the results from traffic analyses indicating the potential traffic impacts from the proposed New Lakeport Courthouse project. The traffic generated by the project will travel on Caltrans and the City of Lakeport roadways.

2.2 Scope of Work

The study identifies potential traffic impacts that may be associated with the development of the New Lakeport Courthouse project. It includes traffic analyses at intersections and street segments during typical weekday AM peak hours and site distance analysis at Bevins Street and the main access driveway off of Lakeport Boulevard. The AM peak period is the most critical for court houses and presents a worst case scenario. Operational improvements recommended for the AM peak period, would suffice for the PM peak period. The following intersections were included in the analysis and selected based on project trip distribution and anticipated project impacts.

Intersections

1. Parallel Drive / Lakeport Boulevard
2. Highway 29 southbound ramps / Lakeport Boulevard
3. Highway 29 northbound ramps / Lakeport Boulevard
4. Bevins Street / Lakeport Boulevard
5. Larrecou Lane / Lakeport Boulevard
6. South Main Street / Lakeport Boulevard



Source: Google Maps (2010)

0 1 2 4 Miles

APPROXIMATE

RBF CONSULTING

04/29/10 JN 60-100671

LAKE COUNTY COURTHOUSE TIA

Location Map

Figure 1

Source: Google Maps (2010)

RBF CONSULTING

0 1/8 1/4 1/2 Mile

APPROXIMATE

04/29/10 JN 60-100671

LAKE COUNTY COURTHOUSE TIA

Vicinity Map

Figure 2

Analysis Conditions

The study analyzed traffic conditions under the following development scenarios:

- Existing Traffic Conditions
- Existing Plus Background Conditions
- Existing Plus Background Plus Project Conditions
- Cumulative Conditions without the project
- Cumulative Conditions with the project

2.3 Trip Generation

The Institute for Transportation Engineers (ITE) Trip Generation, 7th Edition is the most widely accepted reference for transportation professionals for determining trip generation rates for various land use types. However, the reference does not provide trip generation rates for courthouses. Therefore, a methodology for determining the trip generation rate was developed based on a similar traffic study performed in San Diego, CA and with information provided by courthouse staff.

2.4 Traffic Operation Evaluation Methodologies

The methodologies outlined in the *2000 Highway Capacity Manual* (HCM) was used to perform the operational analysis and provide quantitative levels of services (LOS). Synchro and Sidra, traffic operations analysis software programs, were used to evaluate intersection and roundabout operations, respectively.

Intersection operations are evaluated based on a LOS grading system. The system uses a scale of "LOS A" through "LOS F" in which "LOS A" represents free flowing conditions and "LOS F" represents forced flow conditions. Different factors are used to determine intersection LOS depending on the intersection control device. The operations of all-way (four-way) stop controlled intersections are evaluated based on the average delay per vehicle. The average delay is calculated using the roadway capacity (number of travel lanes) provided for each intersection approach and the overall traffic demand. The relationship between vehicle delay and the level of service for all-way stop controlled intersection is provided in **Appendix A**.

The operating efficiency of vehicle movements is analyzed to determine the level of service for one and two-way stop controlled intersections. Vehicles on minor streets approaching a one or two-way stop controlled intersection must yield to the major streets vehicle through movements. The operation of the intersection is therefore based upon the distribution of gaps on the major street traffic stream and drivers judgment on the minor street on selecting appropriate gaps. The methods of the HCM use this information to calculated vehicle delay and determine the level of service of the minor street and the overall intersection level of service. **Appendix A** shows the relationship between vehicle delay and level of service for one and two-way stop controlled intersections.

At signalized intersections, average control delay per vehicle is used to define the level of service. This is determined based on a number of factors including signal cycle length, roadway capacity

(number of travel lanes) for each intersection approach, and the traffic demand. **Appendix A** shows the relationship between vehicle delay and the signalized intersection level of service categories.

The California Manual on Urban Traffic Control Devices (MUTCD) requires that an engineering study be performed before traffic signals are installed. Recommendations in this study to provide signals are based on limited planning level data for the peak hour signal warrants only and may not be sufficient for installing signals.

2.5 LOS Standards

The City of Lakeport has established LOS C as the minimum acceptable LOS for overall intersection operations.

The standard for Caltrans level of service is the LOS C/D threshold in which LOS C is acceptable in all cases and LOS D is acceptable on a case-by-case basis.

2.6 Thresholds of Significance Criteria

The City of Lakeport does not have an established threshold of Significance Criteria. California Environmental Quality Act Guidelines were used in The Draft EIR City of Lakeport General Plan Update (2008) to determine the significance of traffic impacts and therefore were also used in this TIA, as well as the Caltrans criteria.

California Environmental Quality Act

According to Appendix G of the *CEQA Guidelines*, the proposed project would have a significant impact on traffic if the project would:

- Result in a traffic increase that is substantial in relation to the existing traffic load and capacity of the street system, which is defined as causing an existing acceptable intersection or roadway level of service to drop to unacceptable levels
- Result in potentially unsafe conditions or inadequate internal circulation to accommodate project traffic
- Result in a roadway design that would increase traffic hazards to motor vehicles, bicycles, or pedestrians or substantially impede pedestrian, bicycle or transit system operations
- Provide an inadequate amount of parking
- Conflict with adopted policies, plans, programs that support supporting alternative transportation (for example, bus turnouts, bicycle racks)

Caltrans

Caltrans has jurisdiction over the Highway 29 NB and SB ramp intersections with Lakeport Boulevard. The standards of significance criteria apply to project and cumulative project traffic being added to facilities operating at an LOS that does not meet the required standard. The following is the significance criteria for Caltrans:

The Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002) states that if an existing State Highway facility is operating at less than the target LOS, the existing LOS should be maintained, thus adding any trips to a facility operating at adverse LOS would be a significant impact.

3 EXISTING TRAFFIC CONDITIONS

The following sections provide a description of the existing traffic network, existing traffic volumes, intersection LOS, and an overview of traffic conditions within the study area.

3.1 Existing Traffic Network

Regional access to the project site is provided from Highways 29. Roadways in the vicinity of the project site include Bevins Street, Lakeport Boulevard, Larrecou Lane, Main Street, and Parallel Drive. The following provides a description of the roadway facilities.

Bevins Street is a two-lane collector that runs parallel to Highway 29 and connects Marvin Street in the north to Lakeport Boulevard in the south. It is an undivided facility and provides access to various local businesses. The speed limit along Bevins Street is 30 miles per hour in the vicinity of the project.

Highway 29 is a north-south state highway that travels from Vallejo in the south to Upper Lake in the north. In the project vicinity it is a four-lane freeway with a posted speed limit of 65 miles per hour.

Lakeport Boulevard is a two-lane arterial with a two-way left-turn lane that connects Main to the east with Highway 29 to the west. It transitions at Main Street to K Street which terminates at Clear Lake. Lakeport Boulevard provides access to various business and shopping areas via closely spaced driveways. In the vicinity of the project, Lakeport Boulevard has a speed limit of 35 miles per hour and has a downhill grade of about 6% for approximately 0.2 miles.

Larrecou Lane is a short access roadway that provides access to a strip center and a small industrial center. There is no posted speed in the vicinity of the project.

Main Street is a two lane arterial with a two-way left-turn lane that terminates just north of 16th Street to the north and transitions to County Road 502 at Soda Bay Road to the south. It provides access to local businesses and residential dwellings. The post speed limit in the vicinity of the project is 30 miles per hour.

Parallel Drive is a two lane collector that runs from just north of Lakeport Boulevard southward and terminates at State Route 175. It provides access to retail establishment to the north of Lakeport Boulevard and residential dwellings south of Lakeport Boulevard. It has a post speed limit of 35 miles per hour in the vicinity of the project.

Intersections

1. Parallel Drive / Lakeport Boulevard

The Parallel Drive / Lakeport Boulevard intersection is a four-legged single lane roundabout.

2. Highway 29 SB Ramps / Lakeport Boulevard

The Highway 29 SB Ramps / Lakeport Boulevard intersection is a stop controlled intersection. Lakeport Boulevard is uncontrolled in the eastbound and westbound directions. The Highway 29 SB off ramp terminates at Lakeport Boulevard and has access to the eastbound and westbound directions.

3. Highway 29 NB Ramps / Lakeport Boulevard

The Highway 29 NB Ramps / Lakeport Boulevard intersection is a stop controlled intersection. Lakeport Boulevard is uncontrolled in the eastbound and westbound directions. The Highway 29 NB off ramp terminates at Lakeport Boulevard and has access to the eastbound and westbound directions.

4. Bevins Street / Lakeport Boulevard

The Bevins Street / Lakeport Boulevard intersection is a four-legged two-way stop controlled intersection. Lakeport Boulevard is uncontrolled it eastbound and westbound directions. Northbound and southbound Bevins Street has access to the eastbound and westbound directions of Lakeport Boulevard.

5. Larrecou Lane / Lakeport Boulevard

The Larrecou Lane / Lakeport Boulevard intersection is a stop controlled "T" intersection. Lakeport Boulevard is uncontrolled in the eastbound and westbound directions. Larrecou Lane has access to the eastbound and westbound directions of Lakeport Boulevard.

6. Main Street / Lakeport Boulevard

The Main Street / Lakeport Boulevard intersection is an offset all-way stop controlled intersection. Main Street has access to the westbound direction of Lakeport Boulevard and the eastbound direction of K Street. Lakeport Boulevard and K Street have access to northbound and southbound Main Street.

3.2 Transit

Lake Transit provides mass transit for Lake County and provides local and regional bus service for the City of Lakeport along 4 routes (Route 4, 4A, 7, and 8). Route 8 (Lakeport City) provides exclusive service for the City of Lakeport from Peckham Court in the south to Sutter Lakeside Hospital in the north. Routes 4 (South Shore) and 4A (Soda Bay) provide regional service to Clearlake and Kit's Corner, respectively, with limited City service. Route 7 (Lakeport – Ukiah) provides regional service from Lakeport to the Ukiah Municipal Airport, Greyhound, and Amtrak

stations. The transfer point in the City of Lakeport is located on Main Street at the Third Street intersection. **Appendix I** provides further detail on these bus routes.

Currently, Routes 4, 4A, and 8 travel along Lakeport Boulevard in the vicinity of the project. Route 4 does not stop in the vicinity of the project and Route 4A stops at Mendocino College which is off of Parallel Drive approximately ½ mile west of the project site. Route 8 stops at Mendocino College and the Bevins Court Health Center off of Bevins Street.

3.3 Bicycle Facilities

According to the 2006 Lake County Regional Bikeway Plan (LCRBP), the County has 5 bikeways. None of the 5 bikeways are in the vicinity of the proposed site. The nearest bikeway facility is a Class II Bike Lane located on North High Street approximately 1.5 miles away. The Transportation Element of the City of Lakeport General Plan 2025 identifies Parallel Drive, Lakeport Boulevard, Bevins Street, and Main Street as future bikeway locations.

Bicycle facilities range from Class I to Class III Bikeways. Descriptions of the bicycle facility classifications are provided in the following sections.

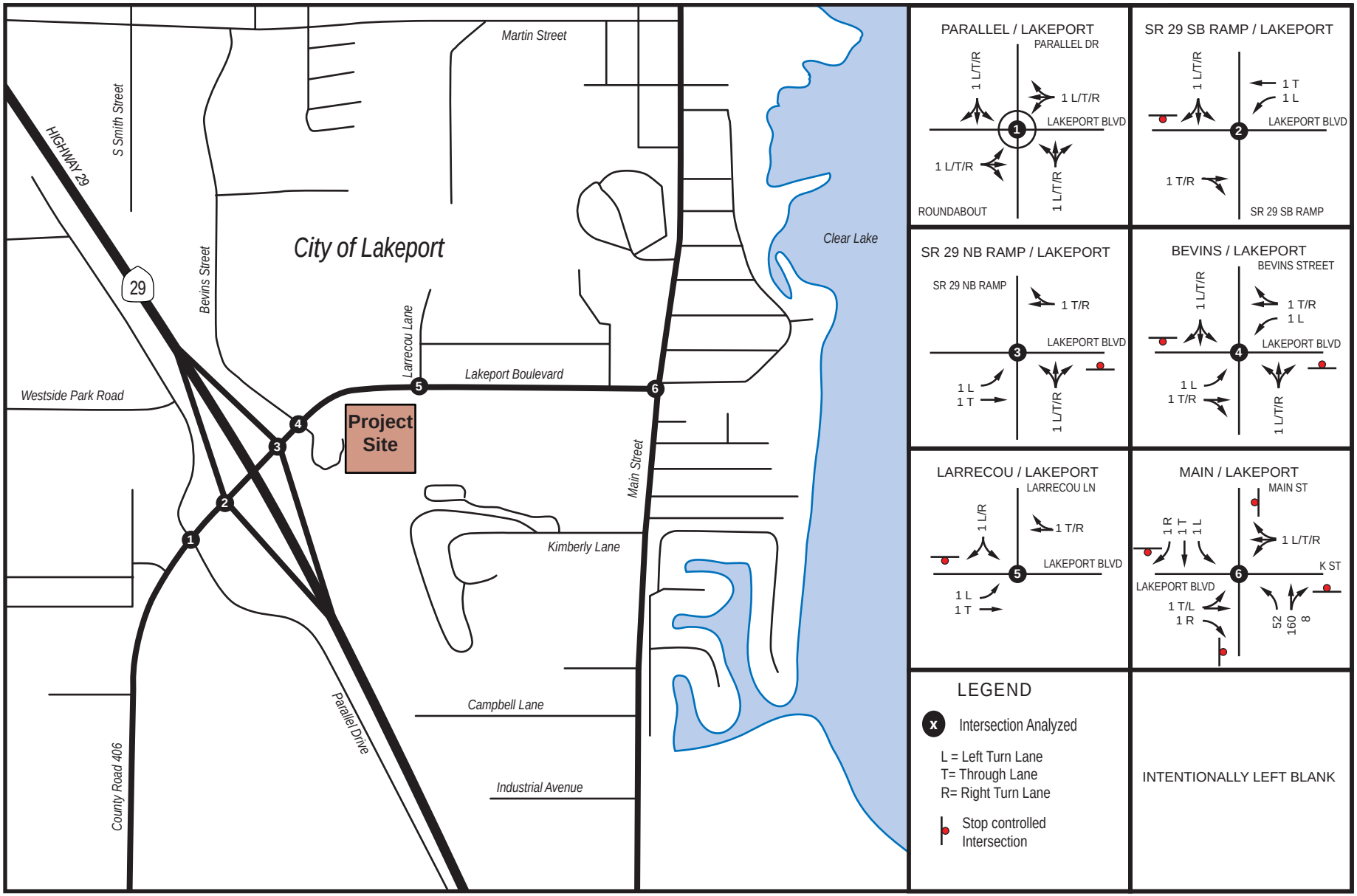
Class I Bikeway (Bike Path) – A Class I Bikeway is a physically separated bike path that does not share the roadway with motorized vehicles. They can be separated by either open space or a physical barrier and are generally two-way facilities.

Class II Bikeway (Bike Lane) – A Class II Bikeway is a bike lane that shares a portion of the roadway with motorized vehicles. They are separated by striping and are signed and marked for exclusive use by bicycle traffic. Class II Bikeways provide service for one-way bicycle traffic and are located outside of the through lanes for motorized vehicles.

Class III Bikeway (Bike Route) – A Class III Bikeway is a bike route that shares the roadway with motorized vehicles. They are identified by signs and not separated by striping. Class III Bikeways are utilized in locations that do not have Class I or Class II facilities or to connect Class II Bikeways to provide a continuous bikeway system.

3.4 Existing Traffic Data

Traffic counts were collected, for all intersections included in this analysis, in April 2010. Counts were performed during the AM peak hour per guidance from the Administrative Office of the Courts (AOC). The intersection counts and a speed survey were conducted along Lakeport Boulevard on April 1, 2010. The traffic volumes along Lakeport Boulevard were increased by 6.9% to reflect seasonal trends as identified in the City of Lakeport General Plan 2025. Existing intersection configuration and traffic volumes are provided in **Figures 3 and 4**, respectively.



Source: RBF Consulting (2010)

0 1250 FT 2500 FT
APPROXIMATE

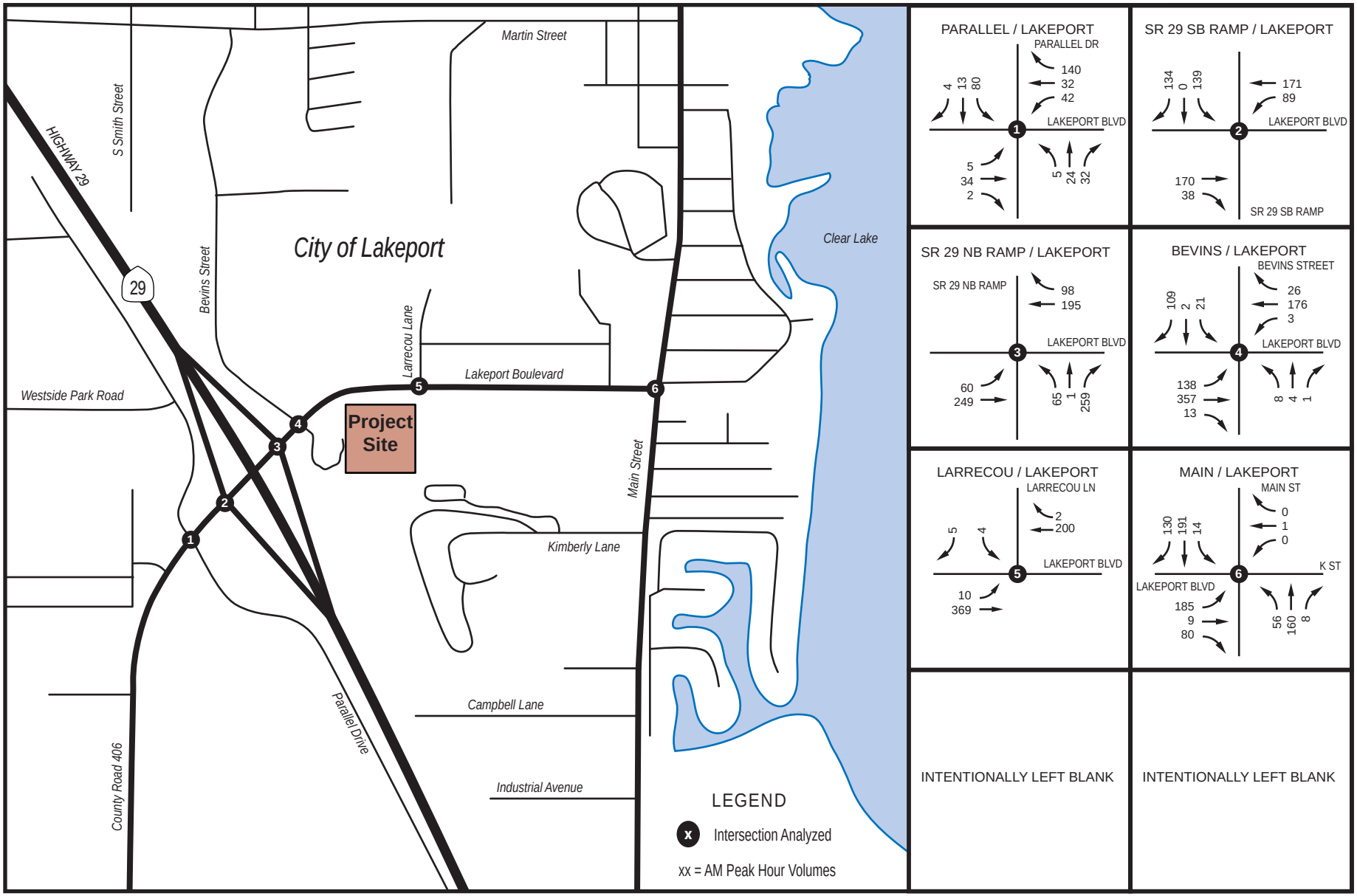
LAKE COUNTY COURTHOUSE TIA

Existing Intersection Configuration

RBF CONSULTING

07/21/09 JN 60-100671

Figure 3



Source: RBF Consulting (2010)

0 1250 FT 2500 FT
APPROXIMATE

RBF CONSULTING

07/21/09 JN 60-100671

LAKE COUNTY COURTHOUSE TIA

Existing Peak Hour Volumes

Figure 4

3.5 Existing Conditions Intersection Operations

Synchro and Sidra traffic analyses were performed to determine the LOS for the weekday existing AM peak hour at each of the intersections within the project area. The results of these analyses are listed in a matrix in **Table 1**. All intersections operate at an acceptable LOS during the existing weekday AM peak hour.

Table 1: Existing Intersection Operations AM Peak Hour

		Existing	
Intersection	**Intersection Control**	**Delay**	**LOS**
1. Parallel Drive / Lakeport Boulevard	Roundabout (Sidra)	8.6	A
2. Highway 29 SB Ramps / Lakeport Boulevard	Stop Control (SB) Worst approach	5.3 11.8	A B
3. Highway 29 NB Ramps / Lakeport Boulevard	Stop Control (NB) Worst approach	5.0 12.7	A B
4. Bevins Street / Lakeport Boulevard	Stop Control (NB & SB) Worst approach	3.3 15.6	A B
5. Larrecou Lane / Lakeport Boulevard	Stop Control (SB) Worst approach	0.3 10.2	A B
6. Main Street / Lakeport Boulevard	Stop Control (All-Way) Worst approach	10.4 11.1	B B

Source: RBF Consulting 2010.
Notes: 1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

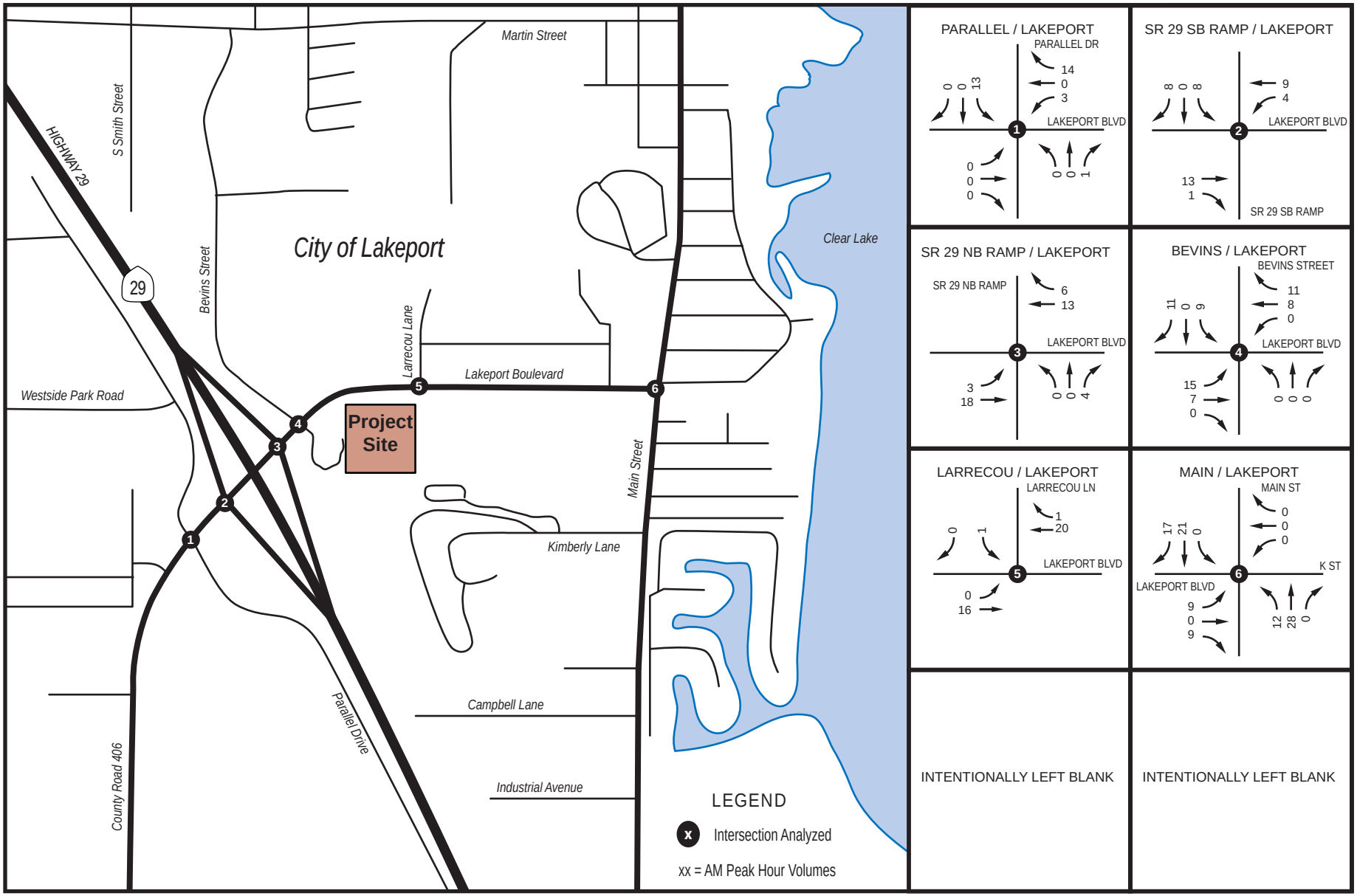
The Synchro and Sidra output calculations are provided in **Appendix B**.

4 EXISTING PLUS BACKGROUND CONDITIONS ANALYSIS

The following sections provide a description of the analyses performed during the AM peak hour for Existing plus Background conditions.

4.1 Background Trips

Existing plus Background conditions include existing traffic plus the traffic generated by approved projects within the vicinity of the project. All background projects were obtained from the City of Lakeport Planning Department website per Andrew Britton (Planning Services Manager). The Background projects are located throughout the City of Lakeport and indicated in the **Appendix J**. **Figure 5** provides the background trip distribution on the existing roadway network.



Source: RBF Consulting (2010)

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LAKE COUNTY COURTHOUSE TIA

Background Peak Hour Volumes

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05/10/10 JN 60-100671

Figure 5

The trip generation for each project was calculated using the Institute of Transportation Engineers (ITE) Manual, *Trip Generation 7th Edition*, 2003. The trip distribution was calculated based on typical travel patterns in the City and engineering judgment. The background projects would generate approximately 284 AM peak hour trips (80 in and 204 out). The Existing plus Background traffic volumes are indicated in **Table 2**.

Table 2: Background Trips

	ITE LAND USE CODE	PROJECT SIZE		AM PEAK HOUR TOTAL PEAK HOUR	IN	/	OUT
Lake Terrace Estates							
Single Family Detached Homes	210	8	Units	15	4	/	11
Bella Vista							
Single Family Detached Homes	210	35	Units	34	8	/	26
Rodriguez							
Townhouse	230	6	Units	5	1	/	4
Frankovich Subdivision							
Single Family Detached Homes	210	30	Units	30	8	/	22
Munion Subdivision							
Single Family Detached Homes	210	5	Units	13	3	/	10
Lakewood Knoll							
Single Family Detached Homes	210	28	Units	29	7	/	22
Lake County Tribal Health*							
Medical Office	720	19,683	SF	33	18	/	15
Harper's Landing							
Single Family Detached Homes	210	61	Units	52	13	/	39
Moody Subdivision							
Single Family Detached Homes	210	30	Units	30	8	/	22
Pino Subdivision							
Single Family Detached Homes	210	5	Units	13	3	/	10
JT Meadows Subdivision							
Single Family Detached Homes	210	28	Units	29	7	/	22
Total				**284**	**80**	**/**	**204**

Note: Bruno's Shop Smart and Plaza Paints were not included as they are currently open for business. The Safeway Expansion was also not included because construction was completed in 2009.

4.2 Existing plus Background Conditions Intersection Operations

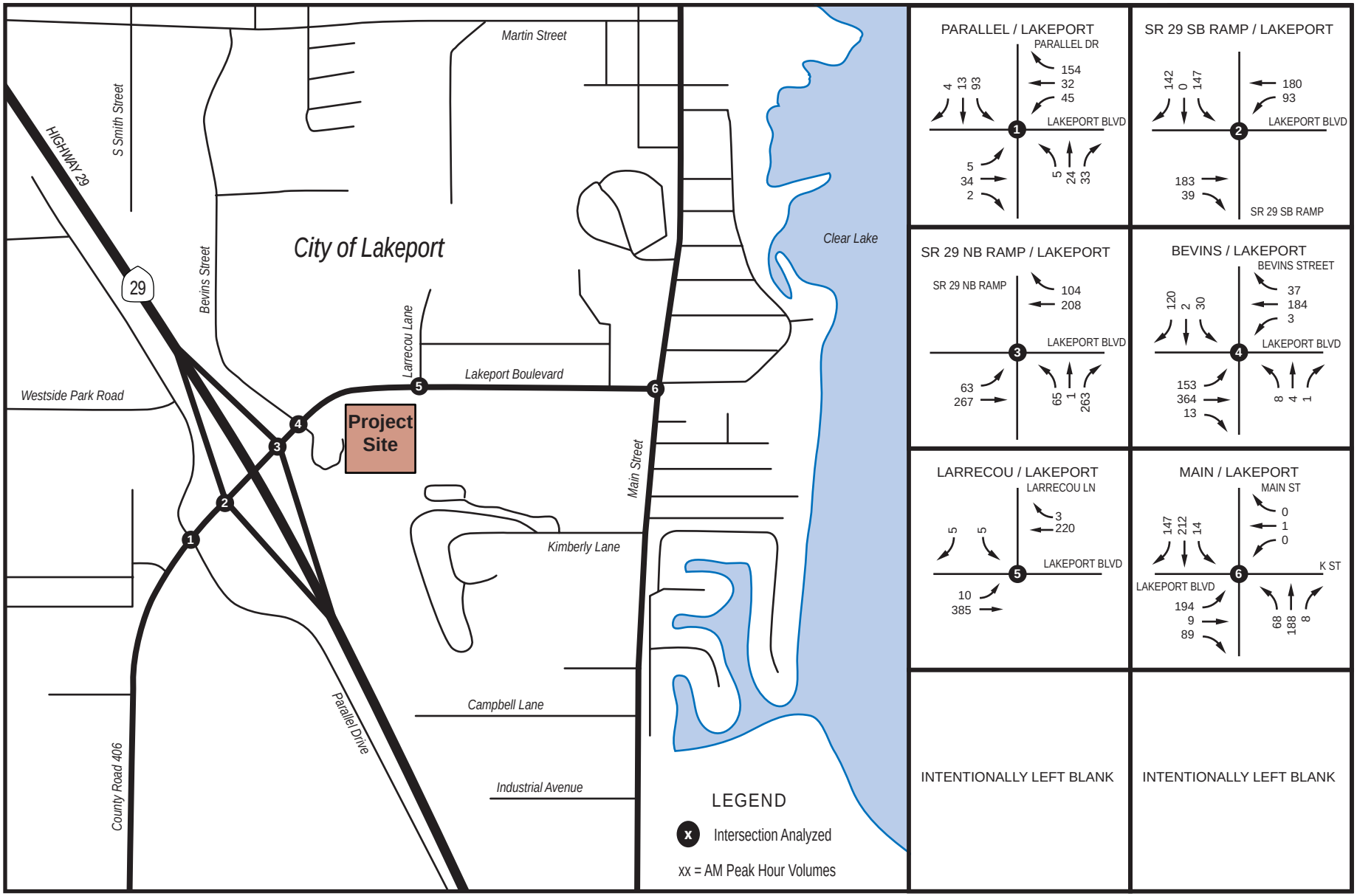
Synchro and Sidra traffic analysis was performed for the weekday Existing plus Background AM peak hour at each of the study intersections within the project area. The results of the analysis are summarized in **Table 3**. All intersections would operate at an acceptable LOS.

Table 3: Existing + Background Intersection Operations AM Peak Hour

		Existing		Existing + Background	
Intersection	**Intersection Control**	**Delay**	**LOS**	**Delay**	**LOS**
1. Parallel Drive / Lakeport Boulevard	Roundabout	8.6	A	8.7	A
2. Highway 29 SB Ramps / Lakeport Boulevard	Stop Control (SB) Worst approach	5.3 11.8	A B	5.5 12.4	A B
3. Highway 29 NB Ramps / Lakeport Boulevard	Stop Control (NB) Worst approach	5.0 12.7	A B	5.0 13.1	A B
4. Bevins Street / Lakeport Boulevard	Stop Control (NB & SB) Worst approach	3.3 15.6	A B	3.5 16.4	A C
5. Larrecou Lane / Lakeport Boulevard	Stop Control (SB) Worst approach	0.3 10.2	A B	0.3 10.5	A B
6. Main Street / Lakeport Boulevard	Stop Control (All-Way) Worst approach	10.4 11.1	B B	11.2 11.8	B B

Source: RBF Consulting 2010.
Notes: 1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

The Synchro and Sidra output calculations for Existing plus Background conditions are provided in **Appendix C**. The intersection volumes for Existing plus Background conditions are provided in **Figure 6**.



Source: RBF Consulting (2010)

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LAKE COUNTY COURTHOUSE TIA

Existing + Background Peak Hour Volumes

RBF CONSULTING

05/10/10 JN 60-100671

Figure 6

5 EXISTING PLUS BACKGROUND PLUS PROJECT CONDITIONS

The following sections describe the analysis performed during the AM peak hour for Existing plus Background plus Project traffic conditions and provide an explanation of the project trip generation, distribution, and assignment. For this development scenario the project trips were added to the Existing and Background trips and analyzed.

5.1 Site Access

The proposed project site is located on a parcel land that is at an elevation approximately 30 feet above Lakeport Boulevard. A site plan was not available to indicate the driveway access points to the proposed courthouse; therefore, several locations were evaluated to determine the most appropriate position. The following provides a description for each site access location.

Four (4) access points were evaluated for the proposed site and are provided in **Figure 7** and are listed below.

Location 1: Off of Lakeport Boulevard positioned in center of project site
Location 2: Off of Lakeport Boulevard across from Larrecou Lane
Location 3: Off of Bevins Street through the Lake County Chamber of Commerce parking lot
Location 4: Off of Bevins Street behind the Lake County Chamber of Commerce

Location 1 is located off of Lakeport Boulevard at the center of the proposed site and would provide a central access point the courthouse. In order to accommodate the driveway at this location, significant grading would need to be performed to provide adequate sight distance and to construct the driveway up the grades to the elevated the project site. In addition, the driveway would be located in between Larrecou Lane and a shopping center driveway. This would provide limited intersection spacing. It was determined that, due to the amount of earthwork needed and intersection spacing, this location is not feasible for site access.

Location 2 is located at the Larrecou Lane intersection off of Lakeport Boulevard. This location would take advantage of an existing pathway and grading adjacent to the project site. This location would provide adequate sight distance and not limit intersection spacing. Grading would need to be performed but not to the degree of Location 1. It was determined that this location is feasible for site access and is recommended for the main access.

Location 3 takes advantage of the Lake County Chamber of Commerce parking lot, located above the project site, to provide an access driveway. To accommodate this driveway location, grading and construction of retaining walls would need to be performed and the elimination of parking spaces. It was determined that this location is not feasible for site access.

Location 4 is located behind the Lake County Chamber of Commerce and will take advantage of an existing pathway and grading adjacent to the project site. Limited grading would need to be performed. It was determined that this location is a feasible site access and is recommended for secondary access for prisoner pick-up and drop-off.

Source: Google Maps (2010)

RBF CONSULTING

0 1/8 1/4 1/2 Mile

APPROXIMATE

04/29/10 JN 60-100671

LAKE COUNTY COURTHOUSE TIA

Site Access Locations

Figure 7

5.2 Project Trip Generation

The project proposes to relocate the existing courthouse to a new facility. The office space of the existing courthouse building will be held by the county for use by other county agencies. Therefore, it is assumed that the trips generated by the proposed project will remain on the road network and no trip credit is taken for the relocation.

Table 4 contains the trip generation estimates for the project ultimate build out. The rates are based upon similar traffic studies for courthouse facilities which are described below. The project will generate 403 daily trips; with 61 AM peak hour trips (55 in, 6 out).

The Institute for Transportation Engineers (ITE) Trip Generation, 7th Edition is the most widely accepted reference for transportation professionals for determining trip generation rates for various land use types. However, the reference does not provide trip generation rates for courthouses. Therefore, a methodology for determining the trip generation rate was developed based on a similar traffic study performed in San Diego, CA and with information provided by Lake County courthouse staff.

In 2000, Linscott Law & Greenspan (LLG) prepared a Traffic Impact Analysis (TIA) report for the San Diego County Courthouse. The trip generation rate that was developed in this report was based on the number of courthouse employees and visitors/jurors. An employee survey, conducted in 1992 by San Diego County, was used to determine mod of travel, daily trips per person, and vehicle occupancy rates. In addition, the report assumed that 30 visitors/jurors were in each courtroom. The number of trips was calculated based on the number of employees and visitors/jurors and the results from the employee survey.

RBF used a methodology that is similar to the one identified in the LLG study. RBF assumed that the primary choice of transportation is a passenger car for each employee and visitor/juror. In addition, as in the LLG study, it will be assumed that 25% of employees leave and return the courthouse once during the day.

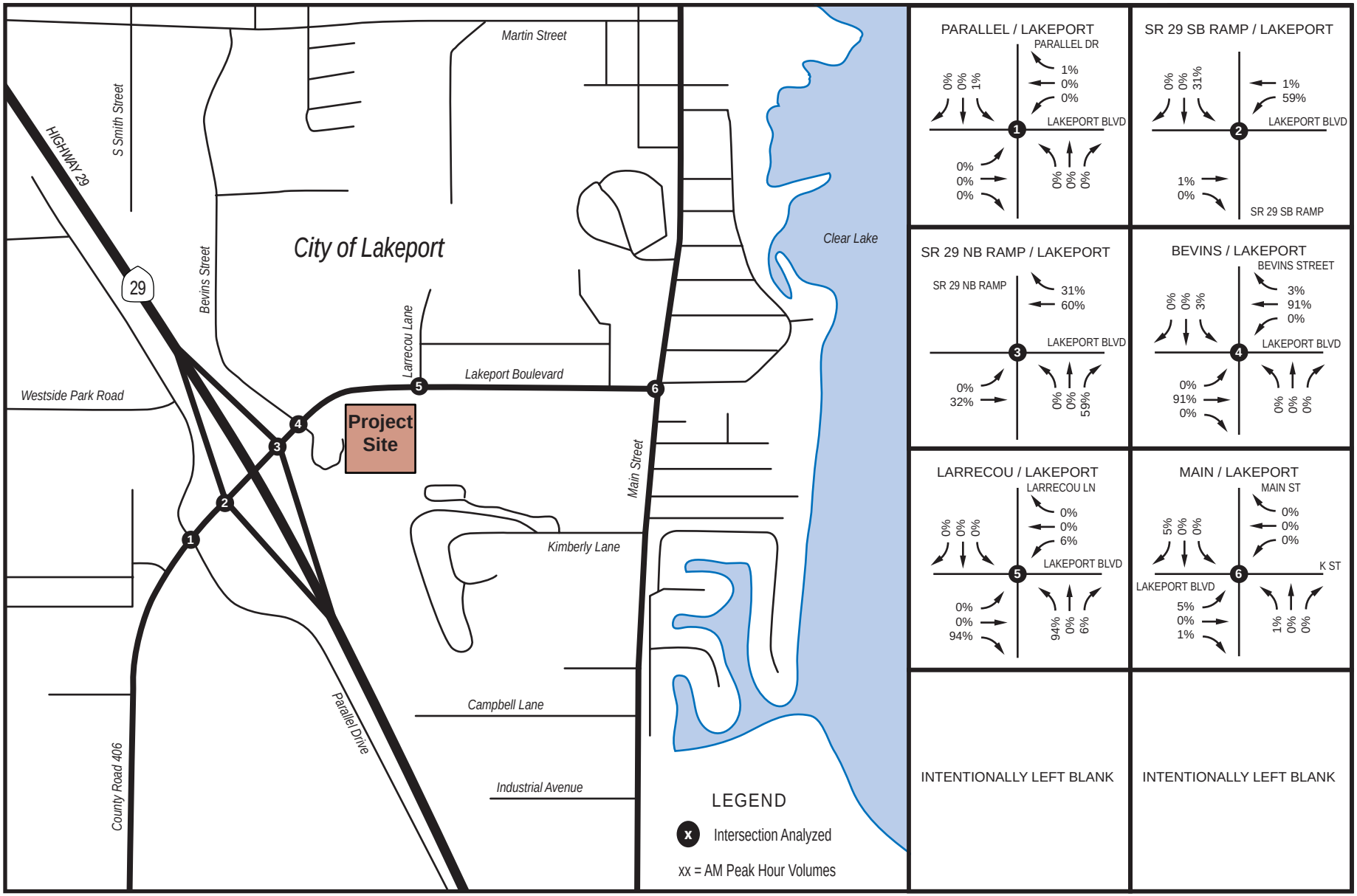
In order to determine the AM peak hour project trips, a comparison was made between the AM peak hour average rate and daily rate for the General Office land use in the ITE Trip Generation, 7th Edition. The General Office land use was used because it is similar to the proposed project and is slightly more conservative than the LLG study. This provided an AM percentage of the daily trips. This percentage was then applied to the daily trips to calculate the AM peak hour project trips. The directional distribution identified in the LLG study was used to determine inbound and outbound project trips.

Table 4: Project Trip Generation

	ITE LAND USE CODE	PROJECT SIZE		WEEKDAY DAILY TRIPS	AM PEAK HOUR TOTAL PEAK HOUR	% OF ADT	IN	/	OUT
Lake County Courthouse (Trip Generation Used)									
Employees		65	Employees	163	25	15%	23	/	2
Courtrooms		4	Units	240	36	15%	32	/	4
Net Total				**403**	**61**	**15%**	**55**	**/**	**6**
LGG									
Employees		65	Employees	163	22	13%	20	/	2
Courtrooms		4	Units	240	32	13%	32	/	3
Net Total				**403**	**54**	**13%**	**52**	**/**	**5**
ITE General Office									
Employees	710	65	Employees	310	47	15%	41	/	6
Net Total				**310**	**47**	**15%**	**41**	**/**	**6**

5.3 Project Trip Distribution and Assignment

The county population densities, land use maps, and other traffic studies in the Lakeport area were used to determine trip distribution. Based on this information, 31% of project trips travel to/from north of Lakeport on Highway 29, 59% south of Lakeport on Highway 29, and 10% travel within the City of Lakeport. The distribution percentages were then multiplied by the inbound and outbound project trips to determine the trip assignment on the local roadway network. **Figures 8 and 9** provide visual representations of the project trip distribution and trip assignment, respectively.



Source: RBF Consulting (2010)

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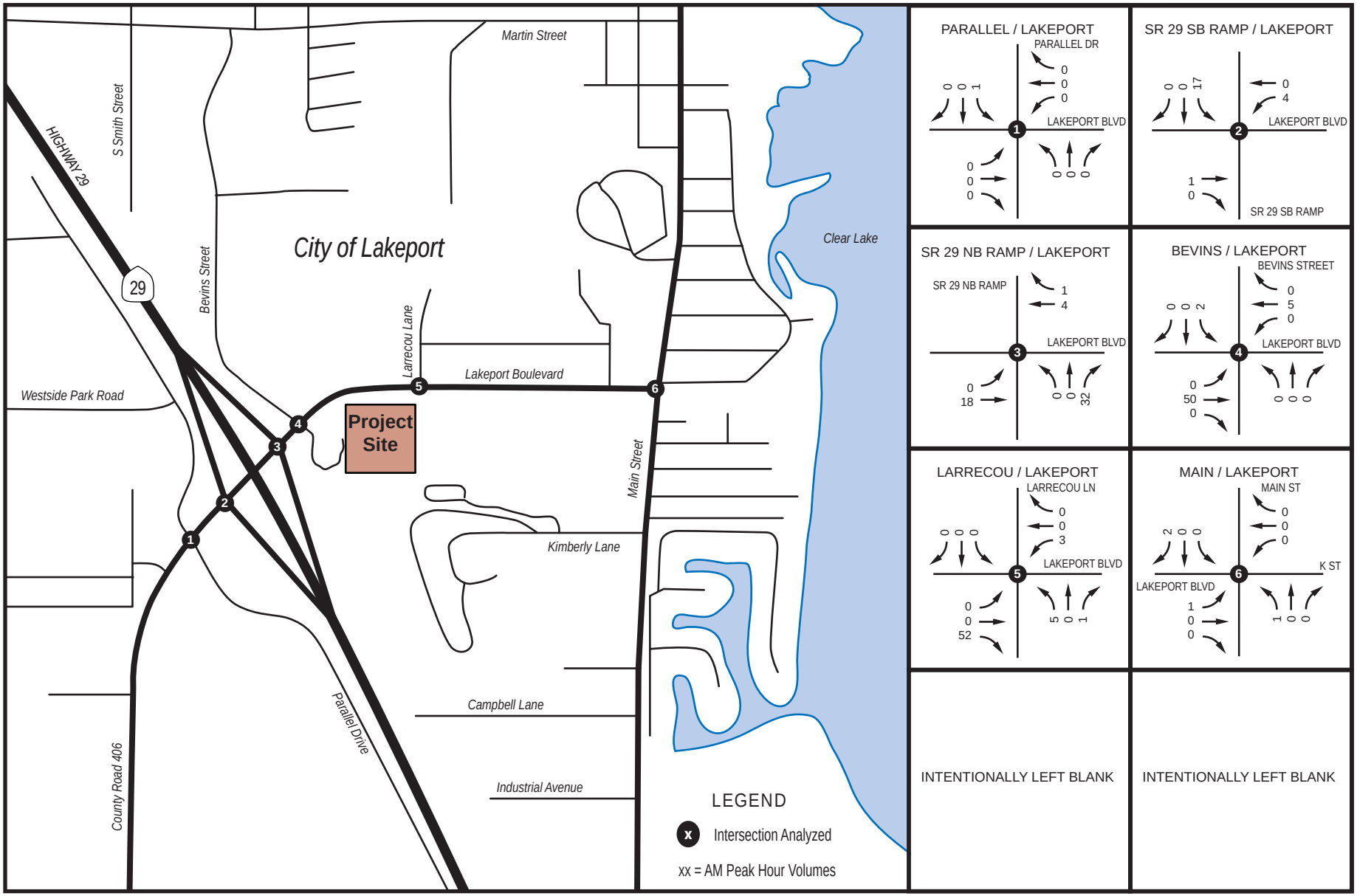
LAKE COUNTY COURTHOUSE TIA

Project Trip Distribution

Figure 8



Source: RBF Consulting (2010)

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LAKE COUNTY COURTHOUSE TIA

Project Trip Assignment

Figure 9

5.4 Existing plus Background plus Project Analysis

5.4.1 Existing plus Background plus Project Conditions Intersection Operations

The project trips were added to the Existing and Background traffic volumes and analyzed. All of the study intersections for Existing plus Background plus Project conditions would continue to operate at acceptable levels of service. The results of the analysis are summarized in **Table 5** and Existing plus Background plus Project volumes are provided in **Figure 10**.

Table 5: Existing + Background + Project Intersection Operations AM Peak Hour

		Existing		Existing + Background		Existing + Background + Project	
Intersection	Intersection Control	Delay	LOS	Delay	LOS	Delay	LOS
1. Parallel Drive / Lakeport Boulevard	Roundabout	8.6	A	8.7	A	8.7	A
2. Highway 29 SB Ramps / Lakeport Boulevard	Stop Control (SB)	5.3	A	5.5	A	6.0	A
	Worst approach	11.8	B	12.4	B	13.3	B
3. Highway 29 NB Ramps / Lakeport Boulevard	Stop Control (NB)	5.0	A	5.0	A	5.4	A
	Worst approach	12.7	B	13.1	B	14.0	B
4. Bevins Street / Lakeport Boulevard	Stop Control (NB & SB)	3.3	A	3.5	A	3.4	A
	Worst approach	15.6	B	16.4	C	17.1	C
5. Larrecou Lane / Lakeport Boulevard	Stop Control (SB)	0.3	A	0.3	A	0.4	A
	Worst approach	10.2	B	10.5	B	12.0	B
6. Main Street / Lakeport Boulevard	Stop Control (All-Way)	10.4	B	11.2	B	11.2	B
	Worst approach	11.1	B	11.8	B	11.8	B

Source: RBF Consulting 2010.
Notes: 1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

The Synchro and Sidra output calculations for Existing plus Background plus Project are provided in **Appendix D**.

5.4.2 Existing plus Background plus Project Conditions Intersection Sight Distance

The initial field visit and subsequent analysis to the project intersections revealed that there is potential sight distance deficiencies for northbound left turn vehicles at the Lakeport Boulevard and Bevins Street intersection. This intersection is located at the top of a hill with the westbound approach being below grade. Exiting vehicles from northbound Bevins Street have sight distance constraints looking at the westbound approach of this intersection due to the crest curve and existing earth. It was witnessed that left turn vehicles on the northbound approach were having trouble making the left turn at Bevins Street onto Lakeport Boulevard. Exiting vehicles were observed to make right turns and then make a U-turn at Larrecou Lane to continue westbound. A sight distance analysis was performed on this intersection.

The Larrecou Lane / Lakeport Boulevard intersection is the proposed main access driveway and is located approximately 30 ft below the proposed site. This intersection was also evaluated for sight distance.

The results of the sight distance analysis are provided in **Table 6**.

Table 6: Intersection Sight Distance - Left Turn from Stop (AASHTO Case B1)

Intersection	Intersection Control	Approach	Gap (t_g) (seconds)	85th percentile speed (mph)	Sight Distance (ft)		
					AASHTO Minimum	Measured	Difference
1. Bevins Street / Lakeport Boulevard	Stop Control	NB	8.0	37	435.1	261	-174.1
5. Larrecou Lane / Lakeport Boulevard (Driveway)	Stop Control	NB	8.0*	37	435.1	>600	>164.9

* It was assumed that northbound left turn vehicles will have to cross a 12ft median because of the TWLT lane in the existing condition.
Intersection Sight Distance Analysis performed per AASHTO Geometric Design of Highway and Streets, 2004.

Table 7: Intersection Sight Distance - Right Turn from Stop (AASHTO Case B2)

Intersection	Intersection Control	Approach	Gap (t_g) (seconds)	85th percentile speed (mph)	Sight Distance (ft)		
					AASHTO Minimum	Measured	Difference
5. Larrecou Lane / Lakeport Boulevard (Driveway)	Stop Control	NB	6.5	38	363.1	450	86.9

Intersection Sight Distance Analysis performed per AASHTO Geometric Design of Highway and Streets, 2004.

The sight distance analysis shows that left turning vehicles on the northbound approach at the Bevins Street / Lakeport Boulevard intersection do not have sufficient sight distance to safely proceed onto westbound Lakeport Boulevard under the existing configuration. Project traffic will be added to this intersection, which will have an impact on safety. To mitigate this impact, it is recommended that earthwork be performed on the south eastern side of the intersection to re-grade and increase the sight distance. Because this is a pre-existing condition, the project would pay a fair share contribution towards improving this intersection.

Bevins Street / Lakeport Boulevard intersection

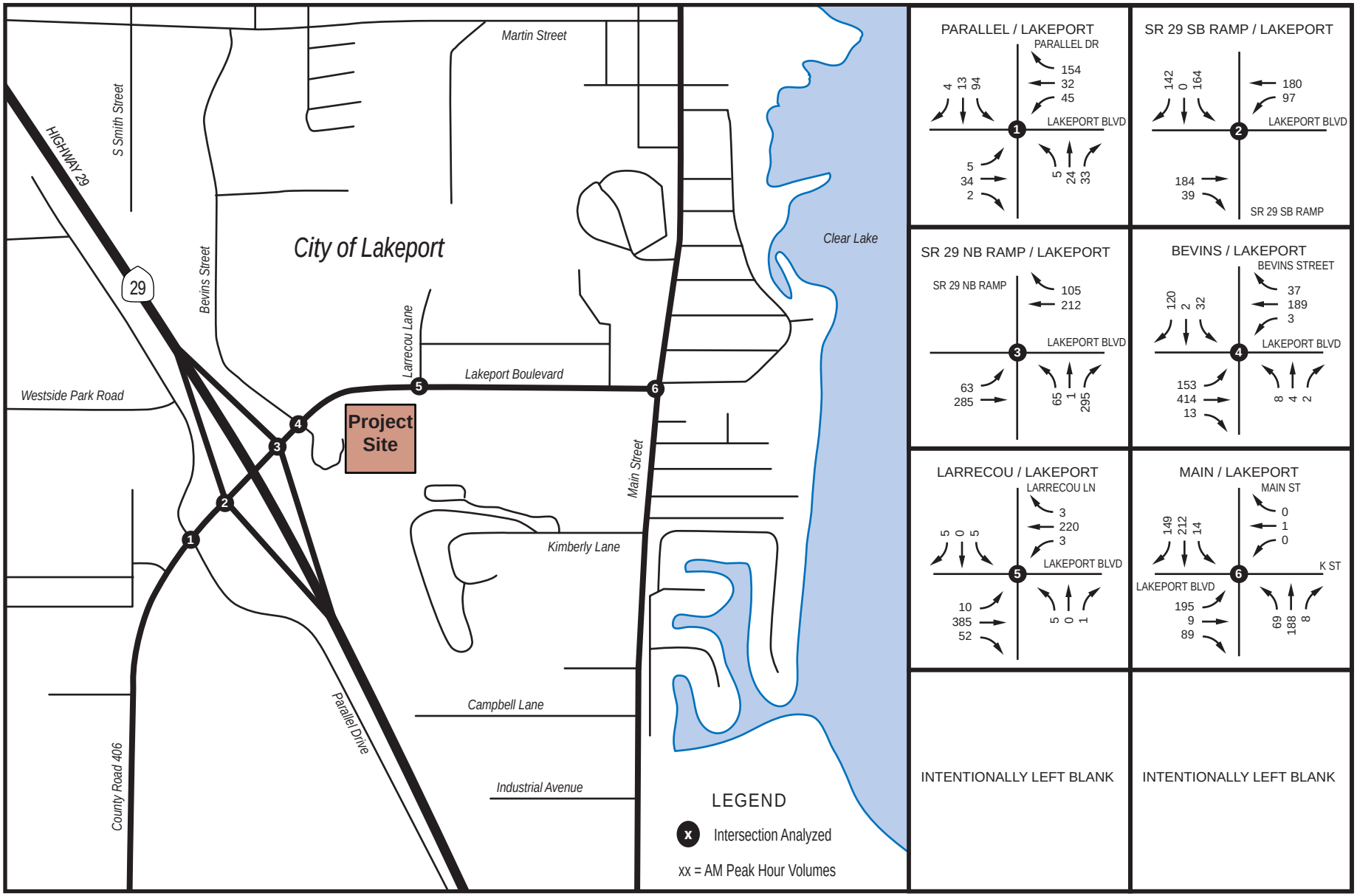
Northbound approach looking east

Southbound approach looking east

Larrecou Lane / Courthouse Driveway Access / Lakeport Boulevard intersection

Northbound approach (Access Driveway) looking west

Southbound approach looking east



Source: RBF Consulting (2010)

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LAKE COUNTY COURTHOUSE TIA

Existing + Background + Project Peak Hour Volumes

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Figure 10

6 CUMULATIVE WITHOUT PROJECT TRAFFIC CONDITIONS

The following sections describe the results of the traffic analysis performed under cumulative traffic conditions (projected 2030 traffic conditions). These conditions do not include trips generated by the project site.

6.1 Cumulative Volumes

The year 2030 volumes on the study road network were calculated based on the General Plan build out growth factors identified in the City of Lakeport General Plan Update (2008). The growth factors were then applied to existing traffic volumes to determine the 2030 traffic volumes. The turning movements were balanced based on the existing turning movement counts and the expected development in the area. Where the cumulative volumes were lower than the background volumes, the higher background volume was utilized.

6.2 Cumulative Without Project Analysis

6.2.1 Cumulative Without Project Conditions Intersection Operations

The cumulative traffic volumes were analyzed at the study intersections. All of the study intersections would operate at acceptable levels of service with the exception of the following:

- Highway 29 SB Ramps / Lakeport Boulevard
- Highway 29 NB Ramps / Lakeport Boulevard
- Bevins Street / Lakeport Boulevard (worst approach)
- Main Street / Lakeport Boulevard

Intersection levels of service under Cumulative without Project conditions are summarized in **Table 8**.

Table 8: Cumulative Intersection Operations AM Peak Hour

		Cumulative	
Intersection	Intersection Control	Delay	LOS
1. Parallel Drive / Lakeport Boulevard	Roundabout	19.4	B
2. Highway 29 SB Ramps / Lakeport Boulevard	Stop Control (SB) Worst approach	251.6 620.7	F F
3. Highway 29 NB Ramps / Lakeport Boulevard	Stop Control (NB) Worst approach	146.8 461.9	F F
4. Bevins Street / Lakeport Boulevard	Stop Control (NB & SB) Worst approach	5.9 72.6	A F
5. Larrecou Lane / Lakeport Boulevard	Stop Control (SB) Worst approach	0.4 13.3	A B
6. Main Street / Lakeport Boulevard	Stop Control (All-Way) Worst approach	42.4 60.9	E F

Source: RBF Consulting 2010.
Notes: 1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

The **Highway 29 SB Ramps / Lakeport Boulevard** intersection would operate at and unacceptable LOS of F during the AM peak hour with the southbound off ramp approach also operating at LOS F.

The **Highway 29 NB Ramps / Lakeport Boulevard** intersection is forecast to operate at an overall LOS F during the AM peak hour. The northbound off ramp approach (worst approach) is also forecast to operate at LOS F during the AM peak hour.

The **Bevins Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS A during the AM peak hour but the southbound approach (worst approach) is forecast to operate at LOS F.

The **Main Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS E and worst approach of LOS F during the AM peak hour.

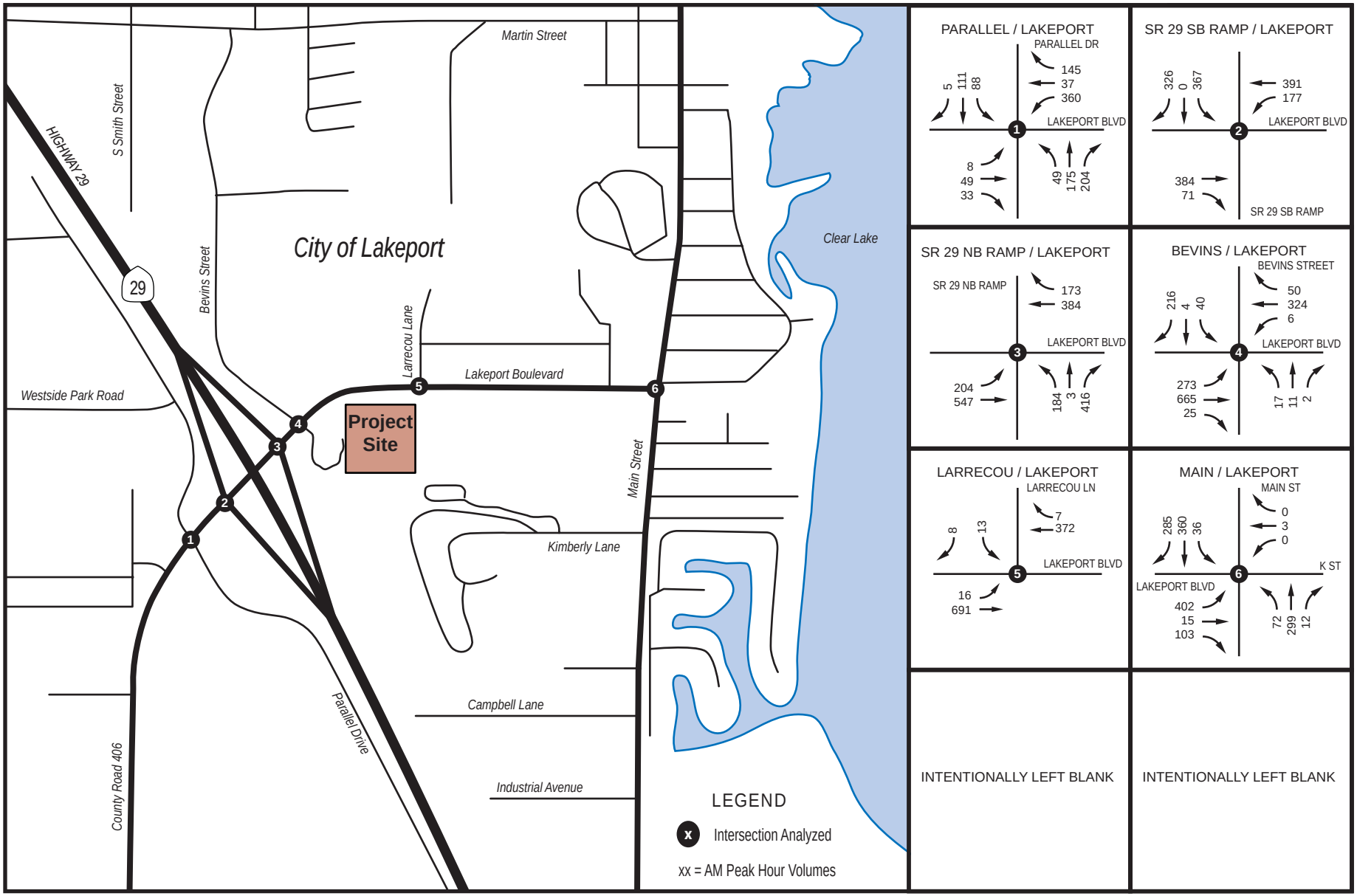
The Synchro and Sidra output calculations are provided in **Appendix E** and the Cumulative peak hour volumes are provided in **Figure 11**.

6.2.2 Intersection Improvements

The City of Lakeport General Plan 2025 identifies either the installation of modern roundabouts or the signalization of the **Highway 29 SB Ramps / Lakeport Boulevard** intersection, the **Highway 29 NB Ramps / Lakeport Boulevard** intersection, the **Bevins Street / Lakeport Boulevard** intersection, and the **Main Street / Lakeport Boulevard** as part of the City's Long Range Roadway Improvement Program. The installation of traffic signals is anticipated to improve the operations of the intersections for Cumulative conditions as follows. The close spacing of the intersections would require communication between the intersections to coordinate the signals:

The installation of a traffic signal at the **Highway 29 SB Ramps / Lakeport Boulevard** is anticipated to improve the operations of the intersection to LOS C during the Cumulative AM peak hour. The traffic signal would be coordinated with the Highway 29 NB Ramps / Lakeport Boulevard and Bevins Street / Lakeport Boulevard intersections. The signal would provide a protected left turn for westbound traffic. In addition, the southbound approach should be improved to include a 150 ft right turn lane to reduce vehicle queues.

The installation of a traffic signal at the **Highway 29 NB Ramps / Lakeport Boulevard** is anticipated to improve the operations of the intersection to LOS B during the Cumulative AM peak hour. The traffic signal would be coordinated with the Highway 29 SB Ramps / Lakeport Boulevard and Bevins Street / Lakeport Boulevard intersections. The signal would provide a protected left turn for eastbound traffic. In addition, the intersection should be re-striped to provide approximately 150 ft of vehicle storage length for the eastbound left turn lane. Also, the northbound approach should be improved to include a 200 ft right turn lane to reduce vehicle queues.



Source: RBF Consulting (2010)

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LAKE COUNTY COURTHOUSE TIA

Cumulative Peak Hour Volumes

Figure 11

The installation of a traffic signal at the **Bevins Street / Lakeport Boulevard** intersection would improve the operations of the intersection to LOS C during the Cumulative AM peak hour. The traffic signal would be coordinated with the Highway 29 SB Ramps / Lakeport Boulevard and Highway 29 NB Ramps / Lakeport Boulevard intersections.

The installation of a traffic signal at the **Main Street / Lakeport Boulevard** intersection is anticipated to improve the operations of the intersection to LOS B during the Cumulative AM peak hour. The signal will be split phased in the east-west direction and protected in the north-south direction. The southbound right turn lane will have an overlap phase with the eastbound split phase.

Each of the intersections meets the California MUTCD signal warrant for peak hour traffic volumes. The calculation sheets are included in **Appendix H**.

The LOS calculation sheets for mitigated intersection conditions are included in **Appendix G**.

7 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

This section describes the analysis results of the study intersection operations under cumulative traffic conditions, which includes the project trips.

7.1 Cumulative Projects Trip Generation

The project traffic was added to the cumulative volumes and analyzed. **Figure 12** indicates the Cumulative plus Project traffic volumes for the AM peak hour at the study intersections.

7.2 Cumulative With Project Analysis

7.2.1 Cumulative With Project Conditions Intersection Operations

Project trips were added to the cumulative traffic volumes and analyzed at the study intersections. All of the study intersections would operate at acceptable levels of service with the exception of the following:

- Highway 29 SB Ramps / Lakeport Boulevard
- Highway 29 NB Ramps / Lakeport Boulevard
- Bevins Street / Lakeport Boulevard (worst approach)
- Main Street / Lakeport Boulevard

Intersection levels of service under Cumulative with Project conditions are summarized in **Table 9.**

Table 9: Cumulative + Project Intersection Operations AM Peak Hour

		Cumulative		Cumulative + Project	
Intersection	Intersection Control	Delay	LOS	Delay	LOS
1. Parallel Drive / Lakeport Boulevard	Roundabout	19.4	B	19.4	B
2. Highway 29 SB Ramps / Lakeport Boulevard	Stop Control (SB) Worst approach	251.6 620.7	F F	275.4 671.7	F F
3. Highway 29 NB Ramps / Lakeport Boulevard	Stop Control (NB) Worst approach	146.8 461.9	F F	165.7 509.7	F F
4. Bevins Street / Lakeport Boulevard	Stop Control (NB & SB) Worst approach	5.9 72.6	A F	6.4 80.0	A F
5. Larrecou Lane / Lakeport Boulevard	Stop Control (SB) Worst approach	0.4 13.3	A B	0.5 16.2	A C
6. Main Street / Lakeport Boulevard	Stop Control (All-Way) Worst approach	42.4 60.9	E F	42.6 61.6	E F

Source: RBF Consulting 2010.
Notes: 1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

The **Highway 29 SB Ramps / Lakeport Boulevard** intersection would continue to operate at and unacceptable level of service of F during the AM peak hour with the southbound off ramp approach also operating at LOS F.

The **Highway 29 NB Ramps / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS F during the AM peak hour. The northbound off ramp approach is also forecast to operate at LOS F during the AM peak hour.

The **Bevins Street / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS A during the AM peak hour but the southbound approach is forecast to continue to operate at LOS F.

The **Main Street / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS E and worst approach of LOS F during the AM peak hour. It should be noted that this intersection was studied in the City of Lakeport General Plan 2025 and was forecast to operate at an overall LOS F during the PM peak hour.

The Synchro and Sidra output calculations are provided in **Appendix F** and Cumulative plus Project peak hour volumes are provided in **Figure 11**.

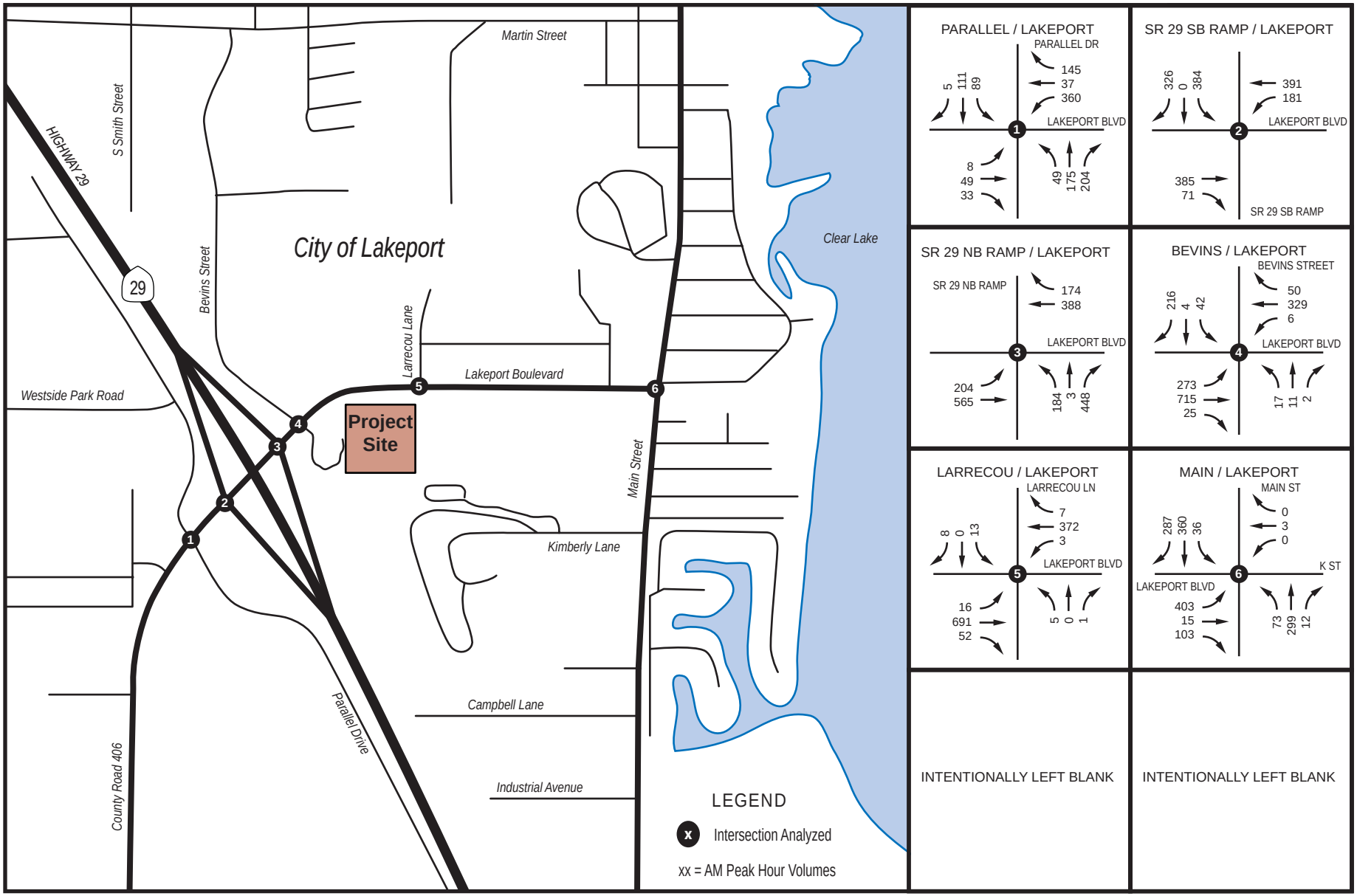
7.2.2 Intersection Mitigations

With the improvements identified under the Cumulative Intersection Mitigations, all intersection would operate at acceptable levels of service.

The improvements listed in the Cumulative Intersection Mitigations are identified in the City of Lakeport General Plan 2025 and the intersections are recommended for improvement under the City's Long Range Improvement Program. The project would pay a fair share contribution towards improving these intersections.

Each of the intersections meets the California MUTCD signal warrant for peak hour traffic volumes. The calculation sheets are included in **Appendix H**.

The LOS calculation sheets for mitigated intersection conditions are included in **Appendix G**.



Source: RBF Consulting (2010)

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APPROXIMATE

LAKE COUNTY COURTHOUSE TIA

Cumulative + Project Peak Hour Volumes

RBF CONSULTING

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Figure 12

8 MULTIMODAL ACCESS

Currently, there are no bus stops at the project site. Bus stops should be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards. The addition of the bus stops will provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project. It is also recommended that high visibility crosswalks be installed to provide safe access for pedestrians to and from the bus stops. In addition, pedestrian access should be provided throughout the proposed project with links to the existing pedestrian pathways and sidewalks. Also, bicycle storage facilities should be provided on site for cyclists.

APPENDIX A

Level of Service Descriptions and LOS Table

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH ALL-WAY STOP CONTROL (AWSC)

AWSC intersections require every vehicle to stop at the intersection before proceeding. Since each driver must stop, the judgement as to whether to proceed into the intersection is a function of traffic conditions on the other approaches. While giving priority to the driver on the right is a recognized rule in some areas, it is not a good descriptor of actual intersection operations. What happens is the development of a consensus of right-of-way that alternates between the drivers on the intersection approaches, a consensus that depends primarily on the intersection geometry and the arrival patterns at the stop line.

If no traffic is present on the other approaches, a driver can proceed immediately after the stop is made. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that there are no vehicles currently in the intersection and that it is the driver's turn to proceed. Since no traffic signal controls the stream movement or allocates the right-of-way to each conflicting stream, the rate of departure is controlled by the interaction between the traffic streams themselves.

For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

The criteria for AWSC intersections have different threshold values than do those for signalized intersections, primarily because drivers expect different levels of performance from different kinds of traffic control devices (i.e traffic signals, two way stop or all way stop, etc.). The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection and a higher level of control delay is acceptable at a signalized intersection for the same LOS.

For AWSC analysis using the HCM 2000 method, the LOS shown reflects the weighted average of the delay on each of the approaches.

LEVEL OF SERVICE (LOS) CRITERIA FOR AWSC INTERSECTIONS
(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgement. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream,;
- driver judgement in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS

(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS
(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**<10**
B	**>10 - 20**
C	**>20 - 35**
D	**>35 - 55**
E	**>55 - 80**
F	**>80**

Intersection Level of Service Summary

	N-S Street	E-W Street	Existing Intersection Control	LOS Threshold	Existing Condition PM Peak Hour V/C Ratio	Existing Condition PM Peak Hour Delay (sec)	Existing Condition PM Peak Hour LOS	Existing + Background PM Peak Hour V/C Ratio	Existing + Background PM Peak Hour Delay (sec)	Existing + Background PM Peak Hour LOS	Existing + Background + Project PM Peak Hour V/C Ratio	Existing + Background + Project PM Peak Hour Delay (sec)	Existing + Background + Project PM Peak Hour LOS	Cumulative PM Peak Hour V/C Ratio	Cumulative PM Peak Hour Delay (sec)	Cumulative PM Peak Hour LOS	Cumulative + Project PM Peak Hour V/C Ratio	Cumulative + Project PM Peak Hour Delay (sec)	Cumulative + Project PM Peak Hour LOS
1	Parallel Drive	Lakeport Boulevard	Roundabout	**Lakeport LOS C**		**8.6**	**A**		**8.7**	**A**		**8.7**	**A**		**19.4**	**B**		**19.4**	**B**
2	SR 29 SB Ramps	Lakeport Boulevard	Stop Sign (1-way)	**Caltrans LOS C/D**		**5.3**	**A**		**5.5**	**A**		**6.0**	**A**		**251.6**	**F**		**275.4**	**F**
			Worst Approach			11.8	B		12.4	B		13.3	B		620.7	F		671.7	F
			Mitigation Signalize Intersection											*0.72*	*20.3*	*C*	*0.74*	*20.7*	*C*
3	SR 29 NB Ramps	Lakeport Boulevard	Stop Sign (1-way)	**Caltrans LOS C/D**		**5.0**	**A**		**5.0**	**A**		**5.4**	**A**		**146.8**	**F**		**165.7**	**F**
			Worst Approach			12.7	B		13.1	B		14.0	B		461.9	F		509.7	F
			Mitigation Signalize Intersection											*0.74*	*18.4*	*B*	*0.78*	*19.3*	*B*
4	Bevins Street	Lakeport Boulevard	Stop Sign (2-way)	**Lakeport LOS C**		**3.3**	**A**		**3.5**	**A**		**3.4**	**A**		**5.9**	**A**		**6.4**	**A**
			Worst Approach			11.1	B		16.4	C		17.1	C		72.6	F		80.0	F
			Mitigation Signalize Intersection											*0.55*	*16.5*	*B*	*0.55*	*16.6*	*B*
5	Larrecou Lane	Lakeport Boulevard	Stop Sign (1-way)	**Lakeport LOS C**		**0.3**	**A**		**0.3**	**A**		**0.4**	**A**		**0.4**	**A**		**0.5**	**A**
						10.2	B		10.5	B		12.0	B		13.3	B		16.2	C
6	Main Street	Lakeport Boulevard	Stop Sign (4-way)	**Lakeport LOS C**		**10.4**	**B**		**11.2**	**B**		**11.2**	**B**		**42.4**	**E**		**42.6**	**E**
			Worst Approach			11.1	B		11.8	B		11.8	B		60.9	F		223.2	F
			Mitigation Signalize Intersection											*0.68*	*20.0*	*C*	*0.68*	*20.1*	*C*

NOTES:

1. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
2. Analysis performed using HCM 2000 methodologies.
3. Overall level of service standard for the City of Lakeport is LOS C. Overall level of service standard for Caltrans is the LOS C/D threshold.
4. Intersection improvements are highlighted.
5. The overall delay for some intersections actually decreases with the addition of background and project trips. The reduction in delay occurs because the "intersection delay" is the weighted average of al approaches. When traffic volumes increase for an approach that has a free movement (zero delay) or very low delay, the "intersection delay" decreases.
6. The asterix (*) indicates that the delay was beyond the capabilities of Synchro.

APPENDIX B

Intersection Level of Service Calculations
Existing Conditions

LANE SUMMARY

Site: Lakeport/Parallel - Ex AM

Existing
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Parallel Drive																
Lane 1	7	33	44	84	2.0	953	0.088	100	7.9	LOS A	0.5	13.6	1600	–	0.0	0.0
Approach	7	33	44	84	2.0		0.088		7.9	LOS A	0.5	13.6				
East: Lakeport Boulevard																
Lane 1	58	44	192	293	2.0	1167	0.251	100	7.5	LOS A	1.6	39.8	1600	–	0.0	0.0
Approach	58	44	192	293	2.0		0.251		7.5	LOS A	1.6	39.8				
North: Parallel Drive																
Lane 1	110	18	5	133	2.0	963	0.138	100	11.7	LOS B	0.7	18.6	1600	–	0.0	0.0
Approach	110	18	5	133	2.0		0.138		11.7	LOS B	0.7	18.6				
West: Lakeport Boulevard																
Lane 1	7	47	3	56	2.0	893	0.063	100	7.4	LOS A	0.3	8.0	1600	–	0.0	0.0
Approach	7	47	3	56	2.0		0.063		7.4	LOS A	0.3	8.0				
Intersection				566	2.0		0.251		8.6	LOS A	1.6	39.8				

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all lanes. LOS Method: Delay (HCM).
Level of Service (Worst Lane): LOS B. LOS Method for individual lanes: Delay (HCM).
Approach LOS values are based on the worst delay for any lane.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	170	38	89	171	0	0	0	0	139	0	134
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	195	44	102	197	0	0	0	0	160	0	154
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	197			239			674	597	195	597	640	197
vC1, stage 1 conf vol							195	195		401	401	
vC2, stage 2 conf vol							478	401		195	239	
vCu, unblocked vol	197			239			674	597	195	597	640	197
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			100	100	100	70	100	82
cM capacity (veh/h)	1376			1328			411	519	846	530	493	845

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	195	44	102	197	314
Volume Left	0	0	102	0	160
Volume Right	0	44	0	0	154
cSH	1700	1700	1328	1700	845
Volume to Capacity	0.11	0.03	0.08	0.12	0.37
Queue Length 95th (ft)	0	0	6	0	43
Control Delay (s)	0.0	0.0	7.9	0.0	11.8
Lane LOS			A		B
Approach Delay (s)	0.0		2.7		11.8
Approach LOS					B

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Lakeport Blvd & Highway 29 Northbound On Ramp

6/2/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	249	0	0	195	98	65	1	259	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	277	0	0	217	109	72	1	288	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	326			277			681	736	277	682	681	271
vC1, stage 1 conf vol							410	410		271	271	
vC2, stage 2 conf vol							271	326		411	410	
vCu, unblocked vol	326			277			681	736	277	682	681	271
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			86	100	62	100	100	100
cM capacity (veh/h)	1234			1286			516	479	762	346	509	768

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	67	277	326	361
Volume Left	67	0	0	72
Volume Right	0	0	109	288
cSH	1234	1700	1700	956
Volume to Capacity	0.05	0.16	0.19	0.38
Queue Length 95th (ft)	4	0	0	44
Control Delay (s)	8.1	0.0	0.0	12.7
Lane LOS	A			B
Approach Delay (s)	1.6		0.0	12.7
Approach LOS				B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	357	13	3	176	26	8	4	1	21	2	109
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	152	392	14	3	193	29	9	4	1	23	2	120
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	222			407			964	931	399	913	924	208
vC1, stage 1 conf vol							703	703		214	214	
vC2, stage 2 conf vol							261	229		698	710	
vCu, unblocked vol	222			407			964	931	399	913	924	208
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			97	99	100	94	99	86
cM capacity (veh/h)	1347			1152			331	361	650	358	366	833

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	152	407	3	222	14	145
Volume Left	152	0	3	0	9	23
Volume Right	0	14	0	29	1	120
cSH	1347	1700	1152	1700	369	1008
Volume to Capacity	0.11	0.24	0.00	0.13	0.04	0.14
Queue Length 95th (ft)	9	0	0	0	3	13
Control Delay (s)	8.0	0.0	8.1	0.0	15.6	11.1
Lane LOS	A		A		C	B
Approach Delay (s)	2.2		0.1		15.6	11.1
Approach LOS					C	B

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	369	200	2	4	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	410	222	2	4	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	224				656	223
vC1, stage 1 conf vol					223	
vC2, stage 2 conf vol					432	
vCu, unblocked vol	224				656	223
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1344				596	816

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	11	410	224	10
Volume Left	11	0	0	4
Volume Right	0	0	2	6
cSH	1344	1700	1700	701
Volume to Capacity	0.01	0.24	0.13	0.01
Queue Length 95th (ft)	1	0	0	1
Control Delay (s)	7.7	0.0	0.0	10.2
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	10.2
Approach LOS				B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	185	9	80	0	1	0	56	160	8	14	191	130
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	208	10	90	0	1	0	63	180	9	16	215	146

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	208	100	1	63	189	230	146
Volume Left (vph)	208	0	0	63	0	16	0
Volume Right (vph)	0	90	0	0	9	0	146
Hadj (s)	0.53	-0.60	0.03	0.53	0.00	0.07	-0.67
Departure Headway (s)	6.6	5.5	6.6	6.5	5.9	5.9	5.1
Degree Utilization, x	0.38	0.15	0.00	0.11	0.31	0.37	0.21
Capacity (veh/h)	518	616	489	532	582	591	672
Control Delay (s)	12.4	8.3	9.6	9.1	10.4	11.1	8.3
Approach Delay (s)	11.1		9.6	10.0		10.0	
Approach LOS	B		A	B		B	

Intersection Summary			
Delay	10.4		
HCM Level of Service	B		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX C

Intersection Level of Service Calculations
Existing + Background Conditions

LANE SUMMARY

Site: Lakeport/Parallel - Ex + Back AM

Existing
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Parallel Drive																
Lane 1	7	33	45	85	2.0	935	0.091	100	8.1	LOS A	0.6	14.2	1600	–	0.0	0.0
Approach	7	33	45	85	2.0		0.091		8.1	LOS A	0.6	14.2				
East: Lakeport Boulevard																
Lane 1	62	44	211	316	2.0	1174	0.269	100	7.5	LOS A	1.7	43.7	1600	–	0.0	0.0
Approach	62	44	211	316	2.0		0.269		7.5	LOS A	1.7	43.7				
North: Parallel Drive																
Lane 1	127	18	5	151	2.0	964	0.156	100	11.9	LOS B	0.8	21.4	1600	–	0.0	0.0
Approach	127	18	5	151	2.0		0.156		11.9	LOS B	0.8	21.4				
West: Lakeport Boulevard																
Lane 1	7	47	3	56	2.0	876	0.064	100	7.5	LOS A	0.3	8.2	1600	–	0.0	0.0
Approach	7	47	3	56	2.0		0.064		7.5	LOS A	0.3	8.2				
Intersection				608	2.0		0.269		8.7	LOS A	1.7	43.7				

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all lanes. LOS Method: Delay (HCM).
Level of Service (Worst Lane): LOS B. LOS Method for individual lanes: Delay (HCM).
Approach LOS values are based on the worst delay for any lane.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	183	39	93	180	0	0	0	0	147	0	142
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	210	45	107	207	0	0	0	0	169	0	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	207			255			713	631	210	631	676	207
vC1, stage 1 conf vol							210	210		421	421	
vC2, stage 2 conf vol							502	421		210	255	
vCu, unblocked vol	207			255			713	631	210	631	676	207
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			100	100	100	67	100	80
cM capacity (veh/h)	1364			1310			390	505	830	512	478	834

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	210	45	107	207	332
Volume Left	0	0	107	0	169
Volume Right	0	45	0	0	163
cSH	1700	1700	1310	1700	820
Volume to Capacity	0.12	0.03	0.08	0.12	0.41
Queue Length 95th (ft)	0	0	7	0	49
Control Delay (s)	0.0	0.0	8.0	0.0	12.4
Lane LOS			A		B
Approach Delay (s)	0.0		2.7		12.4
Approach LOS					B

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Lakeport Blvd & Highway 29 Northbound On Ramp

6/2/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	267	0	0	208	104	65	1	263	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	70	297	0	0	231	116	72	1	292	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	347			297			726	783	297	726	726	289
vC1, stage 1 conf vol							437	437		289	289	
vC2, stage 2 conf vol							289	347		437	437	
vCu, unblocked vol	347			297			726	783	297	726	726	289
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			85	100	61	100	100	100
cM capacity (veh/h)	1212			1265			495	461	743	325	492	750

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	70	297	347	366
Volume Left	70	0	0	72
Volume Right	0	0	116	292
cSH	1212	1700	1700	929
Volume to Capacity	0.06	0.17	0.20	0.39
Queue Length 95th (ft)	5	0	0	47
Control Delay (s)	8.2	0.0	0.0	13.1
Lane LOS	A			B
Approach Delay (s)	1.6		0.0	13.1
Approach LOS				B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	153	364	13	3	184	37	8	4	1	30	2	120
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	168	400	14	3	202	41	9	4	1	33	2	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	243			414			1019	993	407	968	980	223
vC1, stage 1 conf vol							743	743		229	229	
vC2, stage 2 conf vol							276	249		739	751	
vCu, unblocked vol	243			414			1019	993	407	968	980	223
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			97	99	100	90	99	84
cM capacity (veh/h)	1323			1145			305	339	644	334	345	817

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	168	414	3	243	14	167
Volume Left	168	0	3	0	9	33
Volume Right	0	14	0	41	1	132
cSH	1323	1700	1145	1700	343	1035
Volume to Capacity	0.13	0.24	0.00	0.14	0.04	0.16
Queue Length 95th (ft)	11	0	0	0	3	14
Control Delay (s)	8.1	0.0	8.2	0.0	16.4	11.7
Lane LOS	A		A		C	B
Approach Delay (s)	2.3		0.1		16.4	11.7
Approach LOS					C	B

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	385	220	3	5	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	428	244	3	6	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	248				696	246
vC1, stage 1 conf vol					246	
vC2, stage 2 conf vol					450	
vCu, unblocked vol	248				696	246
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1318				580	793

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	11	428	248	11
Volume Left	11	0	0	6
Volume Right	0	0	3	6
cSH	1318	1700	1700	670
Volume to Capacity	0.01	0.25	0.15	0.02
Queue Length 95th (ft)	1	0	0	1
Control Delay (s)	7.8	0.0	0.0	10.5
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	10.5
Approach LOS				B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	194	9	89	0	1	0	68	188	8	14	212	147
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	218	10	100	0	1	0	76	211	9	16	238	165

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	218	110	1	76	220	254	165
Volume Left (vph)	218	0	0	76	0	16	0
Volume Right (vph)	0	100	0	0	9	0	165
Hadj (s)	0.53	-0.60	0.03	0.53	0.01	0.06	-0.67
Departure Headway (s)	6.8	5.7	6.9	6.6	6.1	6.0	5.3
Degree Utilization, x	0.41	0.17	0.00	0.14	0.37	0.42	0.24
Capacity (veh/h)	502	593	463	519	568	577	652
Control Delay (s)	13.3	8.7	9.9	9.5	11.4	12.2	8.8
Approach Delay (s)	11.8		9.9	10.9		10.8	
Approach LOS	B		A	B		B	

Intersection Summary			
Delay	11.2		
HCM Level of Service	B		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX D

Intersection Level of Service Calculations
Existing + Background + Project Conditions

LANE SUMMARY

Site: Lakeport/Parallel - Ex + Back + Proj AM

Existing
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Parallel Drive																
Lane 1	7	33	45	85	2.0	934	0.091	100	8.1	LOS A	0.6	14.2	1600	–	0.0	0.0
Approach	7	33	45	85	2.0		0.091		8.1	LOS A	0.6	14.2				
East: Lakeport Boulevard																
Lane 1	62	44	211	316	2.0	1174	0.269	100	7.5	LOS A	1.7	43.7	1600	–	0.0	0.0
Approach	62	44	211	316	2.0		0.269		7.5	LOS A	1.7	43.7				
North: Parallel Drive																
Lane 1	129	18	5	152	2.0	965	0.158	100	11.9	LOS B	0.9	21.7	1600	–	0.0	0.0
Approach	129	18	5	152	2.0		0.158		11.9	LOS B	0.9	21.7				
West: Lakeport Boulevard																
Lane 1	7	47	3	56	2.0	875	0.064	100	7.5	LOS A	0.3	8.2	1600	–	0.0	0.0
Approach	7	47	3	56	2.0		0.064		7.5	LOS A	0.3	8.2				
Intersection				610	2.0		0.269		8.7	LOS A	1.7	43.7				

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all lanes. LOS Method: Delay (HCM).
Level of Service (Worst Lane): LOS B. LOS Method for individual lanes: Delay (HCM).
Approach LOS values are based on the worst delay for any lane.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	184	39	97	180	0	0	0	0	164	0	142
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	211	45	111	207	0	0	0	0	189	0	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	207			256			723	641	211	641	686	207
vC1, stage 1 conf vol							211	211		430	430	
vC2, stage 2 conf vol							511	430		211	256	
vCu, unblocked vol	207			256			723	641	211	641	686	207
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			100	100	100	63	100	80
cM capacity (veh/h)	1364			1309			384	499	829	505	471	834

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	211	45	111	207	352
Volume Left	0	0	111	0	189
Volume Right	0	45	0	0	163
cSH	1700	1700	1309	1700	780
Volume to Capacity	0.12	0.03	0.09	0.12	0.45
Queue Length 95th (ft)	0	0	7	0	59
Control Delay (s)	0.0	0.0	8.0	0.0	13.3
Lane LOS			A		B
Approach Delay (s)	0.0		2.8		13.3
Approach LOS					B

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	285	0	0	212	105	65	1	295	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	70	317	0	0	236	117	72	1	328	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	352			317			751	809	317	751	751	294
vC1, stage 1 conf vol							457	457		294	294	
vC2, stage 2 conf vol							294	352		457	457	
vCu, unblocked vol	352			317			751	809	317	751	751	294
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			85	100	55	100	100	100
cM capacity (veh/h)	1207			1243			484	452	724	287	482	745

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	70	317	352	401
Volume Left	70	0	0	72
Volume Right	0	0	117	328
cSH	1207	1700	1700	886
Volume to Capacity	0.06	0.19	0.21	0.45
Queue Length 95th (ft)	5	0	0	60
Control Delay (s)	8.2	0.0	0.0	14.0
Lane LOS	A			B
Approach Delay (s)	1.5		0.0	14.0
Approach LOS				B

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	153	414	13	3	189	37	8	4	1	32	2	120
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	168	455	14	3	208	41	9	4	1	35	2	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	248			469			1080	1053	462	1029	1040	228
vC1, stage 1 conf vol							798	798		235	235	
vC2, stage 2 conf vol							281	255		794	805	
vCu, unblocked vol	248			469			1080	1053	462	1029	1040	228
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			97	99	100	89	99	84
cM capacity (veh/h)	1317			1092			287	321	600	311	325	811

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	168	469	3	248	14	169
Volume Left	168	0	3	0	9	35
Volume Right	0	14	0	41	1	132
cSH	1317	1700	1092	1700	323	1041
Volume to Capacity	0.13	0.28	0.00	0.15	0.04	0.16
Queue Length 95th (ft)	11	0	0	0	3	14
Control Delay (s)	8.1	0.0	8.3	0.0	17.1	12.0
Lane LOS	A		A		C	B
Approach Delay (s)	2.1		0.1		17.1	12.0
Approach LOS					C	B

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	385	52	3	220	3	5	0	1	5	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Hourly flow rate (vph)	11	428	57	3	244	3	5	0	1	6	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	248			484			736	733	456	704	759	246
vC1, stage 1 conf vol							478	478		253	253	
vC2, stage 2 conf vol							258	254		451	507	
vCu, unblocked vol	248			484			736	733	456	704	759	246
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	99	100	99
cM capacity (veh/h)	1318			1078			509	500	604	526	487	793

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	11	484	251	7	11
Volume Left	11	0	3	5	6
Volume Right	0	57	3	1	6
cSH	1318	1700	1078	523	632
Volume to Capacity	0.01	0.28	0.00	0.01	0.02
Queue Length 95th (ft)	1	0	0	1	1
Control Delay (s)	7.8	0.0	0.1	12.0	10.8
Lane LOS	A		A	B	B
Approach Delay (s)	0.2		0.1	12.0	10.8
Approach LOS				B	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	195	9	89	0	1	0	69	188	8	14	212	149
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	219	10	100	0	1	0	78	211	9	16	238	167

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	219	110	1	78	220	254	167
Volume Left (vph)	219	0	0	78	0	16	0
Volume Right (vph)	0	100	0	0	9	0	167
Hadj (s)	0.53	-0.60	0.03	0.53	0.01	0.06	-0.67
Departure Headway (s)	6.8	5.7	6.9	6.6	6.1	6.0	5.3
Degree Utilization, x	0.42	0.17	0.00	0.14	0.37	0.43	0.25
Capacity (veh/h)	501	593	462	519	567	576	651
Control Delay (s)	13.4	8.7	9.9	9.5	11.5	12.2	8.8
Approach Delay (s)	11.8		9.9	11.0		10.9	
Approach LOS	B		A	B		B	

Intersection Summary			
Delay	11.2		
HCM Level of Service	B		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX E

Intersection Level of Service Calculations
Cumulative Conditions

MOVEMENT SUMMARY

Site: Lakeport/Parallel - Cu AM

Existing
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South	Parallel Drive										
3L	L	67	2.0	0.599	14.2	LOS B	6.3	160.0	0.67	0.76	29.2
8T	T	240	2.0	0.601	7.6	LOS A	6.3	160.0	0.67	0.62	30.7
8R	R	279	2.0	0.601	9.2	LOS A	6.3	160.0	0.67	0.64	30.7
Approach		586	2.0	0.601	9.1	LOS B	6.3	160.0	0.67	0.65	30.5
East	Lakeport Boulevard										
1L	L	534	2.0	0.952	31.3	LOS C	25.0	634.6	1.00	1.28	21.7
6T	T	51	2.0	0.956	24.4	LOS C	25.0	634.6	1.00	1.28	22.6
6R	R	199	2.0	0.955	24.9	LOS C	25.0	634.6	1.00	1.21	22.6
Approach		784	2.0	0.953	29.2	LOS C	25.0	634.6	1.00	1.26	22.0
North	Parallel Drive										
7L	L	121	2.0	0.548	20.1	LOS C	5.0	127.3	0.87	1.05	26.2
4T	T	152	2.0	0.549	13.2	LOS B	5.0	127.3	0.87	0.98	28.2
4R	R	7	2.0	0.571	14.1	LOS B	5.0	127.3	0.87	0.92	28.1
Approach		279	2.0	0.549	16.2	LOS C	5.0	127.3	0.87	1.01	27.3
West	Lakeport Boulevard										
5L	L	11	2.0	0.281	18.7	LOS B	1.9	49.1	0.80	0.98	27.0
2T	T	67	2.0	0.279	12.0	LOS B	1.9	49.1	0.80	0.88	29.3
2R	R	45	2.0	0.279	12.9	LOS B	1.9	49.1	0.80	0.80	29.1
Approach		123	2.0	0.278	13.0	LOS B	1.9	49.1	0.80	0.86	29.0
All Vehicles		1773	2.0	0.956	19.4	LOS B	25.0	634.6	0.85	0.99	25.5

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	384	71	177	391	0	0	0	0	367	0	326
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	441	82	203	449	0	0	0	0	422	0	375
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	449			523			1485	1298	441	1298	1379	449
vC1, stage 1 conf vol							441	441		856	856	
vC2, stage 2 conf vol							1044	856		441	523	
vCu, unblocked vol	449			523			1485	1298	441	1298	1379	449
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			81			100	100	100	0	100	39
cM capacity (veh/h)	1111			1044			83	278	616	247	242	610

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	441	82	203	449	797
Volume Left	0	0	203	0	422
Volume Right	0	82	0	0	375
cSH	1700	1700	1044	1700	346
Volume to Capacity	0.26	0.05	0.19	0.26	2.31
Queue Length 95th (ft)	0	0	18	0	1531
Control Delay (s)	0.0	0.0	9.3	0.0	620.7
Lane LOS			A		F
Approach Delay (s)	0.0		2.9		620.7
Approach LOS					F

Intersection Summary			
Average Delay	251.6		
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	204	547	0	0	384	173	184	3	416	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	227	608	0	0	427	192	204	3	462	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	619			608			1584	1680	608	1586	1584	523
vC1, stage 1 conf vol							1061	1061		523	523	
vC2, stage 2 conf vol							523	619		1063	1061	
vCu, unblocked vol	619			608			1584	1680	608	1586	1584	523
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			100			0	98	7	100	100	100
cM capacity (veh/h)	961			971			180	180	496	13	213	554

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	227	608	619	670
Volume Left	227	0	0	204
Volume Right	0	0	192	462
cSH	961	1700	1700	344
Volume to Capacity	0.24	0.36	0.36	1.95
Queue Length 95th (ft)	23	0	0	1154
Control Delay (s)	9.9	0.0	0.0	461.9
Lane LOS	A			F
Approach Delay (s)	2.7		0.0	461.9
Approach LOS				F

Intersection Summary			
Average Delay	146.8		
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	273	665	25	6	324	50	17	11	2	40	4	216
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	300	731	27	7	356	55	19	12	2	44	4	237
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	411			758			1835	1769	745	1735	1755	384
vC1, stage 1 conf vol							1345	1345		397	397	
vC2, stage 2 conf vol							490	424		1338	1358	
vCu, unblocked vol	411			758			1835	1769	745	1735	1755	384
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	74			99			64	92	99	63	97	64
cM capacity (veh/h)	1148			853			52	146	414	118	148	664

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	300	758	7	411	33	286
Volume Left	300	0	7	0	19	44
Volume Right	0	27	0	55	2	237
cSH	1148	1700	853	1700	85	544
Volume to Capacity	0.26	0.45	0.01	0.24	0.39	0.52
Queue Length 95th (ft)	26	0	1	0	39	76
Control Delay (s)	9.2	0.0	9.3	0.0	72.6	18.7
Lane LOS	A		A		F	C
Approach Delay (s)	2.6		0.1		72.6	18.7
Approach LOS					F	C

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	691	372	7	13	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	768	413	8	14	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	421				1221	417
vC1, stage 1 conf vol					417	
vC2, stage 2 conf vol					803	
vCu, unblocked vol	421				1221	417
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				96	99
cM capacity (veh/h)	1138				390	636

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	18	768	421	23
Volume Left	18	0	0	14
Volume Right	0	0	8	9
cSH	1138	1700	1700	457
Volume to Capacity	0.02	0.45	0.25	0.05
Queue Length 95th (ft)	1	0	0	4
Control Delay (s)	8.2	0.0	0.0	13.3
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	13.3
Approach LOS				B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	402	15	103	0	3	0	72	299	12	36	360	285
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	452	17	116	0	3	0	81	336	13	40	404	320

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	452	133	3	81	349	445	320
Volume Left (vph)	452	0	0	81	0	40	0
Volume Right (vph)	0	116	0	0	13	0	320
Hadj (s)	0.53	-0.58	0.03	0.53	0.01	0.08	-0.67
Departure Headway (s)	8.1	7.0	9.2	8.3	7.8	7.5	6.8
Degree Utilization, x	1.02	0.26	0.01	0.19	0.76	0.93	0.60
Capacity (veh/h)	437	500	368	424	453	476	518
Control Delay (s)	75.4	11.2	12.3	12.0	29.9	51.0	18.2
Approach Delay (s)	60.9		12.3	26.5		37.3	
Approach LOS	F		B	D		E	

Intersection Summary			
Delay	42.4		
HCM Level of Service	E		
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

APPENDIX F

Intersection Level of Service Calculations
Cumulative + Project Conditions

MOVEMENT SUMMARY

Site: Lakeport/Parallel - Cu + Proj AM

Existing
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South	Parallel Drive										
3L	L	67	2.0	0.605	14.2	LOS B	6.3	160.9	0.67	0.77	29.1
8T	T	240	2.0	0.602	7.6	LOS A	6.3	160.9	0.67	0.62	30.6
8R	R	279	2.0	0.602	9.3	LOS A	6.3	160.9	0.67	0.64	30.7
Approach		586	2.0	0.603	9.2	LOS B	6.3	160.9	0.67	0.65	30.5
East	Lakeport Boulevard										
1L	L	534	2.0	0.952	31.3	LOS C	25.0	635.3	1.00	1.28	21.7
6T	T	51	2.0	0.956	24.4	LOS C	25.0	635.3	1.00	1.28	22.6
6R	R	199	2.0	0.955	24.9	LOS C	25.0	635.3	1.00	1.21	22.6
Approach		784	2.0	0.953	29.3	LOS C	25.0	635.3	1.00	1.27	22.0
North	Parallel Drive										
7L	L	122	2.0	0.552	20.1	LOS C	5.1	128.3	0.87	1.05	26.2
4T	T	152	2.0	0.551	13.3	LOS B	5.1	128.3	0.87	0.99	28.2
4R	R	7	2.0	0.571	14.2	LOS B	5.1	128.3	0.87	0.92	28.1
Approach		281	2.0	0.552	16.3	LOS C	5.1	128.3	0.87	1.01	27.3
West	Lakeport Boulevard										
5L	L	11	2.0	0.281	18.7	LOS B	1.9	49.2	0.80	0.98	27.0
2T	T	67	2.0	0.279	12.1	LOS B	1.9	49.2	0.80	0.88	29.3
2R	R	45	2.0	0.279	12.9	LOS B	1.9	49.2	0.80	0.80	29.1
Approach		123	2.0	0.279	13.0	LOS B	1.9	49.2	0.80	0.86	29.0
All Vehicles		1774	2.0	0.956	19.4	LOS B	25.0	635.3	0.86	0.99	25.5

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	385	71	181	391	0	0	0	0	384	0	326
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	443	82	208	449	0	0	0	0	441	0	375
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	449			524			1495	1308	443	1308	1390	449
vC1, stage 1 conf vol							443	443		866	866	
vC2, stage 2 conf vol							1053	866		443	524	
vCu, unblocked vol	449			524			1495	1308	443	1308	1390	449
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			80			100	100	100	0	100	39
cM capacity (veh/h)	1111			1042			82	274	615	243	238	610

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	443	82	208	449	816
Volume Left	0	0	208	0	441
Volume Right	0	82	0	0	375
cSH	1700	1700	1042	1700	337
Volume to Capacity	0.26	0.05	0.20	0.26	2.42
Queue Length 95th (ft)	0	0	19	0	1614
Control Delay (s)	0.0	0.0	9.3	0.0	671.7
Lane LOS			A		F
Approach Delay (s)	0.0		2.9		671.7
Approach LOS					F

Intersection Summary			
Average Delay	275.4		
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	204	565	0	0	388	174	184	3	448	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	227	628	0	0	431	193	204	3	498	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	624			628			1609	1706	628	1611	1609	528
vC1, stage 1 conf vol							1081	1081		528	528	
vC2, stage 2 conf vol							528	624		1083	1081	
vCu, unblocked vol	624			628			1609	1706	628	1611	1609	528
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			100			0	98	0	0	100	100
cM capacity (veh/h)	957			954			175	176	483	0	209	550

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	227	628	624	706
Volume Left	227	0	0	204
Volume Right	0	0	193	498
cSH	957	1700	1700	343
Volume to Capacity	0.24	0.37	0.37	2.05
Queue Length 95th (ft)	23	0	0	1263
Control Delay (s)	9.9	0.0	0.0	509.7
Lane LOS	A			F
Approach Delay (s)	2.6		0.0	509.7
Approach LOS				F

Intersection Summary			
Average Delay	165.7		
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	273	715	25	6	329	50	17	11	2	42	4	216
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	300	786	27	7	362	55	19	12	2	46	4	237
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									1			1
Median type		None			TWLTL							
Median storage veh)					2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	416			813			1895	1829	799	1795	1815	389
vC1, stage 1 conf vol							1399	1399		402	402	
vC2, stage 2 conf vol							496	430		1393	1413	
vCu, unblocked vol	416			813			1895	1829	799	1795	1815	389
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	74			99			61	91	99	57	97	64
cM capacity (veh/h)	1143			814			48	138	385	108	139	659

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	300	813	7	416	33	288
Volume Left	300	0	7	0	19	46
Volume Right	0	27	0	55	2	237
cSH	1143	1700	814	1700	79	493
Volume to Capacity	0.26	0.48	0.01	0.24	0.42	0.58
Queue Length 95th (ft)	26	0	1	0	42	92
Control Delay (s)	9.3	0.0	9.5	0.0	80.0	22.1
Lane LOS	A		A		F	C
Approach Delay (s)	2.5		0.1		80.0	22.1
Approach LOS					F	C

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	691	52	3	372	7	5	0	1	13	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Hourly flow rate (vph)	18	768	57	3	413	8	5	0	1	14	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	421			824			1260	1259	796	1228	1284	417
vC1, stage 1 conf vol							832	832		424	424	
vC2, stage 2 conf vol							429	428		804	860	
vCu, unblocked vol	421			824			1260	1259	796	1228	1284	417
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			98	100	100	96	100	99
cM capacity (veh/h)	1138			806			320	337	387	330	329	636

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	18	824	3	421	7	23
Volume Left	18	0	3	0	5	14
Volume Right	0	57	0	8	1	9
cSH	1138	1700	806	1700	329	404
Volume to Capacity	0.02	0.48	0.00	0.25	0.02	0.06
Queue Length 95th (ft)	1	0	0	0	2	5
Control Delay (s)	8.2	0.0	9.5	0.0	16.2	14.5
Lane LOS	A		A		C	B
Approach Delay (s)	0.2		0.1		16.2	14.5
Approach LOS					C	B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	403	15	103	0	3	0	73	299	12	36	360	287
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	453	17	116	0	3	0	82	336	13	40	404	322

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	453	133	3	82	349	445	322
Volume Left (vph)	453	0	0	82	0	40	0
Volume Right (vph)	0	116	0	0	13	0	322
Hadj (s)	0.53	-0.58	0.03	0.53	0.01	0.08	-0.67
Departure Headway (s)	8.1	7.0	9.2	8.3	7.8	7.5	6.8
Degree Utilization, x	1.02	0.26	0.01	0.19	0.76	0.93	0.61
Capacity (veh/h)	437	500	368	424	453	475	518
Control Delay (s)	76.3	11.2	12.3	12.0	29.9	51.0	18.4
Approach Delay (s)	61.6		12.3	26.5		37.3	
Approach LOS	F		B	D		E	

Intersection Summary			
Delay	42.6		
HCM Level of Service	E		
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

APPENDIX G

Intersection Level of Service Calculations
Mitigation Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	384	71	177	391	0	0	0	0	367	0	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		1863	1583	1770	1863						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		1863	1583	1770	1863						1770	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	441	82	203	449	0	0	0	0	422	0	375
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	0	0	0	93
Lane Group Flow (vph)	0	441	61	203	449	0	0	0	0	0	422	282
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		18.6	18.6	10.5	33.1						24.9	24.9
Effective Green, g (s)		18.6	18.6	10.5	33.1						24.9	24.9
Actuated g/C Ratio		0.28	0.28	0.16	0.50						0.38	0.38
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		525	446	282	934						668	597
v/s Ratio Prot		c0.24		c0.11	0.24							
v/s Ratio Perm			0.04								0.24	0.18
v/c Ratio		0.84	0.14	0.72	0.48						0.63	0.47
Uniform Delay, d1		22.3	17.7	26.4	10.8						16.8	15.6
Progression Factor		1.00	1.00	0.90	0.33						1.00	1.00
Incremental Delay, d2		11.5	0.1	6.2	0.3						4.5	2.7
Delay (s)		33.8	17.8	29.9	3.8						21.3	18.2
Level of Service		C	B	C	A						C	B
Approach Delay (s)		31.3			12.0			0.0			19.9	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	204	547	0	0	384	173	184	3	416	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	1863			1785			1775	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	1770	1863			1785			1775	1583			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	227	608	0	0	427	192	204	3	462	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	230	0	0	0
Lane Group Flow (vph)	227	608	0	0	594	0	0	207	232	0	0	0
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	11.4	40.0			24.6			18.0	18.0			
Effective Green, g (s)	11.4	40.0			24.6			18.0	18.0			
Actuated g/C Ratio	0.17	0.61			0.37			0.27	0.27			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	306	1129			665			484	432			
v/s Ratio Prot	c0.13	0.33			c0.33							
v/s Ratio Perm								0.12	c0.15			
v/c Ratio	0.74	0.54			0.89			0.43	0.54			
Uniform Delay, d1	25.9	7.6			19.5			19.8	20.5			
Progression Factor	0.94	0.27			0.54			1.00	1.00			
Incremental Delay, d2	6.6	0.3			12.5			2.7	4.7			
Delay (s)	30.9	2.4			23.1			22.5	25.2			
Level of Service	C	A			C			C	C			
Approach Delay (s)		10.1			23.1			24.4			0.0	
Approach LOS		B			C			C			A	

Intersection Summary			
HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	665	25	6	324	50	17	11	2	40	4	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1853		1770	1825			1807	1583		1781	1583
Flt Permitted	0.95	1.00		0.95	1.00			0.86	1.00		0.77	1.00
Satd. Flow (perm)	1770	1853		1770	1825			1594	1583		1426	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	300	731	27	7	356	55	19	12	2	44	4	237
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	2	0	0	191
Lane Group Flow (vph)	300	756	0	7	403	0	0	31	0	0	48	46
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	16.0	40.4		0.8	25.2			12.8	12.8		12.8	12.8
Effective Green, g (s)	16.0	40.4		0.8	25.2			12.8	12.8		12.8	12.8
Actuated g/C Ratio	0.24	0.61		0.01	0.38			0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	429	1134		21	697			309	307		277	307
v/s Ratio Prot	c0.17	c0.41		0.00	0.22							
v/s Ratio Perm								0.02	0.00		c0.03	0.03
v/c Ratio	0.70	0.67		0.33	0.58			0.10	0.00		0.17	0.15
Uniform Delay, d1	22.8	8.4		32.3	16.2			21.9	21.4		22.2	22.1
Progression Factor	0.93	0.73		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	7.5	1.2		9.1	3.5			0.6	0.0		0.3	0.2
Delay (s)	28.8	7.3		41.5	19.7			22.5	21.5		22.5	22.3
Level of Service	C	A		D	B			C	C		C	C
Approach Delay (s)		13.4			20.0			22.5			22.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	402	15	103	0	3	0	72	299	12	36	360	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.87			1.00		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1619			1863		1770	1852		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1619			1863		1770	1852		1770	1863	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	452	17	116	0	3	0	81	336	13	40	404	320
RTOR Reduction (vph)	0	78	0	0	0	0	0	1	0	0	0	112
Lane Group Flow (vph)	452	55	0	0	3	0	81	348	0	40	404	208
Turn Type	Split			Split			Prot			Prot		pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases												6
Actuated Green, G (s)	20.8	20.8			1.0		5.2	22.7		2.7	20.2	41.0
Effective Green, g (s)	20.8	20.8			1.0		5.2	22.7		2.7	20.2	41.0
Actuated g/C Ratio	0.33	0.33			0.02		0.08	0.36		0.04	0.32	0.65
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	583	533			29		146	665		76	595	1127
v/s Ratio Prot	c0.26	0.03			c0.00		c0.05	0.19		0.02	c0.22	0.06
v/s Ratio Perm												0.07
v/c Ratio	0.78	0.10			0.10		0.55	0.52		0.53	0.68	0.18
Uniform Delay, d1	19.1	14.7			30.7		27.9	16.0		29.6	18.7	4.4
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.4	0.1			1.6		4.5	2.9		6.4	6.1	0.1
Delay (s)	25.5	14.8			32.2		32.4	18.9		36.1	24.8	4.5
Level of Service	C	B			C		C	B		D	C	A
Approach Delay (s)		23.1			32.2			21.4			16.9	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	385	71	181	391	0	0	0	0	384	0	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		1863	1583	1770	1863						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		1863	1583	1770	1863						1770	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	443	82	208	449	0	0	0	0	441	0	375
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	0	0	0	88
Lane Group Flow (vph)	0	443	61	208	449	0	0	0	0	0	441	287
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		18.6	18.6	10.5	33.1						24.9	24.9
Effective Green, g (s)		18.6	18.6	10.5	33.1						24.9	24.9
Actuated g/C Ratio		0.28	0.28	0.16	0.50						0.38	0.38
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		525	446	282	934						668	597
v/s Ratio Prot		c0.24		c0.12	0.24							
v/s Ratio Perm			0.04								0.25	0.18
v/c Ratio		0.84	0.14	0.74	0.48						0.66	0.48
Uniform Delay, d1		22.3	17.7	26.4	10.8						17.0	15.6
Progression Factor		1.00	1.00	0.90	0.33						1.00	1.00
Incremental Delay, d2		11.8	0.1	7.0	0.3						5.1	2.8
Delay (s)		34.1	17.8	30.8	3.8						22.1	18.4
Level of Service		C	B	C	A						C	B
Approach Delay (s)		31.6			12.4			0.0			20.4	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	204	565	0	0	388	174	184	3	448	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	1863			1785			1775	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	1770	1863			1785			1775	1583			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	227	628	0	0	431	193	204	3	498	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	221	0	0	0
Lane Group Flow (vph)	227	628	0	0	599	0	0	207	277	0	0	0
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	11.4	40.1			24.7			17.9	17.9			
Effective Green, g (s)	11.4	40.1			24.7			17.9	17.9			
Actuated g/C Ratio	0.17	0.61			0.37			0.27	0.27			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	306	1132			668			481	429			
v/s Ratio Prot	c0.13	0.34			c0.34							
v/s Ratio Perm								0.12	c0.18			
v/c Ratio	0.74	0.55			0.90			0.43	0.65			
Uniform Delay, d1	25.9	7.7			19.4			19.8	21.3			
Progression Factor	0.95	0.26			0.55			1.00	1.00			
Incremental Delay, d2	6.4	0.4			12.8			2.8	7.3			
Delay (s)	31.1	2.4			23.5			22.6	28.6			
Level of Service	C	A			C			C	C			
Approach Delay (s)		10.0			23.5			26.8			0.0	
Approach LOS		B			C			C			A	

Intersection Summary			
HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	665	25	6	324	50	17	11	2	40	4	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1853		1770	1825			1807	1583		1781	1583
Flt Permitted	0.95	1.00		0.95	1.00			0.86	1.00		0.77	1.00
Satd. Flow (perm)	1770	1853		1770	1825			1594	1583		1426	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	300	731	27	7	356	55	19	12	2	44	4	237
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	2	0	0	191
Lane Group Flow (vph)	300	756	0	7	403	0	0	31	0	0	48	46
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	16.0	40.4		0.8	25.2			12.8	12.8		12.8	12.8
Effective Green, g (s)	16.0	40.4		0.8	25.2			12.8	12.8		12.8	12.8
Actuated g/C Ratio	0.24	0.61		0.01	0.38			0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	429	1134		21	697			309	307		277	307
v/s Ratio Prot	c0.17	c0.41		0.00	0.22							
v/s Ratio Perm								0.02	0.00		c0.03	0.03
v/c Ratio	0.70	0.67		0.33	0.58			0.10	0.00		0.17	0.15
Uniform Delay, d1	22.8	8.4		32.3	16.2			21.9	21.4		22.2	22.1
Progression Factor	0.93	0.77		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	7.1	1.2		9.1	3.5			0.6	0.0		0.3	0.2
Delay (s)	28.3	7.6		41.5	19.7			22.5	21.5		22.5	22.3
Level of Service	C	A		D	B			C	C		C	C
Approach Delay (s)		13.5			20.0			22.5			22.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	403	15	103	0	3	0	73	299	12	36	360	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.87			1.00		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1619			1863		1770	1852		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1619			1863		1770	1852		1770	1863	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	453	17	116	0	3	0	82	336	13	40	404	322
RTOR Reduction (vph)	0	78	0	0	0	0	0	1	0	0	0	113
Lane Group Flow (vph)	453	55	0	0	3	0	82	348	0	40	404	209
Turn Type	Split			Split			Prot			Prot		pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases												6
Actuated Green, G (s)	20.9	20.9			1.0		5.2	22.7		2.7	20.2	41.1
Effective Green, g (s)	20.9	20.9			1.0		5.2	22.7		2.7	20.2	41.1
Actuated g/C Ratio	0.33	0.33			0.02		0.08	0.36		0.04	0.32	0.65
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	584	535			29		145	664		75	595	1128
v/s Ratio Prot	c0.26	0.03			c0.00		c0.05	0.19		0.02	c0.22	0.06
v/s Ratio Perm												0.07
v/c Ratio	0.78	0.10			0.10		0.57	0.52		0.53	0.68	0.19
Uniform Delay, d1	19.1	14.7			30.7		28.0	16.0		29.7	18.7	4.4
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.4	0.1			1.6		5.0	2.9		7.1	6.1	0.1
Delay (s)	25.5	14.8			32.3		32.9	19.0		36.8	24.9	4.5
Level of Service	C	B			C		C	B		D	C	A
Approach Delay (s)		23.1			32.3			21.6			16.9	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	63.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX H

Peak Hour Warrants

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT
(URBAN CONDITIONS)

General Information

Description **Intersection 2: Highway 29 SB Ramps / Lakeport Blvd**

Major Approach Street Name **Lakeport Blvd**
Minor Approach Street Name **Highway 29 SB Ramps**

Geometry

Number of Approach Legs	3
Number of Major Approach Lanes	2
Number of Minor Approach Lanes	1

Volumes and Delay

Major Approach Volumes (Both Directions)	1020
Minor Approach Volume (One Direction Only)	693
Total Entering Volume	1723
Minor Approach Delay per Vehicle	616.7

SIGNAL WARRANT SATISFIED

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☑ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; **AND** — **YES** ☑ **NO** ☐

   Total Delay (Vehicle Hours) **118.71**

2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; **AND** — **YES** ☑ **NO** ☐

   Total Minor Approach Volume **693**

3. The total entering volume serviced during the hour equals or excceds 800 vph for inersections with four or more approaches or 650 vph for intersections with three approaches. — **YES** ☑ **NO** ☐

   Total Entering Volume **1723**

PART B **SATISFIED** **YES** ☑ **NO** ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	**1020**
Higher Approach - Minor Street	✓		**693**

The plotted point falls above the curve in Figure 4C-3. **YES** ☑ **NO** ☐

OR. The plotted point falls above the curve in Figure 4C-4. **YES** ☐ **NO** ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT (URBAN CONDITIONS)

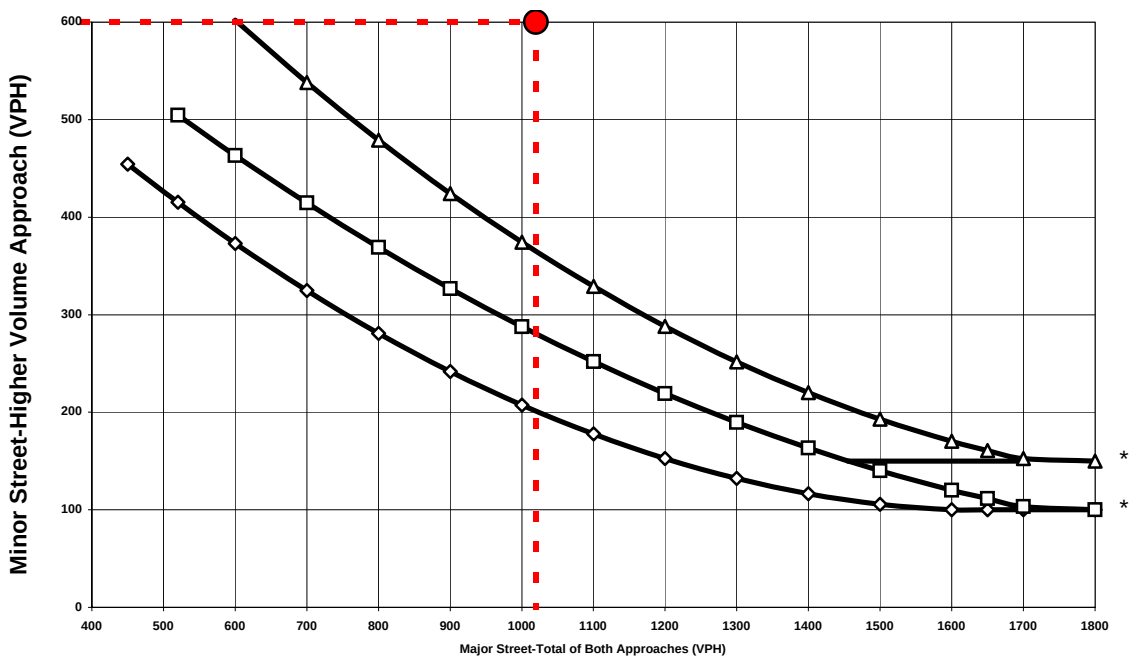
Peak Hour AM

Major Stre Lakeport Blvd | **Minor Highway 29 SB Ramps**

Total of Both Approaches (VPH):	**1020**	Higher Volume Approach (VPH):	**693**
Number of Approach Lanes:	**2**	Number of Approach Lanes:	**1**

SIGNAL WARRANT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



1 Lane Major & 1 Lane Minor
2 or More Lanes Major & 1 Lane Minor
2 or More Lanes Major & 2 or More Lanes Minor
Major Street
Minor Street

* Note:p pp pp
vph Applies as the
Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2010

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT
(URBAN CONDITIONS)

General Information

Description **Intersection 3: Highway 29 NB Ramps / Lakeport Blvd**

Major Approach Street Name **Lakeport Blvd**
Minor Approach Street Name **Highway 29 NB Ramps**

Geometry

Number of Approach Legs	3
Number of Major Approach Lanes	2
Number of Minor Approach Lanes	1

Volumes and Delay

Major Approach Volumes (Both Directions)	1308
Minor Approach Volume (One Direction Only)	603
Total Entering Volume	1921
Minor Approach Delay per Vehicle	461.9

SIGNAL WARRANT SATISFIED

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☑ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; **AND** — **YES** ☑ **NO** ☐

   Total Delay (Vehicle Hours) **77.37**

2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; **AND** — **YES** ☑ **NO** ☐

   Total Minor Approach Volume **603**

3. The total entering volume serviced during the hour equals or excceds 800 vph for inersections with four or more approaches or 650 vph for intersections with three approaches. — **YES** ☑ **NO** ☐

   Total Entering Volume **1921**

PART B **SATISFIED** **YES** ☑ **NO** ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	**1308**
Higher Approach - Minor Street	✓		**603**

The plotted point falls above the curve in Figure 4C-3. **YES** ☑ **NO** ☐

OR. The plotted point falls above the curve in Figure 4C-4. **YES** ☐ **NO** ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT (URBAN CONDITIONS)

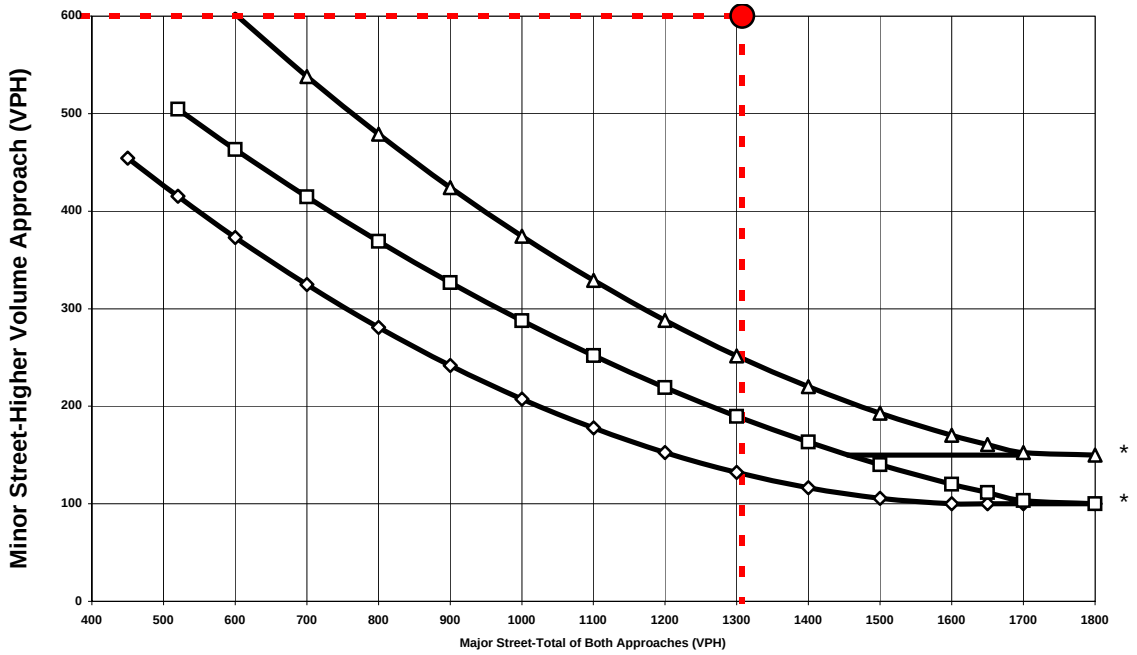
Peak Hour AM

Major Stre Lakeport Blvd | **Minor Highway 29 NB Ramps**

Total of Both Approaches (VPH):	**1308**	Higher Volume Approach (VPH):	**603**
Number of Approach Lanes:	**2**	Number of Approach Lanes:	**1**

SIGNAL WARRANT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



1 Lane Major & 1 Lane Minor
2 or More Lanes Major & 1 Lane Minor
2 or More Lanes Major & 2 or More Lanes Minor
Major Street
Minor Street

* Note:p pp pp
vph Applies as the
Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2010

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT
(URBAN CONDITIONS)

General Information

Description **Intersection 4: Bevins St / Lakeport Blvd**

Major Approach Street Name **Lakeport Blvd**
Minor Approach Street Name **Bevins St**

Geometry

Number of Approach Legs	4
Number of Major Approach Lanes	2
Number of Minor Approach Lanes	1

Volumes and Delay

Major Approach Volumes (Both Directions)	1343
Minor Approach Volume (One Direction Only)	260
Total Entering Volume	1613
Minor Approach Delay per Vehicle	18.7

SIGNAL WARRANT SATISFIED

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

PART A — **SATISFIED** YES ☐ NO ☑

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; **AND** — YES ☐ NO ☑

   Total Delay (Vehicle Hours) 1.35

2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; **AND** — YES ☑ NO ☐

   Total Minor Approach Volume 260

3. The total entering volume serviced during the hour equals or excceds 800 vph for inersections with four or more approaches or 650 vph for intersections with three approaches. — YES ☑ NO ☐

   Total Entering Volume 1613

PART B — **SATISFIED** YES ☑ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	**1343**
Higher Approach - Minor Street	✓		**260**

The plotted point falls above the curve in Figure 4C-3. — YES ☑ NO ☐

OR. The plotted point falls above the curve in Figure 4C-4. — YES ☐ NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT (URBAN CONDITIONS)

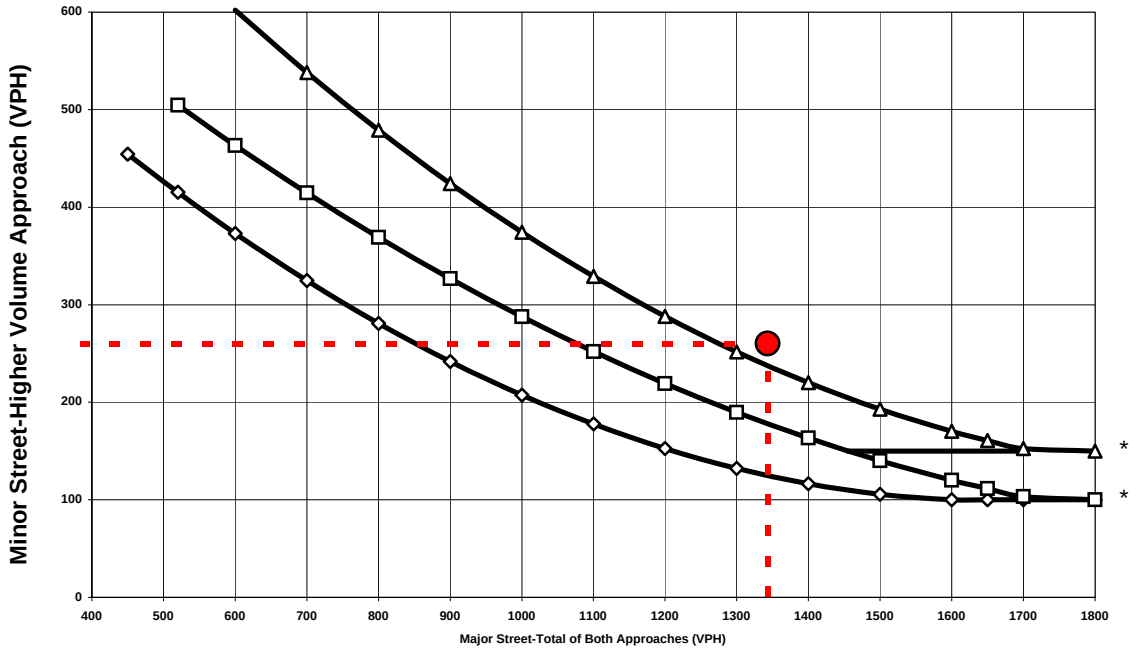
Peak Hour AM

Major Stre Lakeport Blvd | **Minor Bevins St**

Total of Both Approaches (VPH):	**1343**	Higher Volume Approach (VPH):	**260**
Number of Approach Lanes:	**2**	Number of Approach Lanes:	**1**

SIGNAL WARRANT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



1 Lane Major & 1 Lane Minor
2 or More Lanes Major & 1 Lane Minor
2 or More Lanes Major & 2 or More Lanes Minor
Major Street
Minor Street

* Note:p pp pp
vph Applies as the
Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2010

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT
(URBAN CONDITIONS)

General Information

Description **Intersection 6: Main St / Lakeport Blvd**

Major Approach Street Name **Main St**
Minor Approach Street Name **Lakeport Blvd**

Geometry

Number of Approach Legs	4
Number of Major Approach Lanes	2
Number of Minor Approach Lanes	2

Volumes and Delay

Major Approach Volumes (Both Directions)	1064
Minor Approach Volume (One Direction Only)	520
Total Entering Volume	1594
Minor Approach Delay per Vehicle	52.8

SIGNAL WARRANT SATISFIED

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☑ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; **AND** — **YES** ☑ **NO** ☐

   Total Delay (Vehicle Hours) **7.63**

2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; **AND** — **YES** ☑ **NO** ☐

   Total Minor Approach Volume **520**

3. The total entering volume serviced during the hour equals or excceds 800 vph for inersections with four or more approaches or 650 vph for intersections with three approaches. — **YES** ☑ **NO** ☐

   Total Entering Volume **1594**

PART B **SATISFIED** **YES** ☑ **NO** ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		✓	**1064**
Higher Approach - Minor Street		✓	**520**

The plotted point falls above the curve in Figure 4C-3. **YES** ☑ **NO** ☐

OR. The plotted point falls above the curve in Figure 4C-4. **YES** ☐ **NO** ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

CUMULATIVE CONDITIONS - PEAK HOUR VOLUME WARRANT (URBAN CONDITIONS)

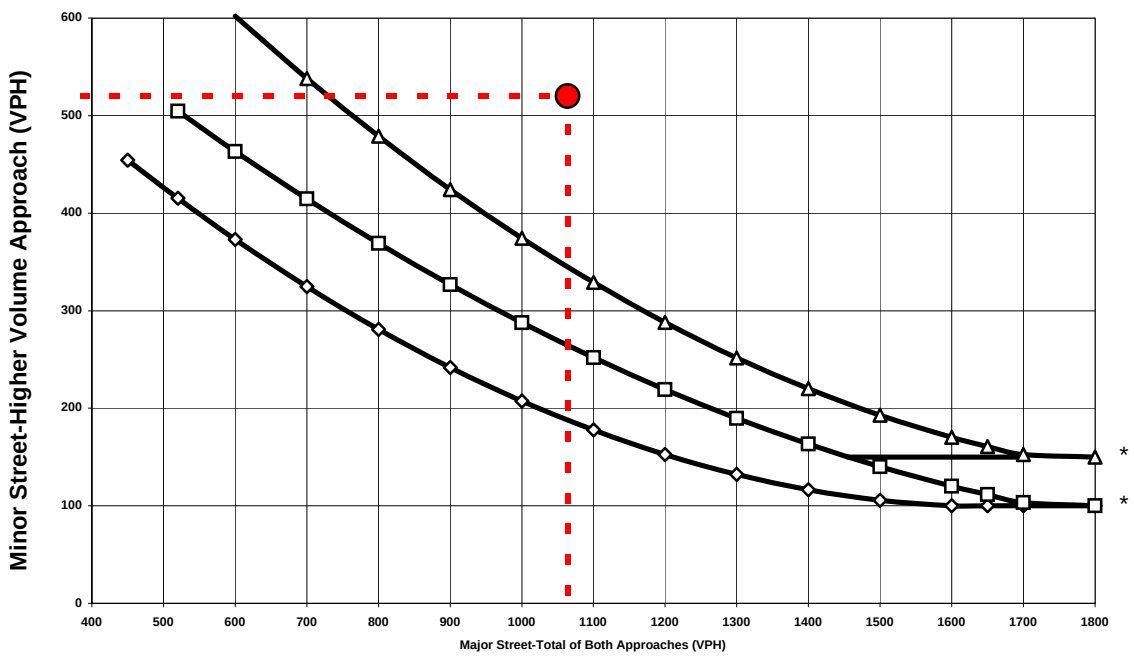
Peak Hour AM

Major Stre Main St | **Minor Lakeport Blvd**

Total of Both Approaches (VPH):	**1064**	Higher Volume Approach (VPH):	**520**
Number of Approach Lanes:	**2**	Number of Approach Lanes:	**2**

SIGNAL WARRANT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



1 Lane Major & 1 Lane Minor
2 or More Lanes Major & 1 Lane Minor
2 or More Lanes Major & 2 or More Lanes Minor
Major Street
Minor Street

* Note:p pp pp
vph Applies as the

Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2010.

APPENDIX I

Transit

SOUTH SHORE
CLEARLAKE TO LAKEPORT

Clearlake • Lower Lake • Kelseyville • Lakeport

ROUTE 4

Indicates transfer point with timed transfers ○ Indicates time point

ROUTE 4 Westbound CLEARLAKE TO LAKEPORT

Clearlake	Lower Lake		Rivieras	Kelseyville	Lakeport			
Ray's Food Place / Walmart	Lake Co. Social Services	Hwy 53 & Hwy 29	Kit's Corner S.R. 29 & S.R. 281	Main & Third	S. Main & Peckham (K-Mart)	Parallel Dr. & Lakeport Blvd.	Safeway	Third & Main
6:20	—	6:23	6:33	6:43	—	6:52	6:56	7:00
7:05	—	7:10	7:20	7:32	—	7:41	7:46	7:51
9:00	9:03	9:06	9:16	9:28	9:37	9:40	9:45	9:50
11:00	11:03	11:06	11:16	11:28	11:37	11:40	11:45	11:50
1:00	1:03	1:06	1:16	1:28	1:37	1:40	1:45	1:50
2:00	2:03	2:06	2:16	2:28	2:37	2:40	2:45	2:50
4:10	4:13	4:16	4:26	4:38	4:47	4:50	4:55	5:00
5:10	5:13	5:16	5:26	5:38	5:47	5:50	5:55	6:00

Saturday service

Continues to Route 7 - Ukiah. Operates Monday through Saturday

All Route 4 runs indicated operate Monday through Saturday
other runs operate Monday through Friday only

ROUTE 4 Eastbound LAKEPORT TO CLEARLAKE

Lakeport				Kelseyville	Rivieras	Lower Lake		Clearlake
Third & Main	Main & D	Parallel Dr. & Lakeport Blvd.	S. Main @ K-Mart	Main & Third	Kit's Corner S.R. 29 & S.R. 281	Hwy 53 & Hwy 29	Lake Co. Social Services	Ray's Food Place / Walmart
6:10	6:12	6:15	—	6:24	6:39	6:48	6:50	6:55
7:05	7:07	7:10	7:13	7:23	7:38	7:47	7:50	7:55
10:00	10:02	10:05	10:08	10:18	10:33	10:42	10:45	10:50
10:45	10:47	10:50	10:53	11:03	11:18	11:27	11:30	11:35
2:00	2:02	2:05	2:08	2:18	2:33	2:42	2:45	2:50
3:50	3:52	3:55	3:58	4:08	4:23	4:32	—	4:35
5:30	5:32	5:35	5:38	5:48	6:03	6:12	—	6:15
7:50	7:52	7:55	7:58	8:08	8:23	8:32	—	8:35

Saturday service

Continues from Route 7 - Ukiah. Operates Monday through Saturday

Commuter Tip

A new early morning commute bus begins on Route 5 in Clearlake and continues as Route 4 to Lakeport. Call 994-3334 for more information.

SODA BAY
KIT'S CORNER TO LAKEPORT

Kit's Corner · Rivieras · Soda Bay Finley · Big Valley Rancheria · Lakeport

All Route 4A runs operate Monday through Friday

ROUTE 4A

○ Indicates time point

Indicates transfer point with timed transfers

ROUTE 4A Westbound – KIT'S CORNER TO LAKEPORT

Soda Bay Road			Kelseyville	Finley	Big Valley Rancheria	Lakeport			
Kit's Corner	Riviera Shopping Center	Soda Bay	Main & Third	Finley Rd & Stone Dr	Konocti Vista Casino	S. Main & Peckham (K-Mart)	Mendocino College	Safeway 11th St	Third & Main
9:05	9:08	9:24	—	9:36	9:43	9:50	—	—	9:55
11:20	11:23	11:39	11:49	11:57	12:04	12:11	12:16	12:21	12:26
4:33	4:36	4:52	—	5:04	5:11	5:18	—	—	5:23

ROUTE 4A Eastbound – LAKEPORT TO KIT'S CORNER

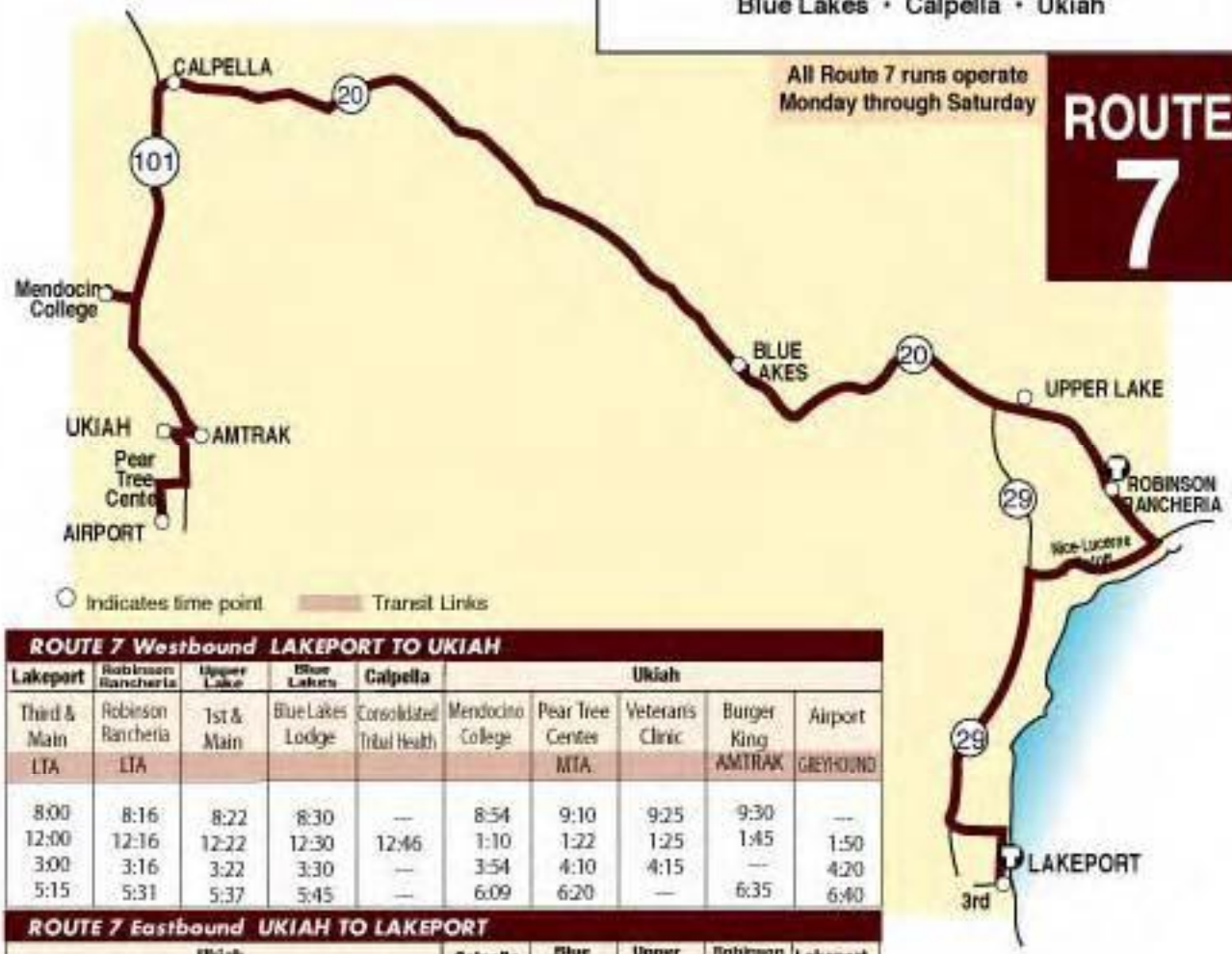
Lakeport				Big Valley Rancheria	Finley	Kelseyville	Soda Bay Road		
Third & Main	Third & D Street	Mendocino College Parallel Rd	S. Main & Peckham (K-Mart)	Konocti Vista Casino	Finley Rd & Stone Dr	Main & Third	Soda Bay	Riviera Shopping Center	Kit's Corner
10:05	10:09	10:13	10:18	10:25	10:30	—	10:42	11:02	11:10
1:35	1:39	1:43	1:48	1:55	2:00	—	2:12	2:27	2:33
5:25	—	—	5:30	5:37	—	—	5:47	6:02	6:03

LAKEPORT - UKIAH

Lakeport • Robinson Rancheria • Upper Lake
Blue Lakes • Calpella • Ukiah

All Route 7 runs operate Monday through Saturday

ROUTE 7



○ Indicates time point Transit Links

ROUTE 7 Westbound LAKEPORT TO UKIAH

Lakeport	Robinson Rancheria	Upper Lake	Blue Lakes	Calpella	Ukiah				
Third & Main	Robinson Rancheria	1st & Main	Blue Lakes Lodge	Consolidated Tribal Health	Mendocino College	Pear Tree Center	Veteran's Clinic	Burger King	Airport
LTA	LTA					MTA		AMTRAK	GREYHOUND
8:00	8:16	8:22	8:30	—	8:54	9:10	9:25	9:30	—
12:00	12:16	12:22	12:30	12:46	1:10	1:22	1:25	1:45	1:50
3:00	3:16	3:22	3:30	—	3:54	4:10	4:15	—	4:20
5:15	5:31	5:37	5:45	—	6:09	6:20	—	6:35	6:40

ROUTE 7 Eastbound UKIAH TO LAKEPORT

Ukiah					Calpella	Blue Lakes	Upper Lake	Robinson Rancheria	Lakeport
Airport	Burger King	Veteran's Clinic	Pear Tree Center	Mendocino College	Consolidated Tribal Health	Blue Lakes Lodge	1st & Main	Robinson Rancheria	Third & Main
GREYHOUND	AMTRAK		MTA					LTA	LTA
—	9:35	**	9:40	—	—	10:10	10:19	10:24	10:40
2:10	—	2:20	2:25	2:36	2:50	3:10	3:19	3:24	3:40
4:20	—	**	4:25	4:36	4:50	5:10	—	—	5:30
6:40	—	—	6:45	6:56	—	7:16	7:25	7:30	7:45

For more information about MTA, Amtrak, or Greyhound, go to "Other Transportation Links" at www.laketransit.org

* If you are arriving in Ukiah via Greyhound or Amtrak and your bus is late, please call (707) 994-3334 before 7:00 p.m. for connection information.

** The bus stops westbound at the VA Clinic at 9:25 a.m. and 4:15 p.m., and then continues on eastbound schedule

LAKEPORT CITY

Sutter Lakeside Hospital
Bevins Court Health Center
Mendocino College • K-Mart

ROUTE 8

Indicates transfer point with timed transfers

Indicates time point

ROUTE 8 LAKEPORT

Sutter Lakeside Hospital	Lakeside Health Center	Lakeshore & Lange	Main & Third St.	Bevins Ct. Health Center	Mendocino College	S. Main & Peckham (K-Mart)	Main & 3rd Street	Lakeshore & Lange	Lakeside Health Center	Sutter Lakeside Hospital
7:28	7:32	7:39	7:45	7:49	7:53	7:58	8:15	8:20	8:28	8:31
9:17	9:21	9:28	9:45	9:49	9:53	9:57	10:05	10:10	10:18	10:21
11:17	11:21	11:28	11:45	11:49	11:53	11:57	12:05	12:10	12:18	12:21
1:17	1:21	1:28	1:45	1:49	1:53	1:57	2:05	2:10	2:18	2:21
3:17	3:21	3:28	3:45	3:49	3:53	3:57	4:05	4:10	4:18	4:21
4:17	4:21	4:28	4:45	4:49	4:53	4:57	5:15	5:20	5:28	5:31
5:18	5:22	5:29	5:46	5:50	5:54	5:58	6:15	6:20	6:28	6:31

Appendix I
Public Notice

Judicial Council of California

ADMINISTRATIVE OFFICE OF THE COURTS

OFFICE OF COURT CONSTRUCTION AND MANAGEMENT

2860 Gateway Oaks Drive, Suite 400 • Sacramento, California 95833-4336
Telephone 916-643-8022 • Fax 916-263-2342

RONALD M. GEORGE
Chief Justice of California
Chair of the Judicial Council

WILLIAM C. VICKREY
Administrative Director of the Courts

RONALD G. OVERHOLT
Chief Deputy Director

LEE WILLOUGHBY
Director, Office of Court Construction and Management

Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Comment Period: August 23 through September 22, 2010

BACKGROUND

The Administrative Office of the Courts (AOC), the staff agency of the Judicial Council of California, is considering adopting a mitigated negative declaration in compliance with the California Environmental Quality Act for a new California Superior Courthouse in the County of Lake. The project site is located at 675 Lakeport Boulevard, in the City of Lakeport. Lakeport Boulevard forms the northern boundary of the proposed project site, while Highway 29 is approximately 0.10 miles west, and S. Main Street is located approximately 0.22 miles east of the proposed project site. The project will be an approximately 50,000 sq. ft., two-story building with a basement and four courtrooms. The environmental issues to be addressed in the mitigated negative declaration include, but are not limited to: Air Quality; Biological Resources; Cultural Resources; Noise and Vibration; and Transportation and Traffic.

WHY THIS NOTICE?

The purpose of this notice is to: a) provide you with the opportunity to learn more about the proposed project; and b) allow you to provide comments to the AOC concerning the proposed project.

A copy of the mitigated negative declaration can be viewed on-line at the address below or at:

Lakeport Main Library
1425 N. High Street
Lakeport, CA 95453
Phone: 707-263-7455

Lakeport Community Development Department (City Hall)
225 Park Street
Lakeport, CA 95453
Phone: 707-263-5613

HOW DO YOU PARTICIPATE?

The AOC encourages your participation. You may submit comments to:

Laura Sainz, Administrative Office of the Courts
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833

In addition, a public meeting for the project will be held on:

Wednesday, September 15, 2010
5:00 – 6:30 p.m.
Lake County Courthouse
255 North Forbes Street
Lakeport, CA 95453

The deadline for written comments is September 22, 2010.

For more information on the project and/or to receive a copy of the mitigated negative declaration, please visit the following website: http://www.courtinfo.ca.gov/programs/occm/projects_lake_lakeport.htm. If you have questions or wish to discuss the project, please contact Laura Sainz at the Administrative Office of the Courts at 916-263-7992 or via email at laura.sainz@jud.ca.gov.

Affidavit of Publication

STATE OF CALIFORNIA,

County of Lake.

I, Michelle Berger being first duly sworn, deposes and says: That at and during all the dates and times herein mentioned she was, and now is the legal clerk of the LAKE COUNTY RECORD-BEE, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and which is, and has been, established, printed and published at regular intervals, to-wit: Daily (except Sunday and Monday) in the City of Lakeport, County and State aforesaid, for more than one year preceding the date of the publication below mentioned, a newspaper of general circulation, as that term is defined by Section 6,000 et al, of the Government Code of the State of California, and is not and was not during any said times, a newspaper devoted to the interests or denomination, or for any members of such classes, professionals, trades, callings, races or denominations.

That at, and during all of said dates and times herein mentioned, affiant had and now has knowledge and charge of all notes and advertisements appearing in said newspaper; that the notice of which the annexed is printed copy, was published each week in the regular and entire issue of one or more number of the said newspaper during the period and times of publication thereof, to-wit:

For 1 issues, commencing on the 24

day of AUG 2010

and was published there in on the following dates, viz:

_____

_____2010;

that said notice was published in said newspaper proper and not in a supplement; that said notice, as so published, was set in type not smaller that nonpareil, and was preceded with words printed in black face type not smaller than nonpareil, describing and expressing in general terms the purport and character of said notice, as fully appears from the exact copy of said notice, which is hereto annexed as aforesaid.

Executed this 24 day of AUG 2010, at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.

Michelle Berger, Legal Clerk
Lake County Record-Bee

RB11951

Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Meeting and Public Comment Period: August 23, 2010 through September 22, 2010

The Administrative Office of the Courts is considering adopting a mitigated negative declaration (MND) in compliance with CEQA for a new Superior Courthouse in Lake County. The proposed project is located at 675 Lakeport Blvd., in the City of Lakeport. The site is generally bounded by Lakeport Blvd. on the north, Highway 29 on the west, vacant land to the south, and retail on the east. The proposed project includes an approximately 50,000 sq ft. building with four courtrooms. The environmental issues to be addressed in the MND include: Aesthetics; Agriculture and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Transportation and Traffic; and Utilities and Service Systems. For more information on the project and/or to view the MND, please visit: www.courtinfo.ca.gov/programs/occm/projects_lake_lakeport.htm. Written comments should be directed to Laura Sainz, Administrative Office of the Courts, 2860 Gateway Oaks, Suite 400, Sacramento, CA 95833, 916-263-7992. The deadline for written comments is September 22, 2010. A public meeting for this project will be held on Wednesday, September 15, 2010 from 5:00-6:30 p.m. at the Lake County Courthouse located at 255 North Forbes Street in Lakeport, CA, 95453.
Pub: Aug 24, 2010

RECEIVED
AUG 26 2010
RBF CONSULTING

Administrative Office of the Courts

CEQA Public Meeting

for the

Superior Court of Lake County

Name	Affiliation	Address (street, city, zip)	Email Address
Redacted to protect individual privacy.			

Appendix J
Public Comments

Public Comments

The AOC made the Draft Initial Study / Mitigated Negative Declaration available to the public for a 30-day public review period from Monday, August 23, 2010 through Wednesday, September 22, 2010. The AOC filed a Notice of Completion with the State Clearinghouse and notified the public that copies of the Draft Initial Study / Mitigated Negative Declaration could be viewed at the Lakeport Main Library, the Lakeport Community Development Department (City Hall), or by downloading the document from the AOC website.

As indicated in the Public Notice (included in Appendix I), the AOC held a Public Meeting on September 15, 2010 at the Lake County Courthouse located at 255 North Forbes Street in Lakeport, CA, 95453. An affidavit of publication and a copy of the sign-in sheet, which attendees were asked to complete, is included in Appendix I. At that meeting, the AOC presented a general description of the proposed project, including the objectives and timeline, and the CEQA process. After the AOC presentation, attendees were given the opportunity to provide comments and/or ask questions regarding the proposed project, either orally at the meeting, in writing by filling out a comment form that would be addressed at the meeting, or in writing by means of a separate submittal, which could be sent to the AOC by e-mail or regular mail. These latter options were also made available to the general public (non-attendees) through the Public Notice, which included all necessary contact information.

The public meeting was attended by interested community members and representatives from the Superior Court, the City of Lakeport and the AOC. Meeting participants asked questions and/or provided comments during the meeting about various topics, including parking, traffic and transportation impacts, hydrology and stormwater management impacts, and courthouse design. The comments presented at the public meeting and responses to those comments are organized by topic below.

Parking / Traffic and Transportation

- Did you address parking?

- It is important to look at all modes of travel that people are going to use to get to and from the courthouse / there is a lot of potential to improve the circulation in the area.

Response to Above Parking / Traffic and Transportation-Related Comment: *As proposed, there will be on-site parking via a surface parking lot adjacent to the new courthouse, in addition to parking underneath the building for more secure parking (potentially for Judges and staff). A parking study was completed in August 2010 to carefully balance the parking demand with the parking that will be provided on-site.*

The Traffic Impact Analysis that was prepared for the proposed project discusses alternative modes of transportation (refer to Appendix H of the Draft IS/MND). Also refer to Section 3.16, Transportation and Traffic, of the Draft IS/MND. Specifically, Mitigation Measures TRANS-3 and TRANS-4 (on page 3-91 of the Draft IS/MND) address the use of transit and pedestrian access. The AOC does not have precise design information for the proposed project at this time;

however, additional details about the project design (including access and alternative modes of transportation) will be provided as the design process moves forward and is finalized. Also refer to comment letter 5, responses 5a through 5h, below.

Hydrology and Stormwater Management

- A hydrology study has not been completed for the proposed project.
- There is no discussion regarding stormwater management / off-site runoff.
- There is no discussion regarding on-site retention.
- Infrastructure isn't in place other than the curb and gutter to convey stormwater to the nearest drop inlet which is a block and a half away.

Response to Above Hydrology and Stormwater Management-Related Comment: *As stated in the Draft IS/MND, the proposed project will be consistent with the guidelines provided in the California Stormwater BMP Handbook for stormwater runoff, including using landscape areas for percolation of runoff. In addition, the proposed project will be designed to the LEED silver rating and the AOC will seek certification of the silver rating by the U.S. Green Building Council. LEED requirements include stormwater design for quantity control. The LEED Checklist was provided in Appendix A of the Draft IS/MND. The LEED 2009 For New Construction and Major Renovations Rating System, which is the guidance document for the preparation of the LEED Checklist, is included in Appendix A of the Final IS/MND.*

All AOC capital projects must be reviewed and approved by the State of California Public Works Board. This process requires CEQA analysis before acquisition approval, which is typically very early in the process and before detailed design has begun. Therefore, the CEQA process is based on very basic design information and assumptions. These assumptions are based on previous capital projects and/or the AOC's experience in building and operating courthouses. Detailed design for this proposed project will not be available until after the completion of the CEQA process. However, the AOC, in consultation with the city, will determine the best stormwater management techniques for the proposed project site as the design process moves forward and more information is made available. Please also refer to comment letter 3, responses 3s. through 3x., below.

Courthouse Design

- The project description and proposed project is really quite vague.
- The precise footprint or where the building will be located on the site isn't known.
- A 51,000 square foot building that is being built in a large community may not be viewed as a significant or substantial construction or development project, but in a community of 5,200 people, it's a significant project.

Response to Above Courthouse Design-Related Comments: *As stated above, the state's capital project process requires CEQA to be completed before a site is acquired, and the site has to be acquired before more detailed design can begin. Therefore, the CEQA process is based on some assumptions. The detail of design will not be known until after acquisition and completion of the CEQA process. The project description provided in the IS/MND assumes worst case scenario, in terms of size and height of the proposed project, therefore allowing the CEQA analysis to evaluate all potential impacts and identify appropriate mitigations.*

No written comments were submitted at the public meeting.

The following individuals/agencies submitted comments regarding the proposed project in writing to the AOC:

- John W. Andress, a concerned citizen, submitted comments via e-mail on September 16, 2010;

- Dave Carstensen, District 1 Community Planning with the California Department of Transportation, submitted comments in a letter dated September 21, 2010;

- Richard Knoll, Community Development, Redevelopment & Housing Director with the City of Lakeport, submitted comments in a letter dated September 21, 2010;

- Warren Massie, AQE with the Lake County Air Quality Management District, submitted comments in a letter dated September 22, 2010.

- Terri Persons, Associate Transportation Planner with the Lake County/City Area Planning Council, submitted comments in a letter dated September 22, 2010.

The AOC appreciates the effort these agencies and individuals undertook to be involved in the public review process, and has given these submittals serious consideration to determine whether the comments raise any issues regarding the proposed project that: 1) warrant refinement or modification of mitigation measures presented in the IS/MND; 2) warrant implementation of further mitigation measures beyond those originally presented in the IS/MND; or 3) indicate potential environmental impacts that cannot be mitigated. Based on the review of public comments received, the AOC has determined that the evaluation of potential impacts performed for the IS/MND is adequate and that the mitigation measures presented should effectively mitigate potential environmental impacts due to the proposed project.

Copies of the comment letters/submittals are provided in the following pages. Each comment letter is followed by the corresponding AOC response(s).

Comment Letter No. 1

September 16, 2010 e-mail from Mr. Andress

Jennifer Stewart - Lakeport Court House

From: "Sainz, Laura" <Laura.Sainz@jud.ca.gov>
To: Jennifer Stewart <JSTEWART@rbf.com>
Date: 9/16/2010 10:06 AM
Subject: Lakeport Court House
CC: Bruce Grove <BGROVE@rbf.com>

From: Jwa42@aol.com [mailto:Jwa42@aol.com]
Sent: Thursday, September 16, 2010 7:03 AM
To: Sainz, Laura
Subject: Re Court House

Laura:

A under ground garage is the most ignorant plan yet!!

All you need is some WACO with car or truck packed with Ammonia Nitrate, Diesel fuel, cell phone and a blasting cap and your court house will be a pile of rubble!! 1a.

And as for the water run off, stand on the knoll and look east what do you see? O my gosh there is a lake there maybe that's where the runoff will go. 1b.

If you care for more observations please respond.

A unwilling tax payer,

John W. Andress

Response to Comment Letter No. 1
September 16, 2010 e-mail from Mr. Andress

1a. The issues raised by the commenter are not CEQA related; therefore, no response or change to the Draft Initial Study / Mitigated Negative Declaration (IS/MND) is necessary. However, the AOC does take security issues very seriously, and the AOC's Office of Emergency Response and Security (ORES) does review potential security risks for every courthouse. In the case of this proposed project, ORES is intricately involved in the project, and will continue to be involved throughout design development in an effort to identify any and all security risks.

1b. The commenter has statements / concerns regarding the direction of runoff. As stated on page 3-21 of the Draft IS/MND, most runoff from the proposed project site enters constructed ditches that convey flow to the east. Flow will eventually enter the city's storm drain system, which then discharges into Clear Lake approximately one-quarter mile east of the proposed project site.

The AOC is required to apply for a National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit). The NPDES permit program under Section 402(p) of the Clean Water Act (CWA) controls water pollution by regulating storm water discharges into waters of the United States. Under the NPDES program, the construction contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control Plan. Implementation of these plans would manage stormwater flow and prevent sediment generated during construction from flowing into receiving waters. The Erosion Control Plan would address best management practices (BMPs) to protect bodies of water from sedimentation. BMPs can include minimizing or restricting earthwork during periods of rain, establishing a vegetative buffer between the construction area and the creeks, silt fencing, and straw bales to prevent runoff. Specifically, page 2, order item # 4 of the *State Water Resources Control Board Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002, Waste Discharge Requirements For Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities,* states the following:

"4. This General Permit does not preempt or supersede the authority of local storm water management agencies to prohibit, restrict, or control storm water discharges to municipal separate storm sewer systems or other watercourses within their jurisdictions."

In addition, page 12 of the California General Permit, Item L.75 states:

"75. This General Permit includes performance standards for post-construction that are consistent with State Water Board Resolution No. 2005-0006, "Resolution Adopting the Concept of Sustainability as a Core Value for State Water Board Programs and Directing Its Incorporation," and 2008-0030, "Requiring Sustainable Water Resources Management." The requirement for all construction sites to match pre-project hydrology will help ensure that the physical and biological integrity of aquatic ecosystems are sustained. This "runoff reduction" approach is analogous in principle to Low Impact Development (LID) and will serve to protect related watersheds and waterbodies from both hydrologic-based and pollution impacts associated with the post-construction landscape."

The AOC is required to match (or decrease) pre-project hydrology. No change to the Draft IS/MND is necessary.

Comment Letter No. 2

September 21, 2010 letter from the California Department of Transportation

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6409
FAX (707) 441-5869
TTY (Teletypewriter #707-445-6463)

Flex your power!
Be energy efficient!

September 21, 2010

1-LAK-29-41.423
New Lakeport Courthouse
SCH# 2010082058

Ms. Laura Sainz,
Environmental Program Manager
Judicial Council of California
Administrative Office of the Courts
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833 fax: 916-263-2342

Dear Ms. Sainz,

Thank you for giving Caltrans the opportunity to comment on the New Lakeport Courthouse Draft Initial Study (IS) and Mitigated Negative Declaration, inclusive of traffic impact analysis. The proposed project will house the existing court system in a 51,000 square foot building with parking for 120 vehicles, located east of the State Route 29/Lakeport Boulevard interchange, on the south side of Lakeport Boulevard. We have reviewed the proposed project's mitigation measures, Section 3.16 of the IS, and offer the following comments: 2a.

- Our existing ramp volume data at Route 29/Lakeport Blvd. suggests that PM peak period traffic is greater than double the AM peak traffic; therefore, we recommend the analysis be expanded to include PM peak volumes at both ramp intersections to arrive at a more comprehensive conclusion to the project's traffic impacts.

- Once the AM and PM peak period traffic analysis is conducted as recommended above, the results of the analysis may identify the need for opening day improvements at the Lake 29/Lakeport Blvd. ramp intersections. We recommend Mitigation Measures be modified to reflect any opening day improvements as a result of the further analysis. 2b.

- Due to the close proximity (about 200 feet) of the northbound on-ramp at the Route 29/Lakeport Blvd. intersection and the Lakeport Blvd/Bevins Street intersections; we recommend that the analysis include discussion and details of how a single roundabout would function to cover the movements of both intersections. We also suggest the traffic impact analysis include information regarding how and when roundabouts would be implemented at each intersection identified in the Mitigation Measure TRANS-1. 2c.

- We recommend a more detailed explanation of how the fair share portion will be determined, when and to whom the funds are to be paid. 2d.

- Mitigation Measure TRANS-4 (page 3-91) does mention a need for pedestrian access links; but due to the increased pedestrian usage of the Route 29 overcrossing as a result of the project, we recommend that pedestrian links from the project sight to the north side of Lakeport Boulevard and then to the west side of Route 29 accessing "Hamburger Hill", along with the appropriate ADA ramp requirements be installed prior to project opening. 2e.

- When the funding is secured for the proposed project, and there is a more definitive construction timeline, we request the applicant notify Caltrans and the City of Lakeport, so that construction does not significantly impact the State and local roadway network. Early communication with transportation agencies will also improve the public's perception and acceptance of the project's implementation. 2f.

We appreciate your efforts to involve Caltrans in the proposed project's planning process. If you have questions or need further assistance, please contact me at the number above.

Sincerely,

Dave Carstensen
District 1 Community Planning

cc
Scott Morgan, State Clearing House
Mark Wall, Lake Transit Authority
Lisa Davey-Bates, Lake County/City Area Planning Council
Scott Harter, City of Lakeport
Emily Minton, County of Lake, Community Development Department

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Response to Comment Letter No. 2
September 21, 2010 letter from the California Department of Transportation

2a. The commenter recommends that the traffic impact analysis be expanded to include PM peak volumes at State Route 29/Lakeport Boulevard ramp intersections; therefore, additional (worst case) Synchro analysis was performed in response to this comment. The highest ramp volumes for both AM (Traffic Impact Assessment counts) and PM (Caltrans counts) peak traffic periods were analyzed, showing the highest volumes on all legs of the ramp. The AM peak hour volumes were increased by 100 percent at the northbound on-ramp to State Route 29 and at the southbound on-ramp to State Route 29 on Lakeport Boulevard, in order to reflect 10 percent of the Caltrans average daily trip (ADT) ramp volume counts (Peak Hour). The analysis indicates that the worst approaches would operate at level of service (LOS) C. There are reverse volume peaks occurring between AM and PM, so the analysis is accurate in one direction for the AM, and the reverse increases in the PM. Since the intersection operations are acceptable for worst case, they will be acceptable for PM peak hour. Therefore, no additional mitigation is required for the proposed project. No change to the Draft IS/MND is necessary.

2b. The commenter recommends that the mitigation measures be modified to reflect any opening day improvements as a result of the above further analysis. Refer to response 2a., above. Since additional mitigation is not required, no changes to the Draft IS/MND are necessary.

2c. The commenter recommends that the traffic impact analysis include discussion and details of how a single roundabout would function to cover the movement of the State Route 29/Lakeport Boulevard and the Lakeport Boulevard/Bevins Street intersections. It is also suggested that the traffic impact analysis include information regarding how and when roundabouts would be implemented at each intersection identified in Mitigation Measure TRANS-1 (on page 3-87 of the Draft IS/MND). Mitigation Measure TRANS-1 indicates the proposed project's fair share contribution towards improving Highway 29 SB Ramps/Lakeport Boulevard; Highway 29 NB Ramps/Lakeport Boulevard; Bevins Street/Lakeport Boulevard; and Main Street/Lakeport Boulevard. Please see 2d, below, for a summary of the proposed project's fair share fees per intersection. No change to the Draft IS/MND is necessary.

2d. The commenter recommends that a more detailed explanation of how the fair share portion will be determined, when and to whom the funds are to be paid. The proposed project will pay the fair share portion or the percentage of project traffic as a proportion of the total improvement costs. A summary of the proposed project's fair share fees per intersection are as follows:

Intersection	Proposed Project Fair Share of Total Improvement Cost
#2 State Route 29 SB Ramps/Lakeport Blvd	2.3%
#3 State Route 29 NB Ramps/Lakeport Blvd	5.5%
#4 Bevins Street/Lakeport Blvd	7.3%
#6 Main Street/Lakeport Blvd	0.6%

The proposed project will pay the fair share fees prior to the opening of the courthouse. The fees will be paid to either the city of Lakeport or Caltrans, depending upon the intersection's jurisdiction. No change to the Draft IS/MND is necessary.

2e. The commenter recommends that pedestrian links from the proposed project site to the north side of Lakeport Boulevard and then to the west side of State Route 29 accessing "Hamburger Hill," along with the appropriate Americans with Disabilities Act (ADA) ramp requirements be installed prior to proposed project opening. The AOC is required to comply with the ADA. The details of pedestrian access and ADA facilities will be provided through the design process. At that time, the location of the building, ramps, and sidewalks will become known and pedestrian and ADA access can be finalized. The purpose of the CEQA analysis is to describe the proposed project, and evaluate the potential impacts of the project. Since the recommended pedestrian links are not identified as project environmental impacts, no change to the Draft IS/MND is necessary.

2f. The commenter requests that the applicant notify Caltans and the City of Lakeport when funding is secured and construction timeline is defined, so that construction does not significantly impact the state and local roadway network. Comment noted. No change to the Draft IS/MND is necessary.

Comment Letter No. 3

September 21, 2010 letter from the City of Lakeport

CITY OF LAKEPORT

Over 100 years of community pride, progress, and service

September 21, 2010

Ms. Laura Sainz
Administrative Office of the Courts
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833

Re: County of Lake Superior Court Project / City of Lakeport Comments Re: Draft Initial Study and Mitigated Negative Declaration

Dear Ms. Sainz,

City of Lakeport staff has reviewed the Draft Initial Study/Mitigated Negative Declaration for the new Superior Court project proposed at 675 Lakeport Boulevard. We think the court project will be a terrific addition to the Lakeport community, but have some concerns based on our review of the draft initial study.

The City has identified a number of environmental issues that may ultimately not be considered significant environmental impacts by the Administrative Office of the Courts (AOC); however, this does not minimize their potential impact on the Lakeport community. The City believes that these issues must be addressed in a formal manner during the planning and development of the project. 3a.

Environmental impacts are relative in nature. At approximately 51,000 square feet, the proposed building will be one of the largest public buildings in our community. This is a major project in our small city and it is our goal to ensure that its development will not create any substantial detrimental impacts to our residents and visitors.

The following comments are arranged in order starting near the beginning of the document. The comments address a variety of issues but the most substantive comments are related to Aesthetics, Hydrology and Water Quality, Transportation and Traffic, and Utilities and Service Systems.

General Comments

- The project description in Chapter 2 is inadequate. The description should be revised to include new details and information made available by the AOC on August 18, 2010, including the conceptual site plans.
- Pg 2-3: The Lakeport General Plan was adopted in April 2009 rather than August 2009. 3b.
- Pg 2-5: References to "Lakeport Visitor's Bureau" should be changed to Lake County Chamber of Commerce. The Chamber occupies the adjoining parcel. 3c.

225 PARK STREET • LAKEPORT, CALIFORNIA 95453 • TELEPHONE (707) 263-5615 • FAX (707) 263-8584

There are many other references to the Visitor's Bureau throughout the document. 3c., Cont.

- Figure 2: Poor topographic map. More detailed topographic information is available from the City. 3d.
- Figure 3: Lake County Chamber of Commerce identified as Lakeport Visitor's Bureau. 3e.

Aesthetics

- Pg 3-2 Section 3.1.a): The study describes scenic vistas and the existing views from the project site. This section does not note that the City's General Plan (Figure 16) identifies a View Corridor at the site of the Chamber of Commerce directly east of the courthouse site. The proposed courthouse building has the potential to adversely impact the view corridor. The study indicates that the "AOC is attempting to site the courthouse in a way that reduces impacts on the view from the Visitors Center; views would only be partially obstructed, if at all." Related impacts are considered to be less-than-significant and no mitigation is recommended. 3f.

  Comment: The AOC's analysis was done without a site plan and presumably without any architectural renderings or building elevations.

  Impacts to the View Corridor resulting from the new building are considered potentially significant. The City of Lakeport suggests a mitigation measure which addresses this issue and requires the AOC to develop a building that minimizes the impact to the adjoining View Corridor.

- Pg 3-3 Section 3.1.c): This section addresses the potential degradation of the existing visual character or quality of the site and its surroundings. The presence of the nearby View Corridor (General Plan Figure 16) is noted and the report states that the "proposed project would be consistent with policies identified in the general plan." It is unclear how the project will be consistent if the View Corridor is adversely impacted by the new courthouse building. The level of impact has not been illustrated via architectural renderings/building elevations. 3g.

  Comment: This is a potentially significant impact and the City suggests a mitigation measure as described above.

- Regarding potentially significant aesthetic impacts related to the degradation of the existing visual character of the site or its surroundings, the City also suggests a mitigation measure which requires the provision of adequately-sized refuse enclosures to store the trash and recyclables generated by the project. Mitigation measures are also suggested regarding propane tank enclosures (if above-ground tanks are used) and the use of building materials/finishes that will not create any potentially significant glare-related impacts. 3h.
- The City is aware of a recorded "cone of vision" easement extending through the project site which protects the adjoining view corridor area. We suggest that this issue be addressed and believe that a mitigation measure may be warranted. 3i.

Air Quality

- Pg 3-11 Section 3.3. b): References the use of "natural gas" in conjunction with this project. 3j.

  Comment: Natural gas is not available in Lakeport. Unknown if "natural gas" actually refers to propane use.

- Pg 3-12 Section 3.3. b): Table 3.3-2 details the estimated operational emissions. The 24 Hour PM_{10} estimate is 57.98 which exceeds the California Ambient Air Quality Standard (CAAQS) of 50 as noted in the table. Section 3.3 c) on Pg 3-13 states that "operational emissions would be below the California and national AAQS." A similar statement is on Pg 3-14. 3k.

  Comment: Statements in Sections 3.3. b) and Section 3.3 c) regarding PM_{10} emissions and CAAQS appear to be in conflict. It is unknown if the estimated PM_{10} emissions in excess of the CAAQS is a potentially significant impact.

Biological Resources

- Figure 3 is unlabeled and does not include a legend. Staff assumes that it illustrates the locations of the site's special-status species. Pages 7 and 8 of the Biological Study note the presence of "roughly 20,000 to 25,000" Colusa layia plants on the project site. 3l.

  Comment: Figure 3 in the Biological Resources section should be labeled and provided with a legend.

- The report was prepared without the benefit of a site plan. As such the full scope of the potential impacts to the site's biological resources is not yet known. However, the proposed mitigation measures on Pages 3-19 and 3-20 appear to be thorough. A detailed mitigation plan must be prepared and approved by the California Department of Fish and Game before the start of construction. Another mitigation measure requires vegetation removal between August and February in order to protect nesting birds. 3m.

- Pages 3-22 & 3-23 Section 3.4.c): This section addresses impacts to federally protected wetlands. "Eight non-wetland waters of the United States were mapped within two categories: seasonal waters and constructed ditches." It appears that the presence of these waters of the United States will require a jurisdictional determination by the Corps of Engineers. However, there is no related mitigation measure. 3n.

  Comment: Impacts to the site's designated wetlands may be potentially significant. Is a mitigation measure necessary related to the requirement for a jurisdictional determination by the Corps of Engineers?

- Pg 3-23 Section 3.4.e): This section should reference mitigation measure BIO-1 and not BIO-2 as it is related to the loss of the special-status plant species. 3o.

  Comment: Revise Section 3.4.e) to reference the correct mitigation measure.

Greenhouse Gas Emissions

- Pg 3-43 Section 3.7.a): Table 3.7-2 states that "Lakeport Boulevard contains improved sidewalks which promote pedestrian activity." This is not completely accurate as portions of Lakeport Boulevard do not have fully developed sidewalks, including the Lakeport Boulevard frontage of the subject property. 3p.

  Comment: Section 3.4.e) should be revised to accurately describe the existing pedestrian improvements in the vicinity of the project. Chapter 12.04 of the Lakeport Municipal Code requires the installation of right-of-way improvements along the street frontage of the project site. The Code states that right-of-way improvements "shall include curbs, gutters, sidewalks, street paveouts, drive approaches, handicapped ramps, water lines and appurtenances, sewer lines and appurtenances, storm drainage facilities, property dedications of right-of-way, street lights, pavement markings, signs, and street trees."

  The City recommends a mitigation measure which requires the project to comply with the City's right-of-way development standards in order to avoid a potentially significant impact. A similar recommendation has been provided in the Transportation and Traffic section of this letter.

- Table 3.7-2 also indicates that an existing bicycle route terminates at the project site and that the "bicycle route is proposed to be extended to the east." No details are provided and it is unclear who will be responsible for the bicycle route extension. 3q.

  Comment: Please expand discussion regarding proposed extension (improvement) of the bicycle route. Is a mitigation measure necessary?

Hazards and Hazardous Materials

- No mitigation measures are recommended in the report.

  Comment: The report includes references to the use of natural gas and it is therefore assumed that propane storage and use may be a component of this project. The use of propane can create significant hazards to the public related to upset and accident conditions and a mitigation measure may be warranted. City staff suggests some discussion and possibly a mitigation measure related to the potential use of above-ground propane tanks needed to serve the project. Underground storage tanks are recommended to reduce the aesthetic impact associated with large above-ground tanks. 3r.

Hydrology and Water Quality

- A hydrology study which quantifies the amount of additional storm water runoff resulting from the proposed project has not been prepared. 3s.

- The discussion in Sections 3.9.a) through 3.9.e) on Pages 3-56 to 3-59 demonstrates a poor understanding of storm water runoff from the site. Forbes Creek is mentioned on Pages 3-57 and 3-58. Although Forbes Creek is relatively close to the project site (0.15 miles north), its location will prevent it from accepting any of the storm water generated from the project. The storm water generated from the project site will drain to the east and northeast. 3t.

- Pg 3-58 Section 3.9.a): References the need for permit approval from the North Coast Regional Water Quality Control Board (RWQCB). 3u.

  Comment: The City of Lakeport is in the jurisdiction of the Central Valley RWQCB. The report should be corrected.

- Pages 3-58 & 3-59 Section 3.9.c): Notes the use of storm water BMPs during construction to limit erosion and siltation. The project's design will include "vegetated swales or similar storm water management techniques to slow runoff flow and trap sediment." 3v.

  Comment: No details have been provided and no mitigation is suggested. It is unknown if the site's physical characteristics will accommodate vegetated swales.

- Pg 3-59 Section 3.9.d): This section addresses the alteration of drainage patterns and the potential for project-related flooding. The report states that the "project would be designed to ensure adequate drainage facilities for storm capacities." As such, "there is a very low potential" for up- or downstream flooding as a result of the project. 3w.

  Comment: There is no discussion regarding the method of dealing with the increased amount of storm water flows resulting from the new impervious surfaces. This is a potentially significant impact. No mitigation is suggested but is warranted based on the existing site conditions and the size and scope of the proposed project.

  In the City's opinion there will be a net increase in the amount of storm water generated by the subject property subsequent to the construction of the new building, driveways, parking lot, etc. The preparation of a hydrology study is recommended so that adequate drainage facilities are designed.

- Pg 3-59 Section 3.9.e): This section deals with potential impacts to the storm water drainage system and states that the project will not "substantially increase the amount of runoff from the site" and that "storm water volumes would be expected to be similar to existing flows." 3x.

  Comment: No factual documentation has been submitted to support these statements and City staff does not believe they are accurate. The addition of new impervious surfaces will substantially increase the rate and amount of storm water generated by the site. This is a potentially significant impact.

  City staff is concerned because there are no existing municipal storm water drainage facilities in the Lakeport Boulevard right-of-way near the project site. Storm water from the site currently flows down Lakeport Boulevard in the street gutter and into the curb inlet at the nearest public storm drainage facility located at the NW corner of Lakeport Boulevard and South Main Street. This intersection currently experiences flooding impacts during significant rainfall events. Increased storm water flow from the subject property will significantly impact the drainage system.

Given the lack of any nearby municipal storm drainage facilities, it is vital that adequately-sized storm water detention facilities be constructed on the project site in conjunction with the proposed project.

Another option is the installation of storm water collection and conveyance facilities in the Lakeport Boulevard right-of-way that would tie into the existing improvements at the intersection of Lakeport Boulevard and South Main Street. An on-site storm water detention structure may still be required to ensure that there is no net increase in the rate an amount of off-site storm water drainage. 3x., Cont

City staff believes that downstream flooding hazards will increase significantly unless adequate on-site storm water detention facilities or downstream improvements are provided. This is a significant issue which warrants further study. The City's Storm Drainage Master Plan does not identify any proposed facilities in the vicinity of the project.

City staff recommends additional discussion regarding this issue and also suggests a mitigation measure calling for the preparation of a hydrology analysis which quantifies the amount of increased storm water runoff resulting from this project. The City also recommends mitigation requiring the development of adequately-sized on-site storm water detention facilities or adequate downstream improvements that will ensure there is no net increase to the rate and amount of the site's existing storm water runoff. The suggested mitigation measures are intended to reduce these impacts to a less than significant level.

Transportation and Traffic

- The site of the proposed project has been planned and zoned for Commercial activities, but has never been seriously considered for development until now. The court project plans are developing quickly and the conceptual site plans (two options) were only made available for review on August 18, 2010. As such, the City has had a limited amount of time to consider the proposed project. The City believes that the project will generate significant traffic impacts and will likely spur additional development such as office and retail activities in the vicinity. 3y.

- The City is looking at this project along with other projects in the area including a proposed main fire station to the north on Larrecou Lane and the redevelopment of the nearby Vista Point Shopping Center. There will be a cumulative impact resulting from the development and redevelopment projects in the vicinity of the court project.

  The Planning Commission is reviewing the City's General Plan and considering recommendations for amendments to the Transportation Element in the near future. Specifically, the "Recommended Roadway Improvements" map (Figure 6) of the current General Plan has been determined to need updating to achieve consistency with the 1992 General Plan Transportation Element which called for improvements to Larrecou Lane between Martin Street and Lakeport Boulevard. The Planning Commission will consider this amendment along with the designation of a proposed right-of-way to the south of Lakeport Boulevard (tentative name is Court Street) through the courthouse project site. The 3z.

collector street would extend south of the Larrecou Lane / Lakeport Boulevard intersection through the proposed project site and would then connect to Kimberly Lane, Grace Lane, Campbell Lane and Industrial Avenue.

3z., Cont.

The forthcoming review by the Planning Commission and consideration of an amendment of the Lakeport General Plan is being done as a result of the courthouse project design plan which became known to the City on August 18, 2010. The concept of enhancing the transportation network in the project area and addressing other infrastructure needs is set forth as recommended projects in the Lakeport Redevelopment Agency's 5-Year Implementation Plan (projects #3, #7, #9, and #12 on pages 13, 14, and 15 of the March 3, 2009 Five Year Implementation Plan).

Staff will recommend to the Planning Commission that the Transportation Element of the Lakeport General Plan be amended to designate a collector street through the new project site (60 foot right-of-way) in the same location as the proposed driveway access off of Lakeport Boulevard. City staff also recommends consideration of a roundabout at the Lakeport Boulevard / Larrecou Lane intersection. A conceptual roundabout plan is available for review.

The proposed project has the potential to create significant impacts related to Transportation and Traffic. The City recommends a mitigation measure requiring the dedication of land to the City for street right-of-way through the project site. The City also recommends the construction of the collector street to extend through the project site. Utilities in the collector street should also be constructed including sewer, water, storm water drainage, power, street lights, cable television and telephone.

The AOC's participation in the construction of a traffic roundabout is also recommended as traffic mitigation. Said construction would require the dedication of land for right-of-way purposes and the construction of related utilities.

- Improvements to the four impacted intersections are discussed on Pages 3-86 through 3-88, including signalization at the following intersections:
  - Highway 29 SB Ramps / Lakeport Boulevard
  - Highway 29 NB Ramps / Lakeport Boulevard
  - Bevins Street / Lakeport Boulevard
  - Main Street / Lakeport Boulevard

3aa.

The signalization of the intersections is "recommended for the Cumulative Plus Project Conditions. Therefore fair share contributions for the intersection improvements would be required." A mitigation measure (TRANS-1) states that the AOC will be required to pay the City of Lakeport "the proposed project's fair share contribution towards improving" the intersections listed above. There is no indication as to how the "fair share contribution" will be determined.

- Section 3.16.d) Pages 3-88 & 3-89: This section describes the potential traffic-related hazards resulting from the project. This section describes the "sight distance deficiencies for northbound left turn vehicles at the Lakeport Boulevard / Bevins Street intersection." The report mistakenly refers to the driveway serving the Chamber of Commerce and the Lake County Agriculture/Air Quality Departments as Bevins Street. The Bevins Street right-of-way does not extend south of Lakeport Boulevard. A recommended mitigation measure (TRANS-2) calls for the AOC to pay a fair share contribution to the City for "improving the sight distance at the Bevins Street / Lakeport Boulevard interchange." No indication on how the "fair share contribution" will be determined. 3bb.

- Section 3.16.e) Pg 3-89: This section also refers to the driveway serving the Chamber of Commerce, etc. as Bevins Street. This section describes the recommended driveway location (east side of site opposite the Larrecou Lane intersection) as well as the other driveway locations that were considered. A secondary driveway to be located behind the Chamber of Commerce office ("Visitor's Bureau") is also recommended and will be used for prisoner pick-up and drop-off. 3cc.

  Comment: References to the driveway serving the Chamber of Commerce, etc. as Bevins Street should be eliminated.

- The driveway design is briefly discussed and the report states that the "proposed project will conform to design requirements for the Superior Court of California and the City of Lakeport." Impacts are considered less-than-significant and no mitigation is recommended. 3dd.

  Comment: The City's Building Official reviewed the site's topography and provided the following comments:

  - At 8.33% slope, a 600 foot ramp is needed plus a six foot long landing every 30 feet of run (20 landings @ 6 foot each = 120 feet) or a total path length of 720' LF. Approximately 724 lineal feet are available.
  - The last 200 feet of run at the existing slope rises 30 feet. The existing slope exceeds 15%. The maximum allowable slope is 8.33%.

- Section 3.16.f) Pages 3-90 & 3-91: This section discuses project-related impacts to public transit, bicycle and pedestrian facilities. Much of the discussion addresses public transit and the development of two bus stops "immediately east and west of the Larrecou Lane/Lakeport Boulevard intersection" is a recommended mitigation measure (TRANS-3). 3ee.

  Comment: As previously noted, Chapter 12.04 of the Lakeport Municipal Code requires the installation of right-of-way improvements along the street frontage of the project site. The City recommends a mitigation measure which requires the project to comply with the City's right-of-way development standards in order to avoid a potentially significant impact to the City's circulation system.

- Bikeways are briefly addressed. The City's Transportation Element is cited, including the designation of Lakeport Boulevard as a future bikeway location. No bikeway-related improvements are recommended. The Greenhouse Gas 3ff.

Emissions section included a statement that the "bicycle route is proposed to be extended to the east." It is unclear if the bicycle route extension will be incorporated into the proposed improvements. 3ff., Cont.

Comment: Please expand discussion regarding proposed extension (improvement) of the bicycle route. Provide a mitigation measure if necessary.

- A recommended mitigation measure (TRANS-4) requires the installation of high visibility crosswalks to provide safe pedestrian access to the proposed bus stops. This mitigation also states that "pedestrian access should be provided throughout the proposed project with links to the existing pedestrian pathways and sidewalks." 3gg.

  Comment: The study does not mention that there is no existing sidewalk along the site's Lakeport Boulevard frontage. This is a significant omission. The City recommends the addition of a mitigation measure calling for the development of right-of-way improvements along the site's Lakeport Boulevard frontage in accordance with the City's Municipal Code. The report should also address the need for off-site pedestrian improvements needed to serve the proposed courthouse project, particularly along the south side of Lakeport Boulevard to the west of the project site. The need for pedestrian improvements in conjunction with the proposed project is considered a potentially significant impact.

Utilities and Service Systems

- Sections 3.17.a) & b) Pages 3-92 & 3-93: These sections indicate that the proposed project will result in less-than-significant impacts to the City's water and sewer systems. The report states that the "amount of water used and wastewater generated daily would likely be the same as the existing amount of water used and wastewater generated" at the existing courthouse facilities that are slated to be replaced by the new project. 3hh.

  Comment: This reasoning is flawed due to the fact that the existing courthouse facilities will be occupied by other tenants in the future (see Pg 2-4: "The county intends to reassign the space to other county agencies."). Although the impacts to the City's water and sewer systems may not be potentially significant, the report must be revised to include estimates regarding the anticipated water usage and wastewater generation in conjunction with this project.

- Page 3-94 Section 3.17 d): The report states that the "*city currently has water rights for 750 acre-feet per year from the Scotts Valley Aquifer and another 2,000 acre-feet per year from both the Scotts Valley Aquifer and Clear Lake*." 3ii.

  Comment: The city does not have water rights in Scotts Valley but does have an agreement with Yolo County Flood Control, who has the water rights to Clear Lake, to draw up to 2,000 acre-feet per year.

- Section 3.17.c) Pg 3-94: This section addresses the potential construction of new storm water drainage facilities or the expansion of existing facilities. The discussion addresses compliance with water quality issues including NPDES regulations. 3jj.

Comment: There is no discussion regarding the need for on-site storm water detention facilities in order to prevent downstream impacts related the addition of new impervious surfaces and the resulting increase in storm water runoff. See the comments in the Hydrology and Water Quality section of this letter for more discussion and the City's recommendations regarding appropriate mitigation needed to avoid potentially significant impacts. 3jj., Cont.

- Page 3-95 Section 3.17 e): The report states that the "WWTP is owned and operated by the CLMSD, with a design capacity is 2.5 million gallons per day (mgd)." 3kk.

  Comment: The original design capacity of the CLMSD treatment facility was 1.05 million gallons per day of dry weather flow and a maximum daily discharge not to exceed 3.8 million gallons. In 2007 the City of Lakeport received a Cease and Desist Order (CDO) from the California Regional Water Quality Control Board Central Valley Region which reduced capacity to 0.42 million gallons per day dry weather flow.

- Section 3.17.e) Pg 3-95: Sewer treatment capacity is discussed. The report states that according to the City of Lakeport Sewer System Management Plan (SSMP), the City's treatment plan has 888 RUEs currently available. 3ll.

  Comment: This number of available residential unit equivalents (RUEs) is not accurate. The City of Lakeport Sewer System Management Plan (SSMP) and Sewer Master Plan do not mention capacity to serve an additional 888 RUEs. Currently CLMSD has adequate capacity for approximately 100 RUEs under the CDO restrictions. The report should be corrected to provide the accurate number.

- Section 3.17.f) Pg 3-95 Indicates that the Bevins Street transfer station is still in operation. 3mm.

  Comment: The transfer station ceased operation at this location in 2010. The new transfer station is located on Soda Bay Road outside of the Lakeport city limits.

These comments were prepared by the following staff: 3nn.

- Richard Knoll, Community Development and Redevelopment Director, 707-263-8841, rknoll@cityoflakeport.com
- Mark Brannigan, Utilities Director, 707-263-3578, mbrannigan@cityoflakeport.com
- Andrew Britton, Planning Services Manager, 707-263-5613 x28, abritton@cityoflakeport.com
- Scott Harter, City Engineer, 707-263-5614 x11, sharter@cityoflakeport.com
- Tom Carlton, Building Official, 707-263-3056 x14, tcarlton@cityoflakeport.com

The City of Lakeport appreciates the opportunity to comment on this project and we hope that our comments and suggestions are beneficial to the AOC. We look forward to further discussion regarding the project, the potential impacts to our community, and

the integration of appropriate mitigation measures. We also look forward to being a partner with the AOC in addressing and resolving the issues identified herein.

3nn., Cont.

Please don't hesitate to contact our staff if you have any questions or concerns regarding our comments.

Sincerely,

Richard Knoll

Richard Knoll
Community Development, Redevelopment & Housing Director

cc: City Manager
City Council
Planning Commission

Response to Comment Letter No. 3
September 21, 2010 letter from the City of Lakeport

General Comments

3a. The commenter states that the project description in Chapter 2 of the Draft IS/MND is inadequate. As stated above, the AOC does not have more detailed design information for the proposed project at this time. The project description provided is a "maximum envelope" for the proposed project, which allows the AOC to evaluate maximum impacts. The purpose of the CEQA analysis is to describe the proposed project, and evaluate the potential impacts of the project. The project description, including project location, square footage of the proposed courthouse, proposed height of the building, traffic counts and ingress/egress options, and area of site disturbance (for purposes of the CEQA analysis, we assumed the entire site would be disturbed), is adequate for CEQA purposes. More detailed design information about the proposed project will be provided as the design process moves forward and is finalized.

The Draft IS/MND provides a description of the proposed project's anticipated design features, based on the best information currently available, and a detailed evaluation of the proposed project's potential impacts. Chapter 2 (specifically, page 2-9 in the Draft IS/MND) describes the AOC's design requirements for new courthouses. As the AOC finalizes the design process, it will share design information with the city, consult with, and solicit the city's input and review.

The new details and conceptual site plans that are referenced in the comment letter were preliminary in nature, and were only made available at a Project Advisory Group meeting on August 18, 2010 (which included city staff). The plans were very preliminary in nature, were high level "test fits," and while they do not change or contribute to the CEQA analysis, they have been included as Appendix K in an effort to respond to the comment received. The AOC recognizes that if substantial changes or new information is provided that was not previously identified or analyzed in the IS/MND, as with any project under CEQA, any future discretionary project approvals shall be evaluated in light of Section 21166 of CEQA and State CEQA Guidelines Section 15162. No change to the Draft IS/MND is necessary.

3b. The commenter states that the Draft IS/MND reflects the incorrect date for the month in which the Lakeport General Plan was adopted. Comment noted. The Lakeport General Plan adoption date has been modified on page 2-3 of the Draft IS/MND to reflect April 2009.

3c. The commenter states that the reference to "Lakeport Visitor's Bureau" should be changed to "Lake County Chamber of Commerce." Comment noted. All references to the "Lakeport Visitor's Bureau" in the Draft IS/MND have been modified to reflect the "Lake County Chamber of Commerce."

3d. The commenter states that Figure 2 of the Draft IS/MND illustrates a poor topographic map. Figures 1, 2, and 3 in the Draft IS/MND are consistent with State CEQA Guidelines Section 15071(b) requirements: "*the location of the project, preferably shown on a map*…", and the figures are consistent with the AOC's standards. No change to the Draft IS/MND is necessary.

3e. The commenter states that Figure 3 text should be revised to read "Lake County Chamber of Commerce." Comment noted. Figure 3 in the Draft IS/MND has been modified to reflect the "Lake County Chamber of Commerce."

Aesthetics

3f. The commenter is concerned about potentially significant impacts to the view corridor that is located east of the proposed courthouse site. The Draft IS/MND provides a description of the proposed project based on the best information that is currently available, and the AOC's design standards for new courthouses. The AOC's 2006 design standards are available in: *California Trial Court Facilities Standards* which is available at: http://www.courtinfo.ca.gov/programs/occm/documents/06_April_Facilities_Standards-Final-Online.pdf. Strict adherence to the *California Trail Court Facilities Standards* will reduce potential aesthetic impacts.

In addition, since the AOC is the lead agency for the proposed project, and is acting for the State of California on behalf of the Judicial Council of California, local government land use planning and zoning regulations do not apply. The Draft IS/MND analysis did, however, note that the City's General Plan (Figure 16) identifies a view corridor near the proposed project site in Section 3.1.c). The AOC will continue to work with the City of Lakeport and interested stakeholders to address potential aesthetic issues during the more detailed design process. This coordination will ensure that, as stated in the IS/MND, "the AOC is attempting to site the courthouse in a way that reduces impacts on the view from the Visitors Center…". The AOC will also need to site the courthouse in a way that is compliant with the "cone of vision" easement on the project site. Given these efforts, the analysis concludes that the proposed project will minimize any potential impact to the view corridor that is located east of the proposed courthouse site. No change to the Draft IS/MND is necessary.

3g. The commenter suggests that a mitigation measure be added to address the potential view corridor impact. Refer to response 3f., above. No change to the Draft IS/MND is necessary.

3h. The commenter suggests that mitigation measures be added which require the provision of adequately-sized refuse enclosures, propane tank enclosures, and the use of anti-glare related building materials/finishes. Comment noted. The proposed project will adhere to the *California Trial Court Facilities Standards* (Judicial Council of California 2006), which ensure that the building will be appropriate to the surroundings. The courthouse's design will represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system. The design will be responsive to local context, geography, climate, culture, and history. The proposed project design will include landscaping elements that will enhance, rather than degrade, the visual and aesthetic quality of the area, thus maintaining the important visual elements in the city. The *California Trial Court Facilities Standards* emphasize that the state's courthouse buildings will be appropriate to the surroundings and will not have substantial metallic finishes that generate substantial glare. The proposed project will also incorporate LEED criteria in order to reduce light and glare pollution. No change to the Draft IS/MND is necessary.

3i. The commenter suggests that the recorded "cone of vision" easement which extends through the proposed project site (protecting the adjoining view corridor area) be

addressed. Although the design process has not yet been finalized, the proposed project will be placed outside of the "cone of vision" easement. Refer to response 3f., above. No change to the Draft IS/MND is necessary.

Air Quality

3j. The commenter notes that natural gas is not available in Lakeport. Comment noted. All references to "natural gas" in the Draft IS/MND have been modified to state "propane."

3k. The commenter notes that statements in Sections 3.3.b) and 3.3.c) regarding PM_{10} emissions and California Ambient Air Quality Standards (CAAQS) appear to be in conflict. Table 3.3-1 and Table 3.3-2 contain typographical errors and do not appear consistent with the less than significant conclusions in the analysis. This is because the modeled project peak concentrations for PM_{10} are incorrect. Additionally, the background concentrations for PM_{10} and $PM_{2.5}$ are incorrect. Table 3.1-1 (on page 3-9) and Table 3.1-2 (on page 3-12) of the Draft IS/MND have been modified as follows:

Table 3.3-1
Construction Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO (μg/m³) 1 Hour	**NO_X (μg/m³) 1 Hour**	**PM_{10} (μg/m³) 24 Hour**	**$PM_{2.5}$ (μg/m³) 24 Hour**
Project peak concentration (2012)	56.05	98.96	~~73.92~~ 26.89	16.81
Background Concentration	3.5	0.45	~~48.5~~ 17.6	~~29.0~~ 7.8
Total	**59.15**	**99.41**	~~122.42~~ **44.49**	~~45.81~~ **24.61**
NAAQS	40,000	203	150	35
Significant?	***No***	***No***	***No***	***No***
CAAQS	23,000	339	50	-
Significant?	***No***	***No***	***No***	***No***

ppm = parts per million; μg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards

Table 3.3-2
Operational Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO (μg/m³) 1 Hour	**NO_X (μg/m³) 1 Hour**	**PM_{10} (μg/m³) 24 Hour**	**$PM_{2.5}$ (μg/m³) 24 Hour**
Project peak concentration	146.40	17.09	9.48	1.85
Background Concentration	3.5	0.45	~~48.5~~ 17.6	~~29.0~~ 7.8
Total	**149.90**	**17.54**	~~57.98~~ **27.08**	~~30.85~~ **9.65**
NAAQS	40,000	203	150	35
Significant?	***No***	***No***	***No***	***No***
CAAQS	23,000	339	50	35
Significant?	***No***	***No***	***No***	***No***

ppm = parts per million; μg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards

As seen in the modified tables above, PM_{10} total emissions do not exceed the state AAQS and $PM_{2.5}$ emissions do not exceed the state and federal AAQS. Therefore, construction-related emissions are less than significant with mitigation incorporated. The following page contains the output of the revised SCREEN3 modeling.

09/23/10
14:28:37

```
 ***  SCREEN3 MODEL RUN  ***
 *** VERSION DATED 96043 ***

C:\Lakes\ScreenView\lake_co.scr

SIMPLE TERRAIN INPUTS:
   SOURCE TYPE                =        AREA
   EMISSION RATE (G/(S-M**2)) =    0.206000E-05
   SOURCE HEIGHT (M)          =      3.0000
   LENGTH OF LARGER SIDE (M)  =    152.4100
   LENGTH OF SMALLER SIDE (M) =    152.4100
   RECEPTOR HEIGHT (M)        =      3.0000
   URBAN/RURAL OPTION         =       URBAN
THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

   MODEL ESTIMATES DIRECTION TO MAX CONCENTRATION


BUOY. FLUX =    0.000 M**4/S**3;  MOM. FLUX =    0.000 M**4/S**2.

*** FULL METEOROLOGY ***

**********************************
*** SCREEN AUTOMATED DISTANCES ***
**********************************

*** TERRAIN HEIGHT OF    0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES ***

  DIST     CONC              U10M   USTK  MIX HT   PLUME  MAX DIR
   (M)   (UG/M**3)   STAB   (M/S)  (M/S)    (M)    HT (M)   (DEG)
-------  ----------  ----  -----  -----  ------  ------  -------
     1.    52.96       5     1.0    1.0 10000.0    3.00     45.
   100.    66.37       5     1.0    1.0 10000.0    3.00     45.
   200.    22.35       5     1.0    1.0 10000.0    3.00     45.
   300.    13.98       5     1.0    1.0 10000.0    3.00     45.
   400.    9.894       5     1.0    1.0 10000.0    3.00     45.
   500.    7.470       5     1.0    1.0 10000.0    3.00     45.
   600.    5.882       5     1.0    1.0 10000.0    3.00     45.
   700.    4.779       5     1.0    1.0 10000.0    3.00     42.
   800.    3.979       5     1.0    1.0 10000.0    3.00     45.
   900.    3.380       5     1.0    1.0 10000.0    3.00     45.
  1000.    2.918       5     1.0    1.0 10000.0    3.00     45.

MAXIMUM 1-HR CONCENTRATION AT OR BEYOND     1. M:
   108.    67.23       5     1.0    1.0 10000.0    3.00     45.

     ***************************************
     *** SUMMARY OF SCREEN MODEL RESULTS ***
     ***************************************

 CALCULATION         MAX CONC    DIST TO   TERRAIN
  PROCEDURE         (UG/M**3)    MAX (M)    HT (M)
--------------     -----------   -------   -------
SIMPLE TERRAIN       67.23          108.        0.

***************************************************
** REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS **
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Biological Resources

3l. The commenter states that Figure 3 in the Draft IS/MND is unlabeled and does not include a legend. Figure 3 (only in the hard copies of the Draft IS/MND) did not print properly; this has been corrected and the figure has been replaced in the Final IS/MND. The Biological Study Report, available online for viewing during the 30-day public review period (Appendix C of the Draft IS/MND, available at: http://www.courtinfo.ca.gov/programs/occm/projects_lake_lakeport.htm), correctly illustrated Figure 3, which was labeled "Special-Status Plant Population Locations and Density Representation." A legend was also provided.

3m. The commenter states that although the Biological Study Report was prepared without the benefit of a site plan, the proposed mitigation measures on pages 3-19 and 3-20 of the Draft IS/MND appear to be thorough. The AOC concurs that the mitigation measures included in the Draft IS/MND will provide adequate mitigation for biological resources regardless of the ultimate site plan configuration. Since the release of the Draft IS/MND, the AOC was able to initiate consultation with the California Department of Fish and Game regarding mitigation for biological impacts.

3n. The commenter questions whether or not mitigation measures are necessary for a jurisdictional determination by the U.S. Army Corps of Engineers (Corps). Following publication of the Draft IS/MND, the Corps staff reviewed the draft wetland delineation report (included in Appendix C of the Draft IS/MND) and concluded that the on-site waters are not subject to Corps jurisdiction. These waters consist of two very shallow, seasonally ponded depressions overlying bedrock and several drainage ditches. The Corps concluded that the two depressions over bedrock are not subject to its jurisdiction because they lack hydric soils and have less than five percent vegetative cover. The Corps also concluded that the constructed ditches are not subject to its jurisdiction because they were constructed wholly in uplands and do not receive or intercept flow from jurisdictional waters. A revised map showing no waters on the proposed project site was submitted to the Corps on August 10, 2010. The Corps responded on August 27, 2010, with a "preliminary jurisdictional determination" (JD) concurring that no wetlands or others waters subject to Corps jurisdiction occur on the proposed project site. A copy of the August 27, 2010 JD letter follows this response.

Subsequently, Regional Water Quality Control Board (Board) staff was contacted to determine if the Board would exert jurisdiction over the features pursuant to its authority under the Porter-Cologne Act. As documented in the attached September 9, 2010 email following this response, the Board will not exert jurisdiction over on-site features under the Porter-Cologne Act.

Because neither of the above agencies are exerting jurisdiction over the features, the need for mitigation should be evaluated on the basis of their environmental values (as opposed to regulatory requirements). The most important of these values would be their ability to support flora and fauna, potential to contribute to groundwater recharge, and potential to improve the quality of stormwater runoff. Most of the features are essentially unvegetated, while the two features that do support vegetation are dominated by introduced annual grasses and forbs. No invertebrates were observed in the features during the wildlife survey (conducted on March 17, 2010) or early-season botanical surveys (conducted on April 9 and 29, May 17, and June 19, 2010). Although the features could be used as a water source for certain species such as killdeer on an occasional basis, they are very

unlikely to support critical life stages of wildlife species. Further, the features have minimal potential to provide groundwater recharge because most of the features overlie bedrock. Because the features have minimal vegetative cover, they also have limited potential to filter pollutants out of runoff or to provide for nutrient uptake. Given the negligible environmental values of the features and the absence of resource-agency jurisdiction, loss of the features due to proposed project implementation is not a significant environmental impact and no mitigation is warranted. No change to the Draft IS/MND is necessary.

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

August 27, 2010

Regulatory Division SPK-2010-00960

Ms. Laura Sainz
Administrative Office of the Courts
2860 Gateway Oaks Drive, Suite 400
Sacramento, California 95833

Dear Ms. Sainz:

We are responding to your August 10, 2010, request for a preliminary jurisdictional determination (JD), in accordance with our Regulatory Guidance Letter (RGL) 08-02, for the Lake County Courthouse site. The approximately 6.4-acres site is located on or near Clear Lake, Section 25, Township 14 North, Range 10 West, Mount Diablo Meridian Survey, Latitude 39.0338°, Longitude -122.9207°, City of Lakeport, Lake County, California.

Based on available information, **we concur with the estimate of potential waters of the United States, as depicted on the August 16, 2010, Figure 2, Waters of the U.S. and/or State, Lake County Courthouse Site drawing prepared by Enplan, Don Burk**. There is approximately 0-acre of wetlands or other water bodies present within the survey.

A copy of our RGL 08-02 Preliminary Jurisdictional Determination Form for this site is enclosed. Please sign and return a copy of the completed form to this office. Once we receive a copy of the form with your signature, we can accept and process a Pre-Construction Notification (PCN) or permit application for your proposed project.

You should not start any work in potentially jurisdictional waters of the United States unless you have Department of the Army permit authorization. You may request an approved JD for this site at any time prior to starting work within waters. In certain circumstances, as described in RGL 08-02, an approved JD may later be necessary.

You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

This preliminary determination has been conducted to identify the potential limits of wetlands and other water bodies, which may be subject to Corps of Engineers' jurisdiction for the particular site identified in this request. A Notification of Appeal Process and Request for Appeal (RFA) form is enclosed to notify you of your options with this determination. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in

USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

We appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website under *Customer Service Survey*.

Please refer to identification number SPK-2010-00960 in any correspondence concerning this project. If you have any questions, please contact Mr. Peck Ha at our California North Branch Office, Regulatory Division, Sacramento District, U.S. Army Corps of Engineers, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email *Peck.Ha@usace.army.mil*, or telephone 916-557-6617. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/regulatory.html*.

Sincerely,

Nancy A. Haley
Chief, California North Branch

Enclosures

Copy Furnished without enclosures:
Mr. John Luper, Enplan, 3179 Bechelli Lane, Suite 100, Redding, California 96002

Copies Furnished with enclosures:
Mr. Dan Radulescu, Storm Water and Water Quality Certification Unit, California Regional Water Quality Control Board, Central Valley Region, 11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
Mr. Kent Smith, California Department of Fish and Game, Region 2, 1701 Nimbus Drive, Rancho Cordova, California 95670-4599
Ms. Kim Squires, Forest Foothill Branch, U.S. Fish and Wildlife Service, Endangered Species Division, 2800 Cottage Way, Suite W2605, Sacramento, California 95825-3901
Mr. Jason Brush, Environmental Protection Agency, WRT-8, 75 Hawthorne Street, San Francisco, California 94105

PRELIMINARY JURISDICTIONAL DETERMINATION FORM
Sacramento District

This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

Regulatory Branch: **California North** File/ORM #: **SPK-2010-00960** PJD Date: **August 27, 2010**

State: **CA** City/County: **Lakeport, Lake County**
Nearest Waterbody: **Clear Lake, Cache Creek**

Location (Lat/Long): **39.0337787360831°, -122.920723885088°**

Size of Review Area: **6.4** acres

Name/Address Of Property Owner/ Potential Applicant: **Laura Sainz**
Administrative Office of the Courts
2860 Gateway Oaks Drive, Suite 400
Sacramento, California 95833

Identify (Estimate) Amount of Waters in the Review Area
Non-Wetland Waters:

linear feet ft wide **0.135** acres Stream Flow **Per. (seasonal)**

Wetlands: **0** acre(s) Cowardin Class: **N/A**

Name of any Water Bodies on the site identifies as Section 10 Waters: Tidal: Non-Tidal:

☒ Office (Desk) Determination
☐ Field Determination:
Date(s) of Site Visit(s):

SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply – checked items should be included in case file and, where checked and requested, appropriately reference sources below)

☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: **August 16, 2010, Figure 2, Waters of the U.S. and/or State, Lake County Courthhouse Site**
☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
☐ Data sheets prepared by the Corps.
☐ Corps navigable waters' study.
☐ U.S. Geological Survey Hydrologic Atlas:
  ☐ USGS NHD data.
  ☐ USGS HUC maps.
☒ U.S. Geological Survey map(s). Cite scale & quad name: **1:24K; CA-LAKEPORT**
☒ USDA Natural Resources Conservation Service Soil Survey.
☐ National wetlands inventory map(s).
☐ State/Local wetland inventory map(s).
☐ FEMA/FIRM maps.
☐ 100-year Floodplain Elevation (if known):
☒ Photographs: ☒ Aerial
  ☒ Other
☐ Previous determination(s). File no. and date of response letter:
☒ Other information (please specify): **This property has been previously graded and altered of its natural contours. The graded surface exposed some areas of bedrock where ponding of water occurred during winter/early spring and support sparse wetland vegetation. These seasonal waters lack hydric soils and more than 5% hydric vegetation. All of the drainage ditches on this property are constructed in uplands and to drain upland waters.**

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

8/30/2010

Signature and Date of Regulatory Project Manager (REQUIRED)

Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

Applicant: Laura Sainz, Administrative Office of the Courts	File No.: SPK-2010-00960	Date: August 30, 2010
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
X	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the DISTRICT engineer. Your objections must be received by the DISTRICT engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the DISTRICT engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the DISTRICT engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION (not district) engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION engineer within 60 days of the date of this notice. Exception: JD appeals based on new information must be submitted to the DISTRICT engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

Figure 2 Waters of the U.S. and/or State	
Project:	Lake County Courthouse Site
Delineator:	Don Burk
Date:	February 8 & April 9, 29, & 30, 2010
Date Revised:	August 16 ,2010

Feature and boundary locations depicted are approximate only. 08.16.10

0 100 Feet

ENPLAN

Cindy Crom

From: Daniel Worth [DWorth@waterboards.ca.gov]
Sent: Thursday, September 09, 2010 12:28 PM
To: John Luper
Subject: Re: Lake County Site - Jurisdictional Determination Request

John,
I have review the attached information including the Corps 27 August 2010 jurisdictional determination. The proposed project site is located at 675 Lakeport Blvd in the City of Lakeport, and is situated on the south side of Lakeport Blvd. The Central Valley Water Board concurs with the Corps determination that the site does not contain wetlands or other water bodies. The Central Valley Water Board will not exert jurisdiction over on-site features under the Porter-Cologne Act. Please be advised that the project may be required to obtain coverage under the NPDES General Permit for Storm Water Discharges.
If you have any further questions please let me know.

Dan

To comply with the Governor's order calling for furloughs, the Central Valley Regional Water Control Board Office and offices of the California Environmental Protection Agency are closed the second, third, and fourth Friday of every month.

Daniel Worth
Environmental Scientist
Water Quality Certification Program
Central Valley Water Board
11020 Sun Center Dr. #200
Rancho Cordova, CA 95670

Telephone (916) 464-4709
FAX (916) 464-4775
dworth@waterboards.ca.gov

>>> John Luper <JLuper@enplan.com> 9/9/2010 11:20 AM >>>
Dan,
Per our recent conversation, we request that the you review the delineation data prepared by ENPLAN and determine whether or not the State would exert jurisdiction over on-site features under the State's Porter-Cologne Act. In support of your determination, we have attached a vicinity map, the original delineation map, the Corps-verified map, and representative photos. As discussed, the Corps issued a letter on August 27 stating that no wetlands or other water bodies subject to its jurisdiction are present within the survey area (letter attached).

The subject site is located at 675 Lake Boulevard in the City of Lakeport, Lake County. Previous grading activities have dramatically altered the natural contours of the site. Overall, roughly 20 feet of surface material has been removed from the upper portion of the site, resulting in two level terraces, and in some areas, exposed the underlying bedrock. Areas of exposed bedrock pond water during the winter/early spring and support sparse wetland vegetation. Because the on-site seasonal waters lack hydric soils and have less than five percent vegetative cover (4:SW and 5:SW), they do not qualify as wetlands subject to Corps jurisdiction. With respect to constructed ditches, through discussions with Corps and ENPLAN staff, it was determined that the on-site ditches are constructed wholly in uplands and do not receive or intercept flow from jurisdictional waters. As such, under current Corps

guidelines, the on-site constructed ditches do not qualify as waters of the U.S. Based on the above information, the Corps requested that we remove said features from the map as they did not qualify as waters of the U.S. (see Corps-verified map).

We request that the Regional Board review the attached information and determine if the State would exert jurisdiction over on-site features under the Porter-Cologne Act. Please call me if you have any questions regarding our request. Thank you.

Regards,

John

John Luper
Environmental Scientist
ENPLAN
jluper@enplan.com<mailto:jluper@enplan.com>
530/221-0440 x110
530/221-6963 Fax
www.enplan.com<http://www.enplan.com>

3o. The commenter stated that the reference to mitigation measures should be changed from "BIO-2" to "BIO-1." Comment noted. Section 3.4.e) on page 3-23 of the Draft IS/MND has been modified to reference the correct mitigation measure.

Greenhouse Gas Emissions

3p. The commenter requests that the existing pedestrian facilities along Lakeport Boulevard be described to depict that there are areas without fully developed sidewalks. In addition, the commenter recommends a mitigation measure which requires the proposed project to comply with the city's right-of-way development standards in order to avoid a potentially significant impact to the city's circulation system.

Based on the comment received, Table 3.7-2 (on page 3-43 of the Draft IS/MND) has been modified as follows:

Project Design Feature	Project Applicability	Percent Reduction
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	**Compliant.** The proposed project's design would include bicycle racks to encourage non-motorized travel. Also, **portions of** Lakeport Boulevard contain~~s~~ improved sidewalks which promote pedestrian activity. **The proposed project will include sidewalks around the site as well.**	2

The AOC included the table above as a review of the project's consistency with the state's greenhouse gas (GHG) emission reduction targets. Since the Lake County Air Quality Management District does not currently have quantitative thresholds of significance for GHG emissions, the AOC used the Attorney General's recommendations for design features that would reduce GHG. To the extent feasible, the AOC will include sidewalks and improve pedestrian and other non-motorized access on the proposed project site, which is consistent with the Attorney General's recommendations. No change to the Draft IS/MND is necessary.

3q. The commenter requests that the discussion regarding the proposed extension (improvement) of the bicycle route be expanded. Figure 7 (Bikeway Plan) of the city's General Plan illustrates a proposed bicycle route along Lakeport Boulevard to connect to the existing route which terminates at the proposed project site. Implementation Program T 21.1-a of the city's Bikeway Plan states: "Implement the bikeway route system as shown on Figure 7; Responsibility: Community Development and Public Works Departments." Since the city's General Plan illustrates the proposed bicycle route, no change to the Draft IS/MND is necessary.

Hazards and Hazardous Materials

3r. The commenter suggests discussion and possibly mitigation measures related to the potential use of underground or above-ground propane tanks needed to serve the project. Refer to response 3j., above. References to "natural gas" in the Draft IS/MND have been

modified to state "propane." Propane, also known as liquid petroleum gas, is often used in place of natural gas, with the connection to the building provided by a large tank. It is regulated under the Code of Federal Regulations (CFR), 29 CFR Parts 1910 and 1926, through the U.S. Department of Labor, Occupation Safety and Health Administration (OSHA). The National Fire Protection Agency (NFPA) also provides safety regulations for propane, under NFPA 58, Liquid Petroleum Gas Code. Propane is not listed as a hazardous material per the American Standards for Testing and Materials (ASTM) Standard Practice E 1527-05. The use of propane on the proposed project site will be subject to all federal, state, and local laws and regulations regarding safety. Therefore, impacts remain less than significant and no mitigation is required. No change to the Draft IS/MND is necessary.

Hydrology and Water Quality

3s. The commenter states that there has been no quantification of additional stormwater runoff resulting from the proposed project. Section 3.9, beginning on page 3-56 of the Draft IS/MND, discusses drainage and stormwater runoff. Based on the comment received, rough estimates regarding existing and proposed project completion runoff amounts were calculated. Please note that these estimates are very general, and can vary greatly based on a number of factors, including site design, footprint, and landscape area. The Lake County Hydrology Design Standards (Lake County Department of Public Works Water Resources Division, June 1999) were used to estimate the worst case stormwater runoff scenario for the 10-year and 100-year storm events for existing and proposed project completion conditions. Because the AOC does not have precise design information at this time, the worst case stormwater runoff amounts were estimated. The estimated existing worst case stormwater runoff amounts assume that the existing soils are clay with low infiltration capacity. The estimated proposed project completion worst case stormwater runoff amounts assume that the six-acre project site would be almost entirely covered with impervious surface, except those areas required for landscaping and stormwater percolation.

The 10-year worst case stormwater runoff amounts are estimated as follows:

- Existing conditions: 3.1 cubic feet per second (cfs)
- Proposed project completion conditions: 6.9 cfs
- Increase in worst case stormwater runoff amount: 3.8 cfs

The 100-year worst case stormwater runoff amounts are estimated as follows:

- Existing conditions: 4.5 cfs
- Proposed project completion conditions: 10.0 cfs
- Increase in worst case stormwater runoff amount: 5.5 cfs

The worst case increase for stormwater runoff at the proposed project site would be 3.8 cfs during a 10-year storm event and 5.5 cfs during the 100-year storm event. The proposed project will be required to be consistent with the guidelines provided in the *California Stormwater BMP Handbook* for stormwater runoff, including using landscape areas for percolation of runoff. The proposed project's stormwater drainage facilities will be designed to ensure adequate capacities. Since the proposed project is required to be consistent with the California Stormwater BMP Handbook, no mitigation is required. Once more detailed design information is available, the AOC will consult with the city to determine the best stormwater management techniques for the proposed project.

In addition, pursuant to the *California Trial Court Facilities Standards*, all courthouse projects shall be designed for sustainability and, at a minimum, to the standards of a Leadership in Energy and Environmental Design (LEED) "certified" rating. The proposed project will be designed to the LEED silver rating and the AOC will seek certification of the silver rating by the U.S. Green Building Council. LEED requirements will include stormwater design for quantity control. Given this design requirement, stormwater runoff volumes are anticipated to be similar to existing flows. The AOC does not have more precise design information at this time; additional details about the proposed project design, footprint, and infrastructure will be provided as more detailed design is completed. No change to the Draft IS/MND is necessary.

3t. The commenter feels the Draft IS/MND does not identify the drainage patterns appropriately and states that the stormwater generated from the proposed project site will drain to the east and northeast. Comment noted. Section 3.9.d) on page 3-59 of the Draft IS/MND discusses the groundwater gradient as to the east, down gradient toward Clear Lake. Sections 3.9.a) through e) discuss water quality and runoff as related to the CEQA Checklist questions regarding water quality, groundwater supply, erosion and siltation, on- and offsite flooding, and stormwater runoff. Please refer to response 1b, above, pertaining to runoff direction and response 3s, above, pertaining to stormwater runoff. No change to the Draft IS/MND is necessary.

3u. The commenter states that the city is in the Central Valley Regional Water Quality Control Board's jurisdiction. Comment noted. References to the North Coast Regional Water Quality Control Board have been modified in the Draft IS/MND to reflect the City of Lakeport's location within the Central Valley Regional Water Quality Control Board's jurisdiction.

3v. The commenter states that no mitigation measures are provided for erosion or siltation and that the physical characteristics of the proposed project site may not accommodate vegetated swales. As stated above and in the Draft IS/MND, the proposed project will incorporate BMPs consistent with the *California Stormwater BMP Handbook* guidelines. The incorporation of these BMPs will result in a less than significant impact and, therefore, no mitigation measures are required. In addition, Section 3.9.c) refers to vegetated swales as part of stormwater management techniques; however, the Draft IS/MND states "vegetated swales or similar stormwater management techniques."

The Draft IS/MND provides an adequate CEQA analysis of this issue, as the proposed project will be consistent with the *California Stormwater BMP Handbook*. Since more detailed design is not available at this time, the Draft IS/MND also includes options and techniques the AOC may use to manage stormwater runoff. The AOC, in consultation with the city, will determine the best stormwater management techniques for the proposed project site as the design process moves forward and is finalized. No change to the IS/MND is necessary.

3w. The commenter is concerned about the increased amount of stormwater flows resulting from the project's new impervious surfaces. Comment noted. Please refer to response 3s., above, pertaining to stormwater runoff. No change to the Draft IS/MND is necessary.

3x. The commenter is concerned about the increase in the rate and amount of stormwater generated by the site, particularly because there is a lack of nearby municipal storm

drainage facilities near the proposed project site. Comment noted. Please refer to response 3s., above, pertaining to stormwater runoff. No change to the Draft IS/MND is necessary.

Transportation and Traffic

3y. The commenter is concerned about the limited amount of time they have had to consider the proposed project, and is concerned about potentially significant impacts. Proposed project impacts have been identified in the Draft IS/MND, which was available for public review, commencing on August 23, 2010, and ending on September 22, 2010. The AOC recognizes that if substantial changes or new information is provided that was not previously analyzed in the IS/MND, as with any project under CEQA, any future discretionary project approvals shall be evaluated in light of Section 21166 of CEQA and State CEQA Guidelines Section 15162.

3z. The commenter recommends a mitigation measure requiring the dedication of land to the city for street right-of-way through the proposed project site, the construction of the collector street to extend through the proposed project site, and the AOC's participation in the construction of a traffic roundabout. This is new information that was not revealed to the project team in time to be incorporated into the Draft IS/MND. The City of Lakeport has been consulted regarding the future dedication of land for a street right-of-way. However, this dedication will not be mitigation, but rather, an effort to coordinate the proposed project with the long-term goals of the city. Currently, the project description does not include the dedication of right-of-way, and until more detailed analysis can be completed, the project description remains as is. Mitigation measures for the proposed project were based on an extensive traffic analysis included as Appendix H to the IS/MND.

The city was consulted as part of the preparation of the Draft IS/MND. A record of this correspondence follows this response. The dedication of the street right-of-way is not required for mitigation purposes; however, based on the comment received, Section 3.16.a) on page 3-85 in the Draft IS/MND has been modified to reflect the following:

The city of Lakeport plans to extend the future Court Street alignment from Lakeport Boulevard southward along the eastern boundary of the proposed project site. To accommodate this future city project, the AOC, if feasible, would dedicate right-of-way to the city to support this future arterial extension.

3aa. The commenter would like more information regarding how the proposed project's "fair share contribution" will be determined. Refer to response 2d, above. No change to the Draft IS/MND is necessary.

3bb. The commenter verifies that Bevins Street right-of-way ends at Lakeport Boulevard and recommends fair share contributions be provided. Comment noted. Refer to response 2d., above, for clarification on proposed project payment of "fair share contribution" fees. References to the driveway that serves the Chamber of Commerce and the Lake County Agriculture/Air Quality Departments as Bevins Street have been modified on pages 3-88 and 3-99 of the Draft IS/MND.

3cc. The commenter recommends eliminating references to Bevins Street at the Chamber of Commerce location, as the Bevins Street right-of-way ends at Lakeport Boulevard. Comment noted. Refer to response 3bb., above.

3dd. The commenter provides calculations related to the slope and length required for an accessible pathway based on the elevation change from the street to the top of the building site. Comment noted. No change to the Draft IS/MND is necessary.

3ee. The commenter recommends a mitigation measure which requires the proposed project to comply with the city's right-of-way development standards in order to avoid a potentially significant impact to the city's circulation system. As a state agency, the AOC is not required to comply with the city of Lakeport development standards. Also, please refer to responses 3p. and 3z., above. No change to the Draft IS/MND is necessary.

3ff. The commenter would like more information regarding bikeway-related improvements. Refer to response 3ee., above. To the extent feasible, the AOC will include bikeways, sidewalks, and other non-motorized access on the proposed project site. Bike facility and connectivity improvements will be reviewed during the more detailed design phase of the project. No change to the Draft IS/MND is necessary.

3gg. The commenter recommends the addition of a mitigation measure calling for the development of right-of-way improvements along the proposed project site's Lakeport Boulevard frontage in accordance the City's Municipal Code. Additionally, the commenter would like information regarding the need for off-site pedestrian improvements to serve the proposed project, particularly along the south side of Lakeport Boulevard to the west of the proposed project site. Refer to response 3z, above regarding right-of-way improvements. The AOC is aware of the lack of sidewalks on Lakeport Boulevard. As the AOC completes a more detailed design analysis, additional pedestrian access and additional public transportation options will be reviewed. However, mitigation measures for improving pedestrian access were identified in the Draft IS/MND. Refer to response 3ee., above. No change to the Draft IS/MND is necessary.

Jennifer Stewart - Fwd: emails from the City of Lakeport

From: Craig Jordan <cajordan99@gmail.com>
To: <nschmidt@rbf.com>
Date: 10/1/2010 10:14 AM
Subject: Fwd: emails from the City of Lakeport
Attachments: Tribal Health Focused Traffic Analysis 2008.pdf; Schall Bevins St Traffic Study 2005.pdf; AR 01-10 ACDC Traffic Study.pdf; Appendix E - Traffic Report_May 2007.pdf; IV - Transportation Element.pdf

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Here you go.

---------- Forwarded message ----------
From: **Andrew Britton** <abritton@cityoflakeport.com>
Date: Fri, Apr 30, 2010 at 4:19 PM
Subject: emails from the City of Lakeport
To: cajordan99@gmail.com

Craig,

Copies of the emails are attached.

Best wishes,

Andrew

Andrew Britton|Planning Services Manager|Community Development Department
City of Lakeport | 225 Park Street | Lakeport, CA 95453
(707.263.5613 x28 | 6 707.263.8584
* abritton@cityoflakeport.com

: www.cityoflakeport.com

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WWW.CENSUS.GOV/2010CENSUS
Census Day - April 1, 2010

www.2010census.gov

---------- Forwarded message ----------
From: "Andrew Britton" <abritton@cityoflakeport.com>
To: <CJORDAN@rbf.com>
Date: Wed, 28 Apr 2010 14:30:50 -0700

Subject: Lakeport General Plan info

Hi Craig,

After we got off the phone I found the following program in the Transportation Element:

Program T 12.1-d: Revise the Zoning Ordinance to establish thresholds and

guidelines for the implementation of traffic impact studies and to require traffic

studies for all high traffic generating uses.

The zoning ordinance hasn't been revised as of yet to include any thresholds or guidelines.

Thanks,

Andrew

---------- Forwarded message ----------
From: "Andrew Britton" <abritton@cityoflakeport.com>
To: <CJORDAN@rbf.com>
Date: Wed, 28 Apr 2010 15:36:50 -0700
Subject: Traffic studies / Lakeport

Hi Craig,

I found a couple of traffic studies that were prepared in conjunction with recent development projects—one on Bevins St (Schall) and one on Bevins Court (Tribal Health). Copies are attached.

I hope they are helpful.

Best wishes,

Andrew

Andrew Britton|Planning Services Manager|Community Development Department
City of Lakeport | 225 Park Street | Lakeport, CA 95453
(707.263.5613 x28 | 6 707.263.8584
* abritton@cityoflakeport.com

: www.cityoflakeport.com

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---------- Forwarded message ----------
From: "Andrew Britton" <abritton@cityoflakeport.com>
To: <CJORDAN@rbf.com>
Date: Wed, 28 Apr 2010 14:23:33 -0700
Subject: traffic study / Lakeport

Craig,

Traffic study is attached for an apartment complex on Bevins Street that was not constructed.

Please call if you have any questions.

Thanks,

Andrew

---------- Forwarded message ----------
From: "Andrew Britton" <abritton@cityoflakeport.com>
To: <CJORDAN@rbf.com>
Date: Wed, 28 Apr 2010 14:19:41 -0700
Subject: FW: Lake County Courthouse Project

-----Original Message-----
From: Andrew Britton
Sent: Monday, April 26, 2010 3:40 PM
To: 'Craig Jordan'
Subject: RE: Lake County Courthouse Project

Hi Craig,
Thanks for the email. I've attached a copy of the traffic study from the General Plan. Also attached is a copy of the Transportation Element. The entire GP is posted on our website-
http://www.cityoflakeport.com/departments/docs.aspx?deptID=39&catID=133
I hope it's helpful.
Best wishes,
Andrew

-----Original Message-----
From: Craig Jordan [mailto:CJORDAN@rbf.com]
Sent: Monday, April 26, 2010 2:42 PM
To: Andrew Britton
Subject: Lake County Courthouse Project

Andrew,

Thank you for returning my call so quickly. The General Plan Traffic Study that you mentioned would be beneficial to us. I will try to give you a call either later today or tomorrow to discuss the project.

Craig

From: Craig Jordan
To: sharter@cityoflakeport.com
CC: abritton@cityoflakeport.com; cjordan99@gmail.com; Frederik Venter
Date: 4/30/2010 11:07 AM
Subject: Lake County Courthouse

Scott,

This is a follow up to the voice mail I left you in regards to the new Lake County Courthouse project. We are performing a traffic study for this project and we want to make sure we are following the City's guidelines. Our traffic study will analyze 6 intersections (listed below) along Lakeport Boulevard. If you have time next week, I would like to talk with you about the project and our analysis methodologies. I have provided some questions that we have concerning the preparation of the traffic study.

Study Intersections
1. Parallel Drive / Lakeport Boulevard - Todd Road
2. Highway 29 southbound ramps / Lakeport Boulevard
3. Highway 29 northbound ramps / Lakeport Boulevard
4. Bevins Street / Lakeport Boulevard
5. Larrecou Lane / Lakeport Boulevard
6. South Main Street / Lakeport Boulevard

Questions
- What analysis methodology for intersections and roadways does the City require for traffic studies? I read in the 2025 General Plan that analysis methodologies from the 2000 Highway Capacity Manual were used for intersection LOS and the Florida Department of Transportation LOS thresholds were used for City streets. Should we use these methodologies?
- Does the City have threshold of significance standards and requirements for impact mitigation?
- Does Caltrans have jurisdiction over any of our study intersections besides #2 and #3?
- For future conditions (2030) we would like to apply the growth rates that are identified in the 2025 General Plan for future growth between 2010 and 2030. Do you agree with this methodology?
- Andrew Britton mentioned that a roundabout was being looked at for the Main Street/Lakeport Boulevard intersection. Is there a traffic study that was performed on that intersection that we can review?

For some reason, I have been unable to receive email from the City of Lakeport this week. I have cc'ed my personal email (cjordan99@gmail.com). Will you respond to both my work and personal email addresses?

Thank you for your assistance and I look forward to speaking with you about the project.

Craig

--

Craig A. Jordan, P.E.
Design Engineer
RBF Consulting
500 Ygnacio Valley Road, Ste 270
Walnut Creek, CA 94596
www.rbf.com
925.906.1460 ph
925.906.1465 fx

From: Craig Jordan
To: sharter@cityoflakeport.com
CC: cajordan99@aol.com
Date: 6/30/2010 1:45 PM
Subject: Lake County Courthouse Project: AM Peak Hour Percentage from ADT Question

Scott,

I am preparing a traffic report for the AOC Lake County Courthouse proposed to be located in the vicinity of the Bevins St / Lakeport Blvd intersection. I am trying to determine the average daily traffic for existing conditions and the year 2030 along Lakeport Blvd and Main St north and south of Lakeport Blvd by using AM peak hour percentages. I have daily counts just west of Larrecou Ln on Lakeport Blvd. These counts when compared to peak hour counts at Larrecou Ln indicate that the AM peak hour percentage is around 5%. This seems a little low.

For comparison, I looked at the Caltrans AM peak hour percentage for Highway 29. The mainline at the Lakeport Blvd is 9%. Ramp percentages, based off of our counts and Caltrans ADT numbers, are 11% for the NB off, 8% for the SB off, 5% for the NB on, and 4% for the SB on.

I have a copy of the 2025 GP which studied the Main St / Lakeport Blvd intersection. The GP provides ADT numbers but does not show peak hour volumes. Are the intersection volumes available for the AM peak hour? Also, do you have any thoughts on the methodology I am using to determine the ADT or the 5% AM peak hour percentage along Lakeport Blvd that was calculated?

I cc'ed my personal email as I have been having trouble receiving emails from the City of Lakeport to my RBF account.

If you have any questions, please let me know.

Thank you for your assistance,
Craig Jordan

--

Craig A. Jordan, P.E.
Design Engineer
RBF Consulting
500 Ygnacio Valley Road, Ste 270
Walnut Creek, CA 94596
www.rbf.com
925.906.1460 ph
925.906.1465 fx

Craig Jordan - Re: Lake County Courthouse

From: Frederik Venter
To: Craig Jordan; sharter@cityoflakeport.com
Date: 7/13/2010 10:05 AM
Subject: Re: Lake County Courthouse
CC: cajordan99@aol.com

Scott, in addition, does the City have a Traffic Impact Fee program through which future development would help pay for the roadway improvements in the General Plan/CIP. Could you send a copy to us, please?

Thanks for your help in this regard.

Frederik Venter
RBF Consulting

>>> Craig Jordan 7/13/2010 9:45 AM >>>
Scott,

I have a quick question. In the transportation element of the City of Lakeport General Plan 2025, Policy T 20.1 Capital Improvement Program states "Adopt a Capital Improvement Program identifying required improvements to Lakeport's transportation system." Has a CIP been adopted? If so, can you send me a copy of the CIP report or point me to where I can obtain a copy?

Thank you,
Craig Jordan

--

Craig A. Jordan, P.E.
Design Engineer
RBF Consulting
500 Ygnacio Valley Road, Ste 270
Walnut Creek, CA 94596
www.rbf.com
925.906.1460 ph
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Utilities and Service Systems

3hh. The commenter would like estimates regarding the anticipated water usage and wastewater generation in conjunction with the proposed project. Based on the comment received, rough estimates regarding the anticipated water usage and wastewater generation in conjunction with the proposed project were calculated. Please note that these estimates are very general, and can vary greatly based on a number of factors, including but not limited to: climate, water conservation efforts, the number of bathrooms, number of fixture units, and number of occupants.

For a commercial / office building consisting of approximately 51,000 square feet (SF), the estimated water usage would be approximately 102,000 gallons per day (GPD) based on the simple rule of thumb of 2.0 gpd / SF. According to the City's 2008 Water Master Plan, the city's maximum day demand (MDD) is roughly 1.8 million gallons per day (MGD). Worst-case scenario, the proposed project would use an estimated 5.7 percent of the total current water capacity; therefore, the city will be able to meet the projected water needs of the proposed project.

The estimated wastewater generation would be approximately 1,500 gpd based on the simple rule of thumb of 30 gpd / 1,000 SF. Wastewater produced by the new courthouse would be limited to restroom facilities for the courthouse during business hours (8:00 a.m. to 5:00 p.m.). Per information from the city's September 21, 2010 comment letter, the original design capacity of the City of Lakeport Municipal Sewer District facility was 1.05 million gallons (MG) per day of dry weather flow and a maximum daily discharge not to exceed 3.8 MG. In 2007, the City of Lakeport received a Cease and Desist Order from the California Regional Water Quality Control Board Central Valley Region which reduced capacity to 0.42 MGD dry weather flow. According to the city's 2008 Sewer Master Plan, the design peak flow capacity of the WWTP is estimated at 3.0 MGD. The proposed project would use an estimated 0.05 percent of the design peak flow capacity; therefore, the WWTP will be able to meet the projected needs of the proposed project.

3ii. The commenter notes that the city does not have water rights to Scotts Valley, but does have an agreement with Yolo County Flood Control. Based on the comment received, text in Section 3.17.d) on page 3-94 of the Draft IS/MND has been modified to reflect the following:

The city currently has an **agreement with Yolo County Flood Control, who has the** ~~water rights for 750 acre-feet per year from the Scotts Valley Aquifer and another~~ water rights **to Clear Lake to draw up to** 2,000 acre-feet per year. ~~from both the Scotts Valley Aquifer and Clear Lake.~~

3jj. The commenter is concerned about the increase in stormwater runoff. As discussed above, the proposed project will incorporate BMPs consistent with the *California Stormwater BMP Handbook* guidelines. The incorporation of these BMPs will result in a less than significant impact and, therefore, no mitigation measures are required. Also, please refer to response 3s., above, pertaining to stormwater runoff. No change to the Draft IS/MND is necessary.

3kk. The commenter provides design capacity and additional information regarding the wastewater treatment plant. Based on the comment received, text in Section 3.17.e) on page 3-95 of the Draft IS/MND has been modified to reflect the following:

Wastewater generated by the City of Lakeport is collected and transported to the City of Lakeport wastewater treatment plant (WWTP), located southwest of the city limits. The WWTP **(which** is owned and operated by the CLMSD) ~~with a design capacity is 2.5 million gallons per day (mgd).~~ **had an original design treatment capacity of 1.05 million gallons per day (MGD) of dry weather flow and a maximum daily discharge not to exceed 3.8 million gallons (MG). In 2007, the City of Lakeport received a Cease and Desist Order from the California Regional Water Quality Control Board Central Valley Region which reduced capacity to 0.42 MGD dry weather flow.**

3ll. The commenter questions the RUEs used in the Draft IS/MND. The reference to the City of Lakeport Sewer System Management Plan (SSMP) in Section 3.17.e) on page 3-95 of the Draft IS/MND was incorrect. The number of available residential unit equivalents (RUEs) came from page 3-155 of the November 2008 Draft Environmental Impact Report for the General Plan Update, which states: "According to Lakeport public works officials, the plant has the capacity to serve an additional 888 residential unit equivalent (RUEs) in its current condition." Based on the comment received, text in Section 3.17.e) on page 3-95 of the Draft IS/MND has been modified to reflect the following:

~~According to the City of Lakeport Sewer System Management Plan (SSMP), the WWTP has the capacity to serve an additional 888 residential unit equivalents above its current treatment levels.~~ **Currently, the CLMSD has adequate capacity for approximately 100 residential unit equivalents under the Cease and Desist Order restrictions.** In addition, the SSMP acknowledges that the CLSMD intends to expand the sewer system over the next 10 years to accommodate the potential commercial and residential growth within the city.

3mm. The commenter provides information that the Bevins Street transfer station ceased operation in 2010. Based on the comment received, text in Section 3.17.f) on page 3-95 of the Draft IS/MND has been modified to reflect the following:

Most solid waste refuse from Lakeport is transported first to a transfer station ~~on Bevins Street in south Lakeport,~~ **located on Soda Bay Road outside of the Lakeport city limits,** and then on to the East Lake Landfill, located just outside the City of Clearlake.

3nn. The AOC thanks you for your comments and suggestions. The AOC looks forward to a continued partnership with the city of Lakeport and the community.

Comment Letter No. 4

September 22, 2010 letter from the Lake County Air Quality Management District

LAKE COUNTY AIR QUALITY MANAGEMENT DISTRICT

885 Lakeport Blvd.
Lakeport, CA 95453
Phone (707) 263-7000
Fax (707) 263-0421

Douglas G. Gearhart
Air Pollution Control Officer
dougg@lcaqmd.net

-MEMORANDUM-

To: Laura Sainz, Administrative Office of the Courts
Office of Court Construction and Management
2860 Gateway Oaks, Suite 400
Sacremento, CA 95833

DATE: September 22, 2010

FROM: Warren Massie, AQE WM

SUBJECT: Lake County Courthouse Relocation Project ••• ZONE C-2, & GPD MR ••• Review of Draft Initial Study / Mitigated Negative Declaration for the New Lakeport Courthouse of August 2010, vacant six acres located at 675 Lakeport Boulevard, Lakeport, CA

This project has potential to contribute substantially to the air quality violation as well as create health related impacts over the 2-3 year build out. The Lake County Air Quality Management District (District) staff has received and reviewed the above referenced document, and offers the following comments. 4a.

The site for the new courthouse is adjacent to property used to monitor the ambient air space of Lake County. Currently the District monitors PM10, PM2.5, ozone and visibilty at this site. The proposed new courthouse is less than 400 feet from air monitoring equipment used by the District. Therefore, this project has a significant potential to impact the Lake County Air Basin attainment status due to close proximity construction emissions. Strict air emission controls should be required. The District's major concerns are the increase of vehicle traffic, emissions from construction activities, and the disturbance of serpentine soil.

The following comments/corrections relate to Section 2 Project Description.

Page 2-12, Project Construction Activities - Air quality management.
The subject project is located on mapped areas known to contain serpentine rock and/or soils. A Serpentine Dust Control Plan is required prior to any construction activities on this site. The contractor should include provisions for dust control measures to achieve no visible emissions, prevent material track-out onto the public road, provide for worker notification of the plan requirements and asbestos hazards, the posting of an asbestos warning notice at the site, and the covering of all disturbed serpentine surfaces subject to traffic wear or wind erosion with non-asbestos containing materials. Exposed serpentine surfaces that may be subject to vehicular traffic should have restricted access (fencing or other effective barriers) until such 4b.

time as the surface is adequately covered with non-asbestos material.

If project activities result in visible dust generation, trackout, or nuisance conditions, the contractor will be required to stop work until corrective measures are in place. 4b., Cont.

Page 2-13, Required Approvals
It states local government regulations do not apply to the proposed project. This is not true for the District. The District is a Federal and State authority agency with regulation powers. All open air quality issues must be submitted to the District for approval which includes Serpentine Dust Mitigation Plans and permitting of equipment that emits air pollutants such as diesel generators that might be used for emergency backup power. 4c.

The following comments/corrections relate to Section 3.3 Air Quality.

Page 3-9, Discussion (b). A correction needs to be made to the comments of Table 3.3-1. The table shows that construction emissions would result in a violation of a state or national AAQS. PM10 total emissions exceeds the state AAQS and PM2.5 emissions exceeds the state and federal AAQS. Therefore construction-related emissions could be significant. 4d.

Page 3-11, Long-term operational impacts.
As the writing of this initial study natural gas is not available to Lake County. Therefore a correction should be made to state propane to be the source for heat and that the emissions from the process of refueling could be of concern. 4e.

Long term impacts are projected to include increased Greenhouse Gas (GHG) emissions. Consideration should be given to energy efficiency of the proposed new construction. The District recommends active or passive solar designs and/or wind power, in addition to use of high efficiency lighting and HVAC systems, be considered for the facility for both energy efficiency and GHG reduction/mitigation. These measures are in Section 3.7 Greenhouse Gas Emissions of initial study.

Page 3-12, Mitigation Measure AQ-1.
Most likely serpentine soil is going to be relocated off the site project during grading work. Plans should state how such material is to be removed and disposed with in the Districts rules and regulations. Transport and disposal of serpentine material has potentially significant environmental and community expose impacts. 4f.

Page 3-13, (c)
As stated above the site is in close proximity to the Districts air monitoring equipment and short and long term activities have the potential to effect the Lake County Air Basin attainment status. Therefore it should be stated that impacts will be less than significant with mitigation incorporated to prevent close proximity construction emission impacts. 4g.

Page 3-47, Greenhouse Gas Emissions.
Action T-6 refers to public transportation, and pedestrian connectivity to the surrounding circulation system. The connectivity to local eateries on the west side of Lakeport Blvd. is incomplete. This project should include the improvements to sidewalks for public and government walkers. This improvement should include street trees along Lakeport Blvd. from Main Street to the west side of Hwy. 29 with the appropriate illumination for evening walking. The soft and hard landscape will promote and encourage the use of walking instead of driving vehicles that generate GHGs. 4h.

Page 3-87, Intersection Improvements, TRANS-1
The project for intersection improvements states that AOC would contribute its fair share. These improvements should be done prior to the opening of the new courthouse. The intersections should allow for the safety of pedestrian crossing and the control of vehicle traffic. The Districts recommends, at a minimum, a round-about at the Bevins Street / Lakeport Bvld intersection, with cross walks and safe pedestrian access to fast food facilities across hwy 29. Without these improvements there will be long delays for vehicle and pedestrian traffic. This would create a problem with the transportation of prisoners and will increase vehicle GHG production during long delays. 4i.

Based on the review of this initial study, some gaps remain in the Air Quality sections. Impacts related to construction activities that could include the removal of serpentine soil, short and long-term GHG and PM emissions being increased near the District's air monitoring equipment, and no definite schedule to intersection improvements. Also the Document needs to include the Districts air quality authority and recommend AOC apply for plan approval and permits timely. 4j.

Response to Comment Letter No. 4
September 22, 2010 letter from the Lake County Air Quality Management District

4a. The commenter summarizes the Lake County Air Quality Management District's (LCAQMD) concerns which are addressed below. Thank you for your comment.

4b. The commenter notes that the proposed project is located on mapped areas known to contain serpentine rock and/or soil, which requires a Serpentine Dust Control Plan. Based on the comment received, text in Section 2 on page 2-12 of the Draft IS/MND has been enhanced and modified to reflect the following:

Air quality management measures. The construction contractor will:

- **Provide an asbestos-dust-hazard mitigation plan (also referred to as a serpentine dust control plan) prior to any construction activities on-site. The plan should include provisions for dust control measures to achieve no visible emissions, prevent material track-out onto the public road, provide for worker notification of the plan requirements and asbestos hazards, the posting of an asbestos warning notice at the site, and the covering of all disturbed serpentine surfaces subject to traffic wear or wind erosion with non-asbestos containing materials. Exposed serpentine surfaces that may be subject to vehicular traffic should have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material.**

- Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions, **trackout, or nuisance conditions. The construction contractor will be required to stop work until corrective measures are in place.**

4c. The commenter states that the LCAQMD is a Federal and State authority agency with regulation powers. As stated on page 2-10 of the Draft IS/MND, the AOC would implement the proposed project in compliance with standard conditions and requirements for state and/or federal regulations or laws that are independent of CEQA compliance. The Lake County Air Quality Management District is listed as an agency based on the comment received, text in Section 2 on page 2-13 of the Draft IS/MND has been modified to reflect the following:

Since the AOC is the lead agency for the proposed project, and is acting for the State of California on behalf of the Judicial Council of California, local government land use planning and zoning regulations do not apply to the proposed project. **However, the Lake County Air Quality Management District (LCAQMD) is a federal and state authority agency with regulation powers. All air quality issues must be submitted to the LCQAMD for approval, which includes Serpentine Dust Mitigation Plans and permitting of equipment that emits air pollutants such as diesel generations that might be used for emergency backup power.**

4d. The commenter notes that Table 3.3-1 (on page 3-9 of the Draft IS/MND) shows that construction emissions would result in a violation of a state or national AAQS; therefore, construction related emissions could be significant. Refer to response 3k., above.

4e. The commenter notes that natural gas is not available in Lakeport. References to "natural gas" in the Draft IS/MND have been modified to state "propane." Propane has similar emission characteristics to natural gas, thus the area source emission estimates would not change. Additionally, as noted by the commenter, the proposed project's energy conservation features are discussed under Section 3.7, Greenhouse Gas Emissions.

4f. The commenter is concerned about the movement of serpentine soil. Construction activities associated with the proposed project would require approximately 78,750 cubic yards of excavated material that would be relocated off-site. As naturally occurring asbestos is known to underlie the proposed project site, the project will be required to comply with LCAQMD Rules and Regulations (specifically, Chapter II, Article IV, Part V). Compliance with the LCAQMD Rules and Regulations regarding naturally occurring asbestos are included in Mitigation Measure AQ-2 (on page 3-13 of the Draft IS/MND). Implementation of Mitigation Measure AQ-2 will ensure that impacts from naturally occurring asbestos will be less than significant. No change to the Draft IS/MND is necessary.

4g. The commenter notes that the proposed project site is in close proximity to the LCAQMD's air monitoring equipment and short and long term activities have the potential to effect the Lake County Air Basin attainment status. Based on the comment received, Section 3.3.c) on page 3-13 in the Draft IS/MND has been modified as follows to address the project's proximity to the LCAQMD air monitoring equipment and its potential to affect the Basin's attainment status:

Less than Significant with Mitigation. The Basin is currently designated "unclassified" or "attainment" for all criteria pollutants under applicable California or national AAQS. Therefore, the proposed project would not result in an increase of a criteria pollutant for which the region is non-attainment. Also, construction emissions would be reduced with implementation of **Mitigation Measure AQ-1**~~,~~**. Therefore, construction activities occurring in close proximity to the LCAQMD's air monitoring equipment would not exceed the California or national AAQS and would not affect the Lake County Air Basin Attainment Status. Furthermore,** ~~and~~ operational emissions **combined with existing background concentrations** would be below the California and national AAQS. A less than significant impact would occur after implementation of **Mitigation Measure AQ-1**. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

4h. The commenter requests that the proposed project include the improvements of sidewalks for public and government walkers to local eateries on the west side of Lakeport Boulevard. Comment noted. Additional public transportation and pedestrian connectivity improvements will be addressed during the more detailed design phase of the proposed project. No change to the Draft IS/MND is necessary.

4i. The commenter recommends that fair share improvements be done prior to the opening of the new courthouse, allowing for the safety of pedestrian crossing and the control of vehicle traffic. It is also recommended that, at a minimum, a roundabout at the Bevins Street / Lakeport Boulevard intersection, with crosswalks and safe pedestrian access to fast food facilities across State Route 29 be provided.

Refer to response 2d., above, for the summary of the proposed project's fair share fees per intersection. The proposed project will pay the fair share fees before the opening of the courthouse. The fees will be paid to either the city or Caltrans depending upon the

intersection's jurisdiction. Mitigation Measure TRANS-1 on page 3-87 of the Draft IS/MND indicates the installation of either a roundabout or traffic signal. Additional pedestrian facility details directly related to the proposed project will be addressed during the more detailed design phase of the project.

4j. Thank you for your comments. The AOC hopes that your concerns have been addressed.

Comment Letter No. 5

September 22, 2010 letter from the Lake County/City Area Planning Council

LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
(707) 263-7799 / Fax 463-2212
www.lakeapc.org

367 North State Street, Suite 206
Ukiah, CA 95482

September 22, 2010

Laura Sainz, Administrative Office of the Courts
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833

Re: Comments of the Proposed Lake County Courthouse site in Lakeport

Thank you for the opportunity to comment on the Mitigated Negative Declaration for the proposed site for the new Lake County Courthouse in Lakeport (675 Lakeport Boulevard).

As the Regional Transportation Planning Agency for Lake County, these comments focus on transportation. We recommend a more extensive traffic study be conducted for this project. The traffic study should consider all modes of travel including auto, truck, bicycle, pedestrian, transit and wheelchair/motorized scooter. The study should consider both on-site and off-site circulation issues including emergency vehicle access. Transportation improvements and mitigations for the project should be consistent with the Complete Streets Act of 2008. 5a.

The larger area and off-site impacts/issues, cumulative impacts

The corridor along Martin Street, Bevins Street and Bevins Court has recently experienced commercial development and more commercial and residential development may occur in the area. It is relevant to note that the Bevins Street – Martin Street corridor links downtown Lakeport to services along the Lakeport Boulevard corridor, including the Bruno's shopping center, the Lakeport Senior Center and the proposed location for the courthouse. There is an increasing need along the Martin Street/Bevins Street corridor, and the Lakeport Boulevard corridor for improved transportation facilities, especially sidewalks that allow pedestrian access to transit stops and nearby businesses and services. The proposed courthouse will result in an increase in vehicle, bicycle and pedestrian traffic along these two corridors.

Vehicle traffic:

On page 29, 6.2.2 "Intersection Improvements" the description of the protected turn lanes in the second and third paragraph is not accurate in regards to the direction of the turning traffic. Improvements to the on-ramps and off-ramps at State Rout 29 and Lakeport Boulevard, including signalization, need to be designed to Caltrans specifications. Contact Caltrans regarding the most current and projected traffic volumes at the interchange at State Route 29 and Lakeport Boulevard. The discussion of the needed improvements should include the option of a roundabout at Lakeport Boulevard and Main Street. The City of Lakeport is currently conducting a study of potential intersection improvements for that intersection. The access to the Courthouse from Lakeport Boulevard should be directly aligned with Larrecou Lane. 5b.

Appendix H, Peak Hour Warrants, referenced the MUTCD 2003 version. The current MUTCD 2010 should be referenced for this project. 5c.

Pedestrian
Pedestrian needs and impacts are not adequately addressed in the draft Initial Study.

Page 3-43 Section 3.7.a – Table 3.7-2 of the Initial Study states that "Lakeport Boulevard contains improved sidewalks which promote pedestrian activity." While the portion of Lakeport Boulevard east of the project site does have improved sidewalks, there are not adequate pedestrian facilities along the frontage of the project site on both the north and south sides of Lakeport Boulevard. It should also be noted that there is a sidewalk along the north side of the Lakeport Boulevard overpass over State Route 29, but not along the south side of the overpass. This results in the need for pedestrians to cross Lakeport Boulevard from the project site to the south side of Lakeport Boulevard to then safely cross State Route 29. 5d.

Additional analysis should consider pedestrian access and circulation both on and off-site site and identify pedestrian access options that limit conflicts between pedestrians and vehicles and meet ADA requirements. The scope of the analysis should consider the pedestrian impacts and travel patterns within a 1/2 mile of the site, especially to the east and west where existing and future businesses will serve employees and visitors of the courthouse. Currently there are four fast food restaurants located west of the project site at the intersection. With the construction of the courthouse, additional development is likely to occur that will generate additional pedestrian traffic between the courthouse and area businesses throughout the day.

Transit
Currently Lake Transit Route 8 serves the project area. The project area is also within the current Lakeport Dial-a-Ride service area. We recommend the proposed bus stop be located and designed to the standards established by Lake Transit. ADA compliant access from the bus stop site(s) to the courthouse needs to be incorporated into the project design. For questions regarding transit, please contact: 5e.

Mark Wall, Manager
Lake Transit Authority
(707) 263-7868

Bicycle routes and on-site facilities
Additional information is needed regarding bicycle route improvements in the vicinity of the project site. The 2006 Lake County Regional Bikeway Plan identifies Lakeport Boulevard from Parallel Drive to South Main Street as a proposed Class II bike route. Bevins Street from Lakeport Boulevard to Martin Street is proposed as a Class III bike route. Bicycle improvements should include the bicycle lane (roadway) improvements as well as signage and striping. 5f.

Bicycle parking for the public, and separate, secured bicycle parking for employees should be incorporated into the design of the project. Shower/locker facilities for employees should also be incorporated into the design of the project and be available for use by employees that bicycle to work. 5g.

The Lake County 2010 Regional Transportation Plan is scheduled for adoption by the Lake APC on October 13th, and the Lake County Regional Bikeway Plan is scheduled to be updated in 2011. The Lake County 2010 Regional Transportation Plan includes policies on Greenhouse Gas emissions and the Lake Couty 2030 Regional Blueprint planning process. Both documents, once approved, will be posted at www.lakeapc.org. These two documents should be referenced as the project design progresses. 5h.

If you have any questions or would like additional information regarding these comments, please contact me, at (707) 233-7799 or personst@dow-associates.com. Please contact Mark Wall, Manager, Lake Transit Authority, at (707) 263-7868 with any questions regarding transit service and bus stop design standards.

5h., Cont.

Sincerely,

Terri Persons
Associate Transportation Planner

Comment Letter No. 5

September 22, 2010 letter from the Lake County/City Area Planning Council

5a. The commenter recommends a more extensive traffic study that considers all modes of travel, including auto, truck, bicycle, pedestrian, transit, and wheelchair/motorized scooter. In addition, it is recommended that both on- and off-site circulation issues including emergency vehicle access be addressed, and that transportation improvements and mitigations for the proposed project be consistent with the Complete Streets Act of 2008. The commenter also states that the proposed courthouse will result in an increase in vehicle, bicycle and pedestrian traffic along the Martin Street / Bevins Street corridor, and the Lakeport Boulevard corridor. Mitigation Measures TRANS-3 and TRANS-4 (on page 3-91 of the Draft IS/MND) address the use of transit and pedestrian access. In addition, the Traffic Impact Analysis that was prepared for the proposed project also discusses alternative modes of transportation. Emergency vehicle access will be provided at the site access locations. In addition, the AOC's Office of Emergency Response and Security routinely reviews emergency vehicle access during the more detailed design phase of any AOC capital project. No change to the Draft IS/MND is necessary.

5b. The commenter states that the description of the protected turn lanes on page 29 of the Traffic Impact Study is not accurate in regards to the direction of the turning traffic. Comment noted. Access to the proposed project is marginally offset with Larrecou Lane (refer to Figure 7 in Appendix H, Traffic Impact Analysis of the Draft IS/MND). Also refer to Response 3z., above.

5c. The commenter requests that the MUTCD 2010 be referenced. Comment noted. Site analysis is consistent with the *Manual on Uniform Traffic Control Devices* **(**MUTCD) 2010; this reference has been updated in Appendix H of the Traffic Impact Analysis.

5d. The commenter notes that there are not adequate pedestrian facilities along the frontage of the proposed project site on both the north and south sides of Lakeport Boulevard. The commenter also notes that there is a sidewalk along the north side of the Lakeport Boulevard overpass over State Route 29, but not along the south side of the overpass. The AOC is aware of the lack of sidewalks on Lakeport Boulevard. As the AOC completes a more detailed design analysis, additional pedestrian access will be reviewed. However, mitigation measures for improving pedestrian access were identified in the Draft IS/MND. No change to the Draft IS/MND is necessary.

5e. The commenter recommends that a bus stop be located and designed to the standards established by Lake Transit, and that ADA compliant access from the bus stop site(s) to the courthouse be incorporated into proposed project design. Comment noted. No change to the Draft IS/MND is necessary.

5f. The commenter requests additional information regarding bicycle route improvements (including the bicycle lane improvements as well as signage and striping) in the vicinity of the proposed project site. The AOC will consider additional improvements to improve bicycle access that can be incorporated into the proposed project during detailed design. However, the Draft IS/MND includes specific mitigation measures already. No change to the Draft IS/MND is necessary.

5g. The commenter requests that bicycle parking and shower/locker facilities be incorporated into the design of the project. Refer to response 5f., above. In addition, the proposed project will be designed to the LEED silver rating. LEED requirements include bicycle parking and shower/locker facilities. No change to the Draft IS/MND is necessary.

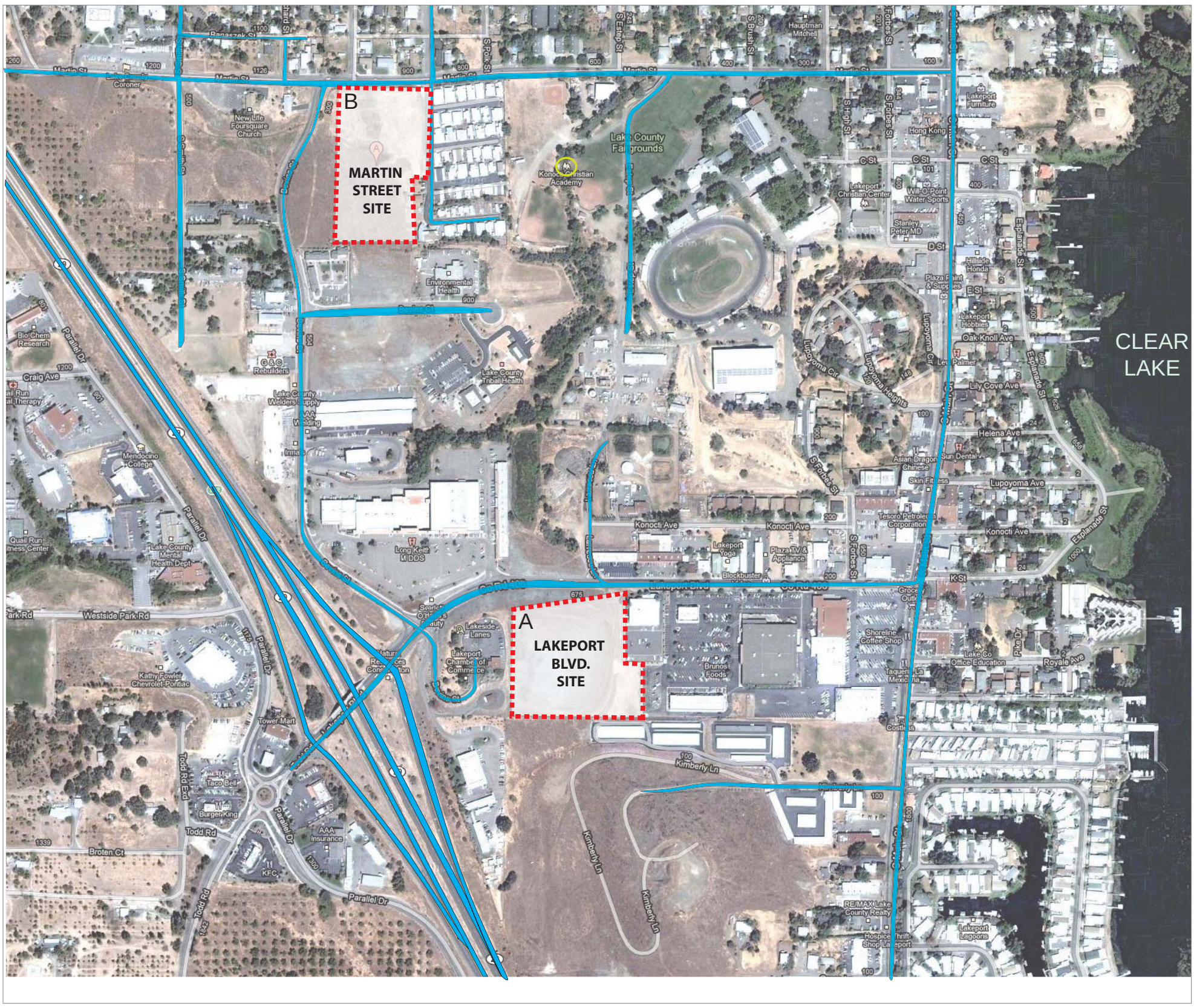
5h. The commenter requests that the Lake County 2010 Regional Transportation Plan and the Lake County Regional Bikeway Plan be referenced as the proposed project design progresses. Comment noted. No change to the Draft IS/MND is necessary.

Appendix K
Preliminary Conceptual Site Plans

Context

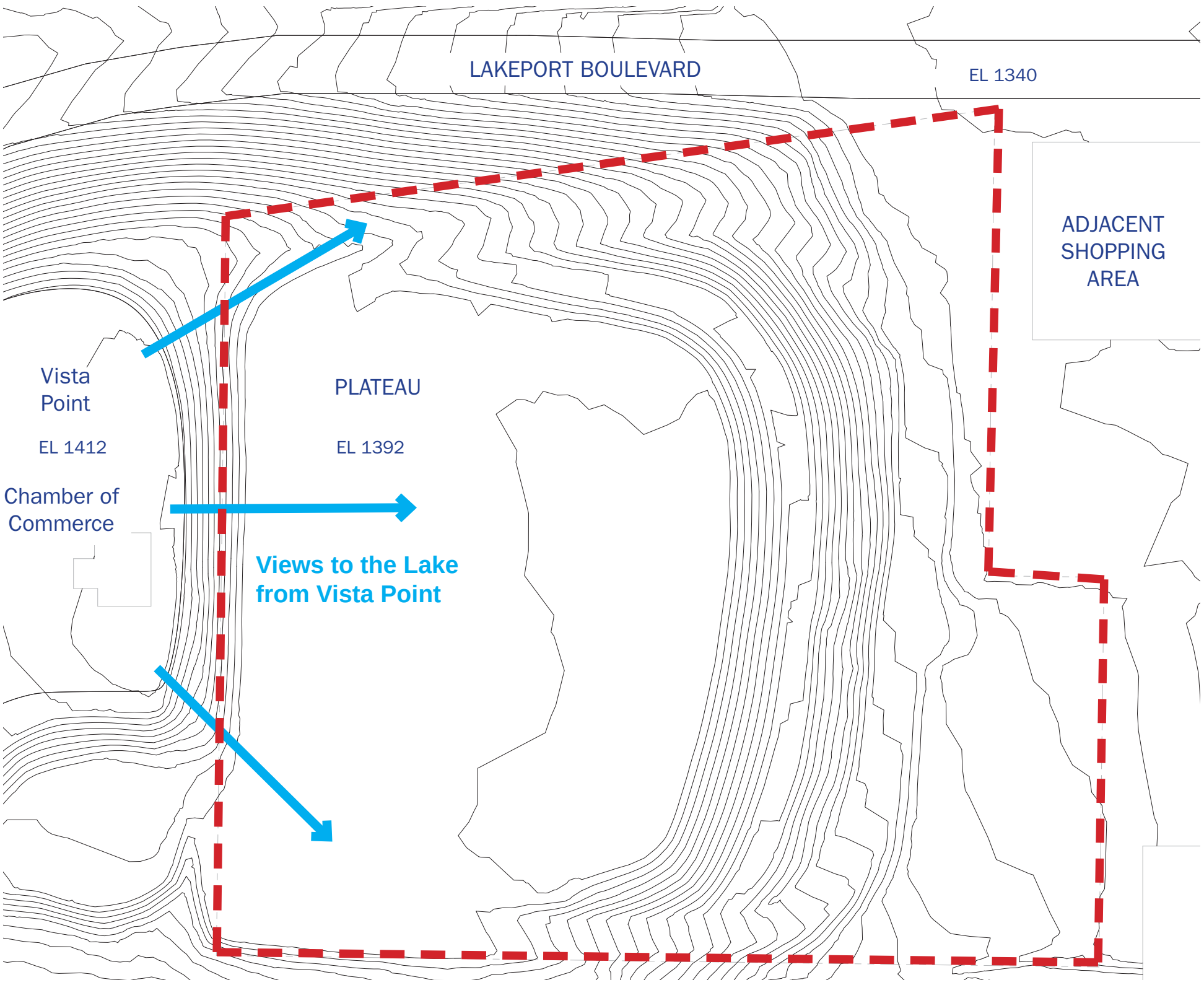
Both Site Options Shown

North

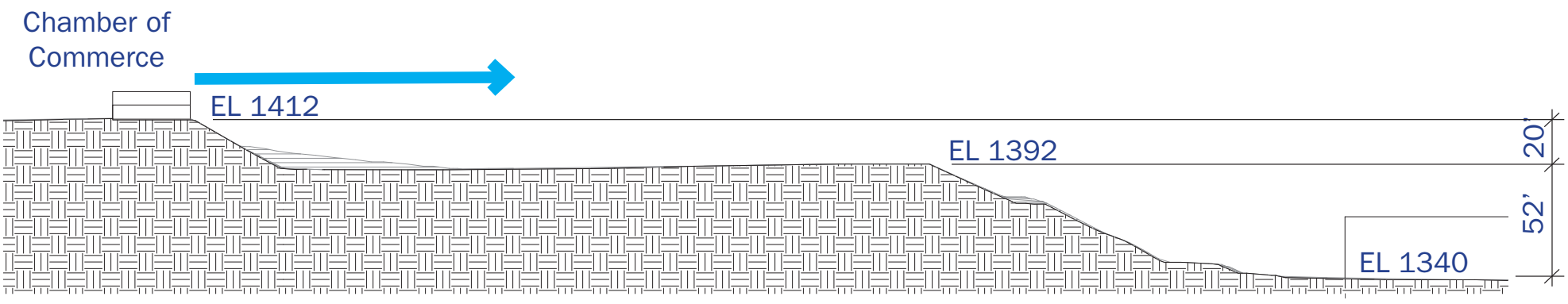


Lakeport Boulevard Site

Existing Topography



EXISTING SITE PLAN



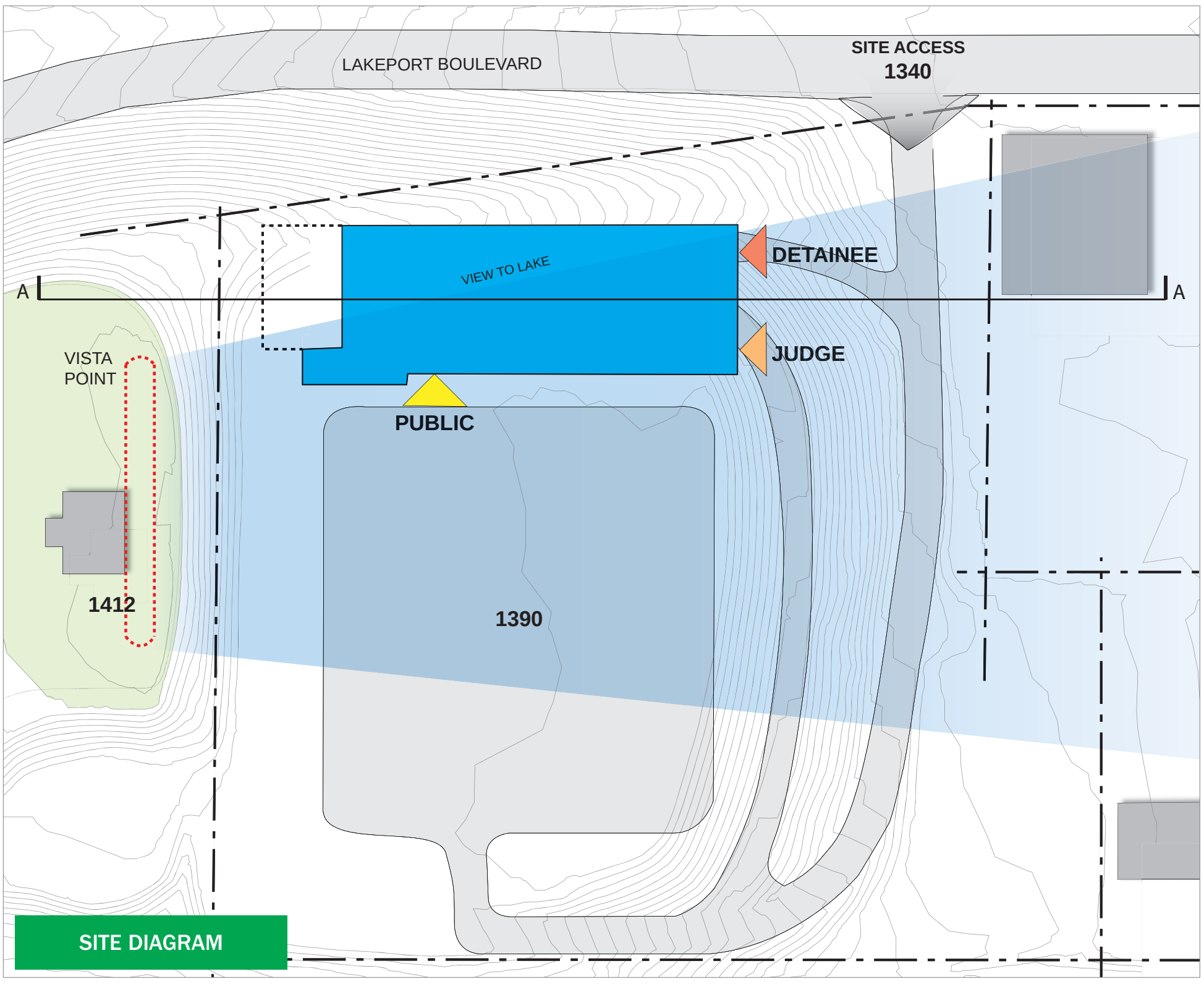
EXISTING SECTION

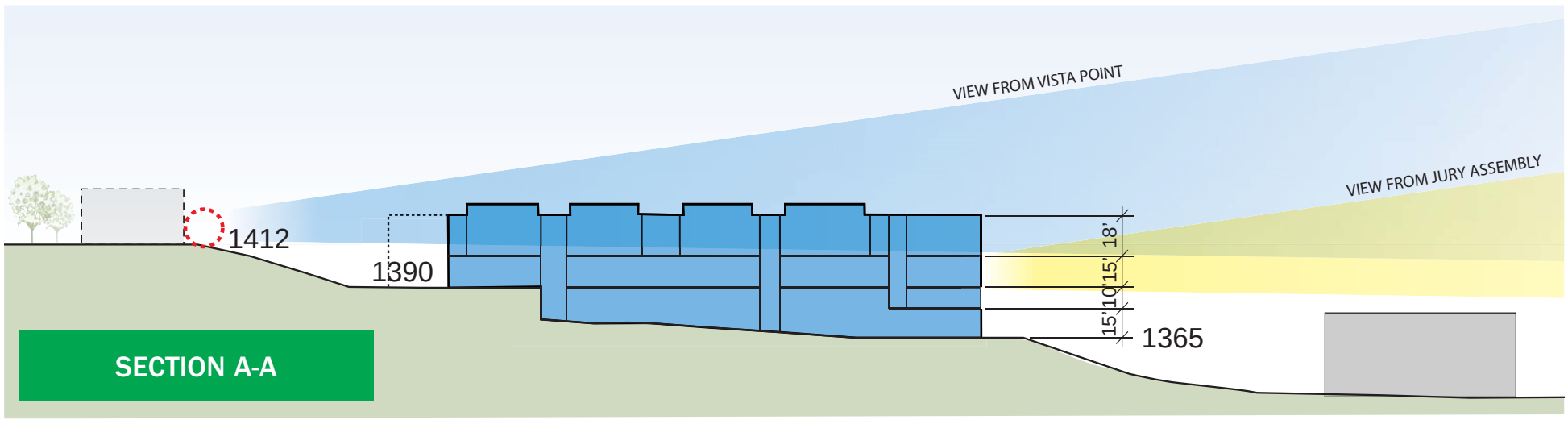
Topographic survey information provided by CSW/ Stroeh, Civil Engineer 7/31/10. This information is provided for general information only.

Option 1

(North Scheme)

Lakeport Boulevard Street Site



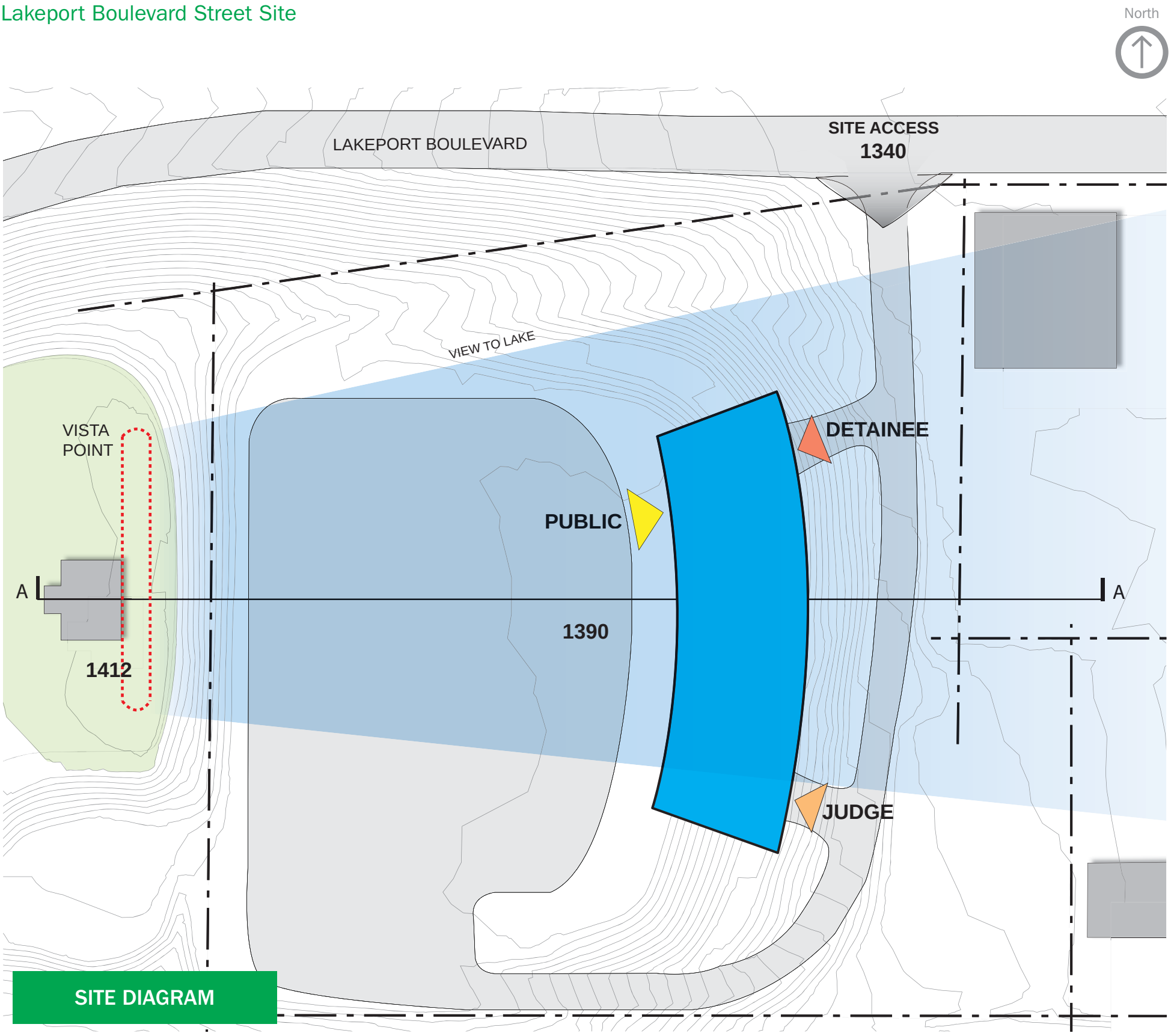


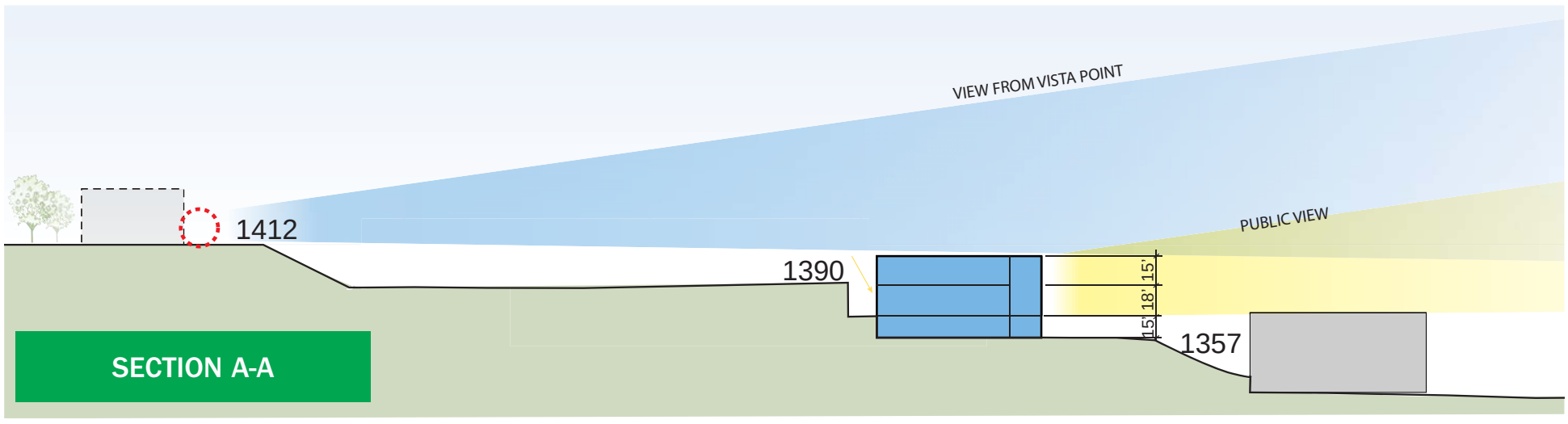
A	Visibility From Street
A	Parking
B	View From Vista
$$	Site Development
A	Entry From South Site

Option 2

(East Scheme)

Lakeport Boulevard Street Site



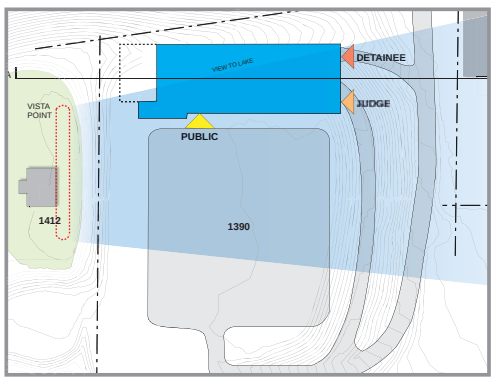


A Visibility From Street
A Parking
B View From Vista
$ Site Development
A Entry From West Site

Option 1

(North Scheme)

Lakeport Boulevard Street Site



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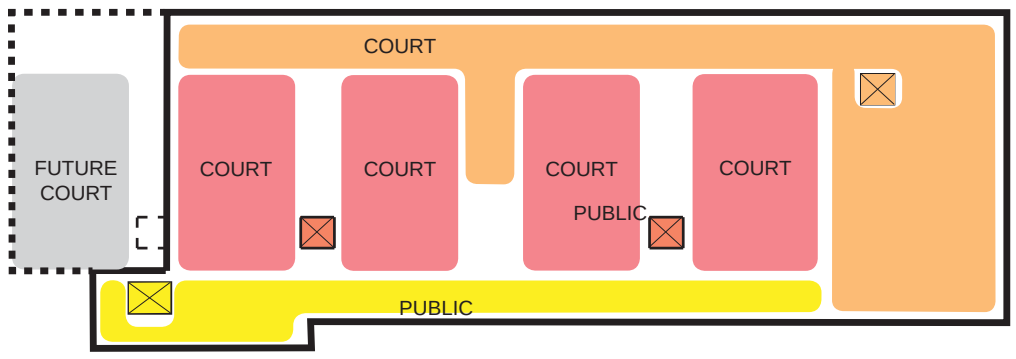

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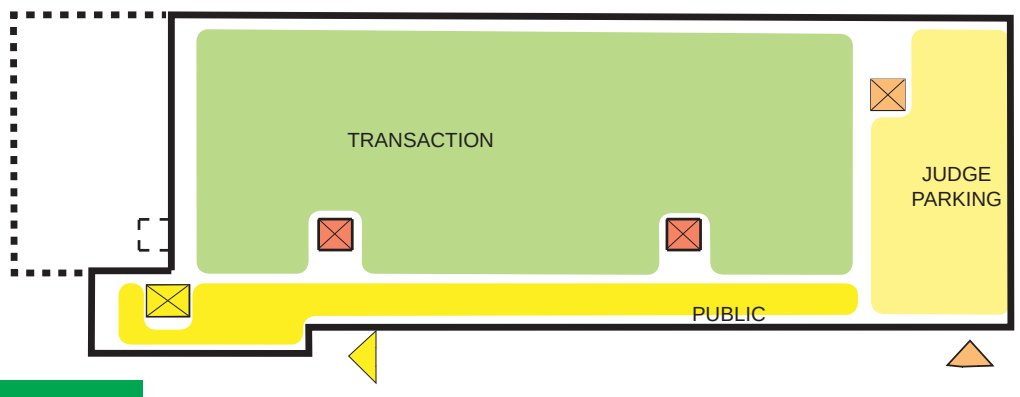

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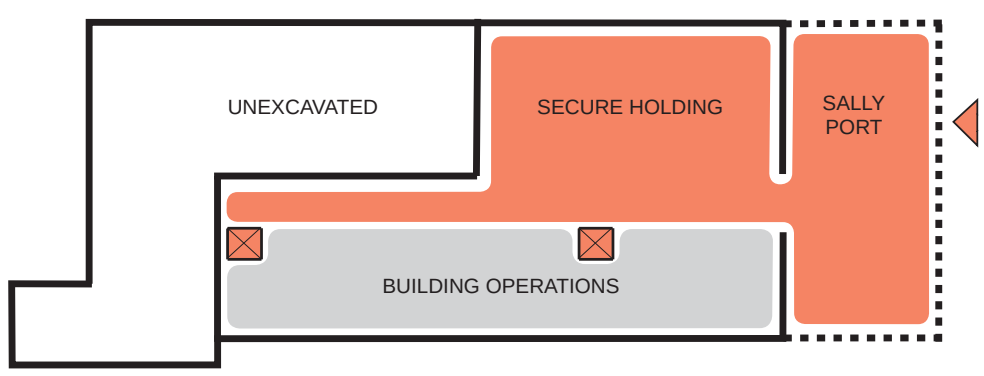

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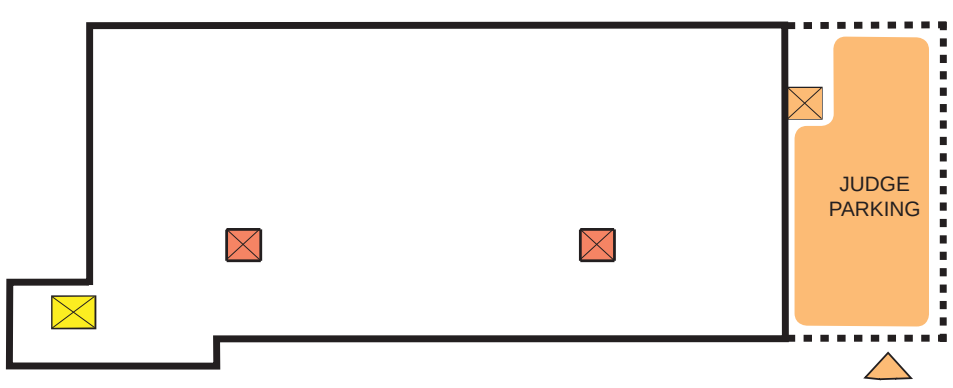

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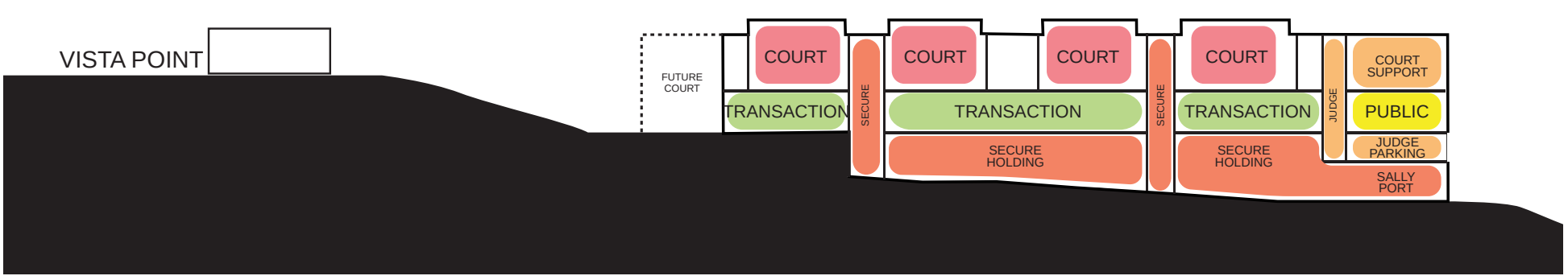
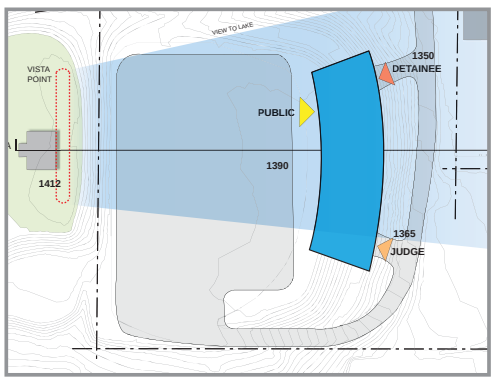


SECTION

Option 2

(East Scheme)

Lakeport Boulevard Street Site



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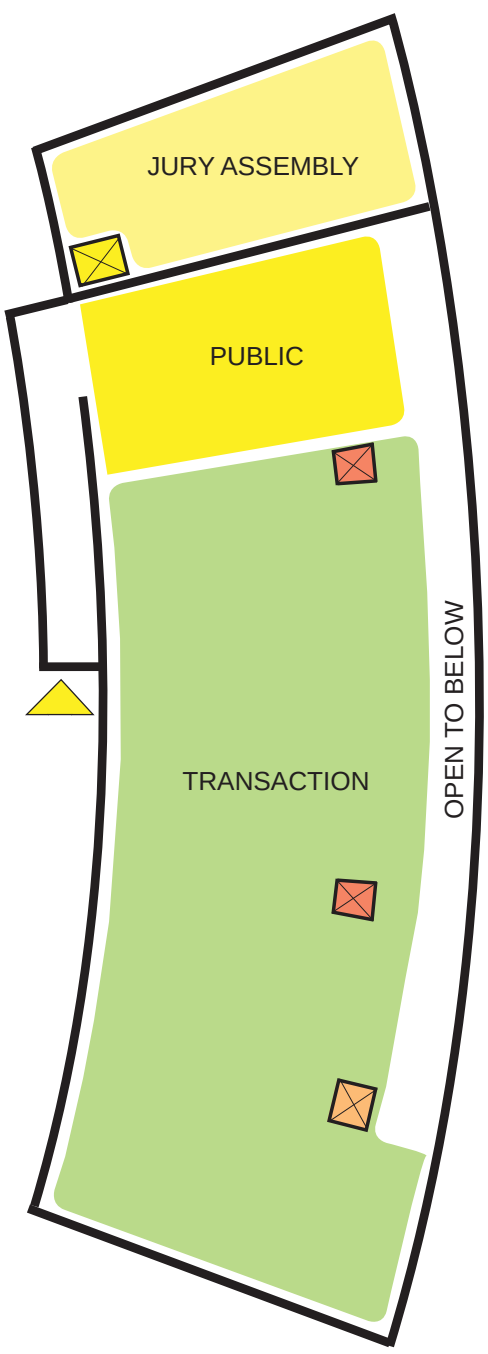

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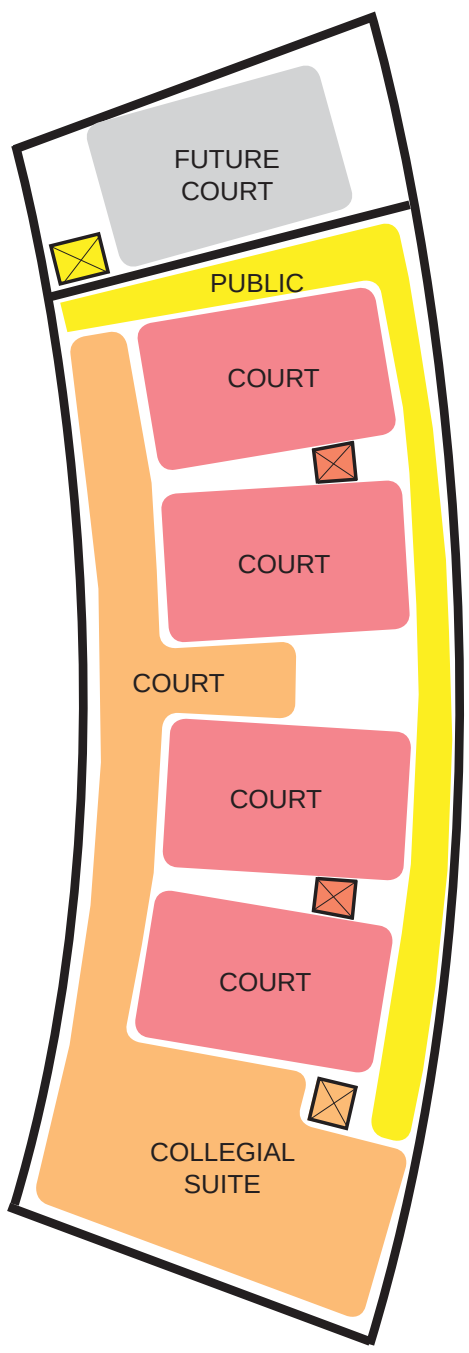

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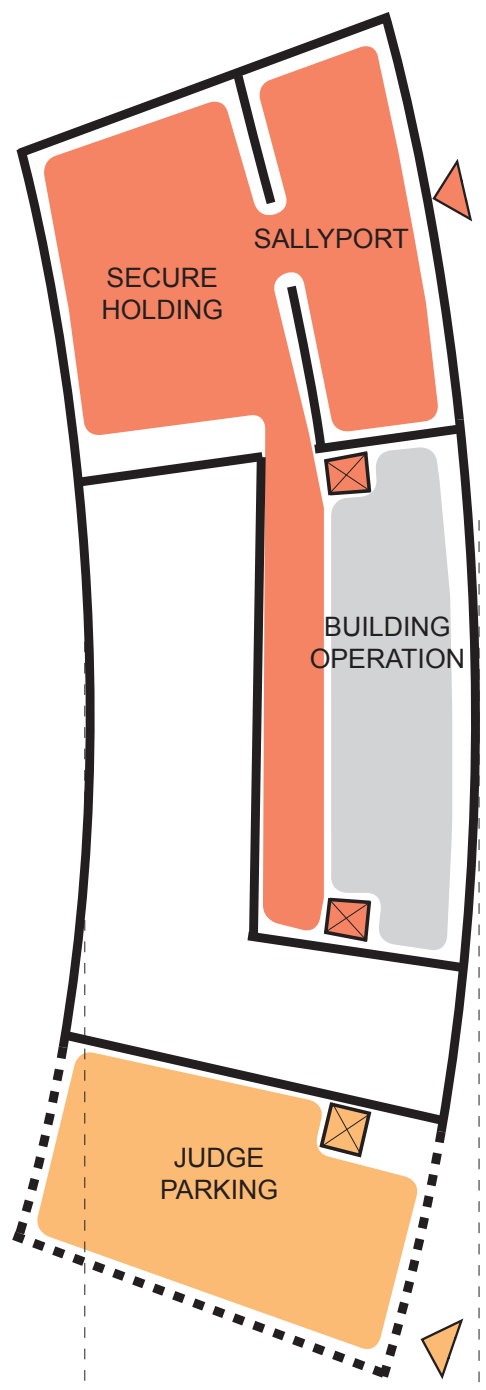

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Final Initial Study / Mitigated Negative Declaration

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LIST OF ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADOC	Administrative Director of the Courts
AMSL	Above Mean Sea Level
AOC	Administrative Office of the Courts
APC	Area Planning Council
APE	Area of Potential Effects
APN	Assessor Parcel Number
BMP	Best Management Practice
BGS	Below Ground Surface
BGSF	Building Gross Square Foot/Feet
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	Methane
City	City of Lakeport
CLSMD	City of Lakeport Sewer Management District
CNDDB	California Natural Diversity Data Base
CNPS	California Native Plant Society

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CO	Carbon Monoxide
County	County of Lake
CWA	Clean Water Act
dB	Decibel scale
dBA	A-weighted decibel scale
DTSC	Department of Toxic Substance Control
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHGs	Greenhouse Gases
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
kWh	Kilowatt Hour
LCAQMD	Lake County Air Quality Management District
L_{dn}	Day-Night Sound Level
L_{eq}	Equivalent Sound Level
LEED	Leadership in Engineering and Environmental Design
LOS	Level of Service
LUFT	Leaking Underground Fuel Tank
MWh	Megawatt Hour
NB	Northbound
N_2O	Nitrous Oxide

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NOI	Notice of Intent
NO_x	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
OPR	California Governor's Office of Planning and Research
$PM_{2.5}$ / PM_{10}	Particulate Matter
PPM	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
Proposed Project	New Lakeport Courthouse
Q	Quaternary alluvium and marine deposits (Pliocene and Holocene)
RCRA	Resource Conservation and Recovery Act
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB	Southbound
SCAQMD	South Coast Air Quality Management District
SLIC	Spills, Leaks, Investigative Cleanup
SSMP	Sewer System Management Plan
Superior Court	Superior Court of California, County of Lake
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWMP	Storm Water Management Plan
um	Ultramafic Rocks, Chiefly Mesozoic, Unit 3
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
WWTP	Waste Water Treatment Plant

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Chapter 1

Initial Study – Overview

1. Project Title:	New Lakeport Courthouse Superior Court of California, County of Lake
2. Lead Agency Name and Address:	Judicial Council of California Administrative Office of the Courts 455 Golden Gate Avenue San Francisco, CA 94102-3688
3. Contact Person and Phone Number:	Laura Sainz, Manager Environment Analysis and Compliance Unit Office of Court Construction and Management (916) 263-7992
4. Project Location:	675 Lakeport Boulevard Lakeport, California
5. Project Sponsor's Name and Address:	Administrative Office of the Courts 455 Golden Gate Avenue San Francisco, CA 94102-3688
6. General Plan Designation(s):	MR (Major Retail)
7. Zoning Designation(s):	C-2 (Major Retail)

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Chapter 2

Project Description

Introduction

The Judicial Council of California ("Judicial Council") is the rule-making arm of the California court system. It was created by an amendment to article VI of the California Constitution in 1926. In accordance with the California Constitution and under the leadership of the Chief Justice of the Supreme Court of California, the Council is responsible for ensuring the "consistent, independent, impartial, and accessible administration of justice." The Judicial Council's staff agency, the Administrative Office of the Courts, (AOC) is responsible for implementing the Judicial Council's policies. In that role, the AOC is responsible for implementation of the Trial Court Facilities Act of 2002, the landmark legislation that shifted the governance of courthouses from California counties to the State of California.

Following the Trial Court Facilities Act of 2002, the AOC conducted a survey to assess the physical condition of the state's courthouses. The survey showed that 90 percent of courthouses need improvements to protect the safety and security of the public, litigants, jurors and families who do business in California's courts. In October 2008, the Judicial Council identified 41 immediate and critical need courthouse projects, in an effort to prioritize future courthouse construction and renovation. The 41 projects are located in 34 counties across the state.

Also in 2008, Senate Bill (SB) 1407, authored by Senator Don Perata, was passed by the legislature and signed by Governor Schwarzeneggar. SB 1407 identified funding to address the physical condition of the state's courthouses. The funding identified is made up of court fines and fees and does not impact the state's general fund.

The New Lakeport Courthouse ("proposed project") is one of the 41 immediate and critical need projects identified by the Judicial Council in 2008. For this proposed project, the AOC would construct a new, approximately 51,000 building gross square foot (BGSF) courthouse, including four courtrooms in the City of Lakeport for the Superior Court of California, County of Lake ("Superior Court"). The proposed project site is currently owned by a private entity, and the State is currently in the feasibility analysis and initial land acquisition process.

Statutory Authority and Requirements

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations, the Judicial Council typically acts as the lead agency for courthouse projects. The Judicial Council has delegated this authority to the AOC. In its evaluation of a proposed project, the AOC must consider a project's potential environmental impacts by preparing the appropriate environmental documentation as specified by CEQA. If the AOC finds no evidence that the project (either as proposed or modified to include mitigation measures) may cause a significant physical effect on the environment, then the AOC will: 1) find that the proposed project will not have a significant effect on the environment; and 2) adopt a negative declaration (or mitigated

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negative declaration) for the proposed project. Alternatively, if the AOC finds evidence that any aspect of the project may cause a significant effect on the environment (even after the addition of mitigation measures), the AOC will determine that an Environmental Impact Report (EIR) is necessary to analyze project-related and cumulative environmental impacts. The AOC may decide to prepare a negative declaration (or mitigated negative declaration) rather than an EIR only if "there is no substantial evidence in light of the whole record before the lead agency" that significant effects may occur (PRC Section 21080).

This document is an Initial Study. The purpose of this document is to provide an environmental basis for: 1) the level of CEQA review for the proposed project, i.e., a negative declaration or an EIR; and 2) any subsequent discretionary actions the AOC may take on the proposed project. The final document is not a policy document and its approval and/or certification by the AOC neither presupposes nor mandates any actions on the part of other agencies from whom permits and/or other discretionary approvals will be required for the proposed project.

This document is also subject to public review. During the public review period, stakeholders, public agencies, and the general public may provide written comments to the AOC on environmental issues relative to the proposed project. The AOC will include all comments received and provide written responses in the final CEQA document.

Section 15063 of the State *CEQA Guidelines* identifies specific requirements for an Initial Study, including:

- A description of the proposed project, including the location of the project;
- A description of the environmental setting;
- The identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- A discussion of ways to mitigate significant effects identified, if any;
- An examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name of the person or persons who prepared or participated in preparation of the Initial Study.

Incorporation by Reference

Pertinent documents used in the development of this Initial Study have been cited and incorporated in accordance with Sections 15148 and 15150 of the State *CEQA Guidelines*, to eliminate the need for including voluminous engineering and technical reports. This Initial Study has incorporated by reference the City of Lakeport General Plan 2025. The general plan was utilized throughout this Initial Study and is available for review on the City of Lakeport's website

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at: http://www.cityoflakeport.com/docs/City-of-Lakeport-General-Plan-2025_Augus-8312009103657PM.pdf.

The City of Lakeport adopted its general plan in April 2009. The general plan formalizes a long term vision for the City of Lakeport and outlines policies, standards, and programs to guide day-to-day decisions concerning Lakeport's development through the year 2025.

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The general plan elements reviewed in the preparation of this Initial Study include:

- *Land Use* – including proposed use classifications, buildout projections, land use policies, and public services and facilities.
- *Transportation* – including existing and proposed location of the roadway network, transit systems, bikeways and pedestrian paths, as well as scenic roadways.
- *Conservation* – including analysis of open space, agricultural resources, biological resources, air quality, water resources, and mineral resources.
- *Open Space, Parks, and Recreation* – including a comprehensive system of open space, parks, and recreational opportunities available for public use, and identifying historic structures and preservation districts within the city.
- *Noise* – including a discussion of noise includes noise sources, projected contours, and mitigation policies.
- *Safety* – addressing geology and seismicity, flooding, hazardous materials, and wildfires. Geologic, seismic, and flooding hazards are mapped.

The Proposed Project

The AOC proposes to acquire property for a new courthouse site in the City of Lakeport, construct a new four-courtroom courthouse facility, and operate the facility to serve the Superior Court. The Superior Court of California, County of Lake serves the residents of Lake County in the main business district of Lakeport. Currently, the court occupies the fourth floor of the Lakeport Courthouse, a shared use facility. This facility has significant security problems, severe accessibility deficiencies, is very overcrowded, and has many physical problems preventing the court from providing safe and efficient court services to the public.

The proposed project consists of the construction of a new courthouse building on an approximately six-acre site located at 675 Lakeport Boulevard, in the City of Lakeport. The proposed new courthouse would be approximately 51,000 BGSF, two stories high, and would include four courtrooms, associated support space, and approximately 120 parking spaces. The proposed new courthouse would include space for all court operations, and would include support space for court administration, court clerk, court security operations and holding, and building support space. The proposed new courthouse would also include a basement containing approximately 7,000 BGSF for a detention-level holding area for persons in custody and

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associated vehicular/pedestrian sally ports and sheriff parking, secure judges' parking, storage and other required areas to service the building.

The proposed new courthouse would replace the existing court space currently in the Lakeport Courthouse, located at 255 N. Forbes Street in the City of Lakeport, where the court occupies the fourth floor. The existing courthouse building includes four courtrooms and is only partially occupied by the court. After construction of the proposed new courthouse, the County of Lake would retain ownership of the existing court space for use by other county agencies. In addition, the proposed project would replace the leased Records Storage Annex, located at 832 Lakeport Boulevard in the City of Lakeport. The court currently holds a lease on approximately 1,400 square feet of space for records storage. After construction of the proposed new courthouse, the leased Records Storage Annex would no longer be required. The Superior Court also has a self-help center in the downtown area. The center is in leased space which would not be needed after the new courthouse is built. The self-help center will be located in the new courthouse.

Existing Setting

The proposed project would construct a new courthouse and relocate staff from existing facilities in the Lakeport area. These existing facilities include:

- Existing Lakeport Courthouse – The Municipal and Superior Courts of Lake County agreed to consolidate administratively, effective July 1, 1995. With unanimous consent of the Municipal and Superior Court Judges, the Judicial Council certified the courts as being unified on June 30, 1998. The official title of the court is the Superior Court of California, County of Lake (Superior Court). Unification facilitates the court's efforts to achieve the maximum utilization of judicial and other court resources, to accomplish increased efficiency in court operations, and to increase public access to court services. The court operates out of the fourth floor of the Lakeport Courthouse building, located at 255 N. Forbes Street in the City of Lakeport (APN 025-401-05), and has approximately 15,332 BGSF. This full service court building is county owned, and handles all case types. Once the court vacates this building, the county intends to reassign the space to other county agencies.

- Existing Records Storage Annex – The Records Storage Annex is located at 832 Lakeport Boulevard in the City Lakeport (APN 025-472-05). The court currently leases approximately 1,400 square feet of space for records storage. After construction of the proposed new courthouse, the Records Storage Annex would no longer be required, as the new courthouse would accommodate records storage.

- The Superior Court also has a self-help center in the downtown area. The center is in leased space which would not be needed when the new courthouse is built. The self-help center will be located in the new courthouse.

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Proposed Project Purpose and Objectives

The purpose of the proposed project is to provide a new trial court facility that meets the needs of the Superior Court. The AOC's project objectives are to:

- Provide the Superior Court with a new courthouse with approximately 51,000 BGSF with four courtrooms and improved facilities, including a jury assembly room with ample seating, vending, and restroom facilities;
- Provide a safe and secure courthouse in Lakeport for the public and staff;
- Increase court operational efficiency and improve public service with this new fully accessible court facility; and
- Provide consolidated space for the Superior Court's staff and operations.

Project Site and Vicinity

Lake County is located in northern California, about two and one-half hours driving time from both the San Francisco Bay Area and the Sacramento Metropolitan Area; approximately 110 miles north of San Francisco, 100 miles west of Sacramento, and 80 miles east of the Pacific Coast. The proposed new courthouse site is located at 675 Lakeport Boulevard. The proposed project site borders Lakeport Boulevard and Highway 29, and is adjacent to the Lake County Chamber of Commerce. Lakeport Boulevard forms the northern boundary of the proposed project site, while Highway 29 is approximately 0.10 miles west, and S. Main Street is located approximately 0.22 miles east of the proposed project site. The proposed project site is approximately one-half mile west of Clear Lake. While the proposed project would be located on a hilltop, the actual site for the new courthouse is relatively flat and currently vacant. A project location map is shown in **Figure 1**. A topographic map showing the proposed project location is shown in **Figure 2**. The project site location and proposed access points are shown in **Figure 3**. A conceptual site plan of the proposed project is not available at this time.

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The City of Lakeport General Plan 2025 land use designation for the proposed project site is Major Retail (MR). This designation is the principal retail designation for the Lakeport area; the city's zoning for regional and local serving retail establishments, specialty shops, banks, professional offices, motels, and business and personal services. Other uses permitted in this designation include commercial trade services, construction sales and services, warehousing and mini storage. According to the City of Lakeport Community Development Department, the existing zoning for the proposed project site is Major Retail (or the "C-2" Zoning District). The purpose of the "C-2" Zoning District is to provide for the full range of commercial, retail, and service establishments to the community.

Since the AOC is the proposed project's lead agency and is acting for the State of California on behalf of the Judicial Council of California, local land use planning and zoning regulations do not apply to the proposed project. However, the AOC will consult with local government

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Figure 1 Project Location Map

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Figure 2 Topographic Map

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Figure 3 Project Site Location and Proposed Access

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representatives through the Project Advisory Group established for the project in an effort to provide a courthouse that is high quality and consistent with the local architectural environment.

Courthouse Description

The proposed project would consist of a courthouse building with two stories and a basement level. The proposed project would replace the existing Lakeport Courthouse, leased Records Storage Annex, and leased self-help center. The AOC has not yet developed a conceptual site plan for the proposed project. The proposed new courthouse would be approximately 51,000 BGSF, and would include four courtrooms, associated support space, and approximately 120 parking spaces. Parking for 120 cars to support the proposed courthouse would be provided by a surface parking lot adjacent to the new courthouse. The design would be consistent with facilities recently constructed by the AOC with location-specific considerations. Design criteria for the proposed project are taken from the *California Trial Court Facilities Standards*, approved by the Judicial Council in 2006, and discussed in more detail below.

The proposed new courthouse would primarily support felony, misdemeanor, civil, probate, and family law functions. The building would also provide space for administrative and staff offices, juror assembly areas, a public lobby, security screening operations for the building's entrances, and building support space. The basement level would contain approximately 7,000 BGSF for a detention-level holding area for persons in custody and associated vehicular/pedestrian sally ports and sheriff parking, secure judges' parking, storage, and other required areas to service the building. It is anticipated that approximately 53 staff members would be needed at the new courthouse.

Proposed Project Design Principles and Objectives

The AOC's proposed courthouse design would conform to the specifications of the *California Trial Court Facilities Standards*.[1] The standards were developed in 2006 and amended in March 2010. The 2006 edition was developed using input from a variety of sources including experienced and knowledgeable individuals from courts, counties, architects, and engineers. The standards are based on well known principles. The AOC adapted these principles from the Guiding Principles for Federal Architecture by Daniel Patrick Moynihan, Hon. AIA (American Institute of Architects) and from the Excellence in Public Buildings Initiative, by Stephan Castellanos, FAIA (Fellow, American Institute of Architects), and former State Architect of California. These principles include the following:

- Court buildings shall represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system;

[1] Judicial Council of California, 2006. *California Trial Court Facilities Standards, 2006 Edition*. April 21. Re-issued March 1, 2010 with Amendment 1. http://www.courtinfo.ca.gov/programs/occm/documents/06_April_Facilities_Standards_with_Amendment1.pdf

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- Court buildings shall represent an individual expression that is responsive to local context, geography, climate, culture, and history and shall improve and enrich the sites and communities in which they are located;
- Court buildings shall represent the best in architectural planning, design, and contemporary thought and shall have requisite and adequate spaces that are planned and designed to be adaptable to changes in judicial practice;
- Court buildings shall be economical to build, operate, and maintain;
- Court buildings shall provide a healthy, safe, and accessible environment for all occupants; and
- Court buildings shall be designed and constructed using proven best practices and technology with careful use of natural resources.

The AOC would also apply the following codes and standards to the proposed project:

1. California Building Code (edition in effect as of the commencement of the schematic design phase of the proposed project);
2. California Code of Regulations (CCR) Title 24;
3. California Energy Code;
4. Americans with Disabilities Act and American Disability Act Accessibility Guidelines (Section 11); and
5. Division of the State Architect's Access Checklist.

The proposed project would implement sustainable elements throughout its design, operation, and maintenance. Pursuant to the *California Trial Court Facilities Standards*, all courthouse projects shall be designed for sustainability and, at a minimum, to the standards of a Leadership in Energy and Environmental Design (LEED) "certified" rating. The proposed project would be designed to the LEED silver rating and the AOC would seek certification of the silver rating by the U.S. Green Building Council. A copy of LEED requirements is included in **Appendix A**.

The AOC would implement the proposed project in compliance with standard conditions and requirements for state and/or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific resource impacts. Typical standard conditions and requirements include the following:

1. The California Building Code;
2. National Pollutant Discharge Elimination System (NPDES);
3. Public Resources Code Section 5097 for the discovery of unexpectedly encountered human remains; and
4. Lake County Air Quality Management District rules.

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The proposed project, using the *California Trial Court Facilities Standards*, would incorporate specific design elements into the construction and operation to reduce to below a level of significance any potential environmental effects. For example, the parties constructing and/or operating the proposed project would use best management practices (BMPs) and technologies aimed at limiting the use of natural resources as well as operating costs over the life of the building. Because the AOC is incorporating these design features into the proposed project, the design features do not constitute mitigation measures as defined by CEQA.

Project Construction Schedule and Activities

Should the AOC decide to move forward with the proposed project, then the AOC would acquire the proposed courthouse site from a private entity by January 2011. Construction of the New Lakeport Courthouse would require approximately 20 months, with construction beginning in 2012 and ending in 2014. Building occupancy, including the consolidation of court facilities and operations, is expected to begin by mid to late 2014.

Table 2-1, *Project Construction Activities and Duration*, provides a brief description of the proposed construction activities and an estimate of the duration of anticipated individual construction activities. Some individual construction activities may overlap.

Table 2-1
Project Construction Activities and Duration

Construction Phase	Projected Duration (Months)
Mobilization	One month
Grading and Excavation	One month
Building Construction	20 months
Finish/Move-In	Two months

Source: AOC, July 2010.

The proposed new courthouse would be approximately 51,000 BGSF, two stories high, and would include four courtrooms, associated support space, and approximately 120 parking spaces. The proposed new courthouse would include space for all court operations and support space for court administration, court clerk, court security operations and holding, and building support space. The proposed new courthouse would also include a basement containing approximately 7,000 BGSF for a detention-level holding area for persons in custody and associated vehicular/ pedestrian sally ports and Sheriff parking, secure judges' parking, storage and other required areas to service the building.

Construction staging areas would be located on-site. The construction contractors would install fencing around the perimeter of the construction area. The AOC anticipates that the primary driveway would be located on the eastern boundary of the site (the Larrecou Lane / Lakeport Boulevard intersection). This location is feasible for site access and, following an extensive traffic analysis, is recommended for the main access to the proposed project site.

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The AOC would utilize BMPs and other measures throughout the construction phase to avoid or minimize potential impacts. These BMPs and other measures include:

- General measures:
  - Designate a contact person for public interaction.
  - Inform the Lakeport community through the use of a website that identifies the upcoming work and potential impacts to the surrounding communities.
- Storm water, water quality, and soil erosion management measures:
  - The AOC's construction contract will include provisions that require the construction contractor to obtain the Central Valley Regional Water Quality Control Board's (RWQCB) approval of a Storm Water Pollution Prevention Plan (SWPPP). Prior to the start of construction, the AOC will ensure that the construction contractor prepared a SWPPP and secured the RWQCB's approval of the plan.
  - The construction contractor will incorporate BMPs consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction (California Stormwater Quality Association, 2003).[2]
  - For construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, and/or other measures.
  - Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.
- Air quality management measures. The construction contractor will:
  - Provide an asbestos-dust-hazard mitigation plan (also referred to a serpentine dust control plan) prior to any construction activities on-site. The Plan should include provisions for dust control measures to achieve no visible emissions, prevent material track-out onto the public road, provide for worker notification of the plan requirements and asbestos hazards, the posting of an asbestos warning notice at the site, and the covering of all disturbed serpentine surfaces subject to traffic wear or wind erosion with non-asbestos containing materials. Exposed serpentine surfaces that may be subject to vehicular traffic should have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material.
  - When necessary, apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times a day to prevent generation of dust plumes.
  - Moisten or cover excavated soil piles to avoid fugitive dust emissions.

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[2] Available at: http://www.cabmphandbooks.com/Documents/Construction/Construction.pdf

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- Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions, trackout, or nuisance conditions. The construction contractor will be required to stop work until corrective measures are in place.
- Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site.
- Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions.
- Ensure that all construction and grading equipment is properly maintained.
- Ensure that construction personnel turn off equipment when equipment is not in use.
- Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.
- When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
- Suspend heavy-equipment operations during first-stage and second-stage smog alerts.

• Noise and vibration measures. The construction contractor will:

- Equip construction equipment with the best available noise attenuation device such as mufflers or noise attenuation shields.
- When feasible, for construction operations use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

Construction shall commence no earlier than 7:00 a.m. and cease no later than 6:00 p.m. on weekdays. Construction work might occur on Saturdays; if so, it shall commence no earlier than 9:00 a.m. and cease no later than 6:00 p.m.

Required Approvals

Since the AOC is the lead agency for the proposed project, and is acting for the State of California on behalf of the Judicial Council of California, local government land use planning and zoning regulations do not apply to the proposed project. An exception is the Lake County Air Quality Management District (LCAQMD). The LCAQMD is a Federal and State authority agency with regulation powers. All open air quality issues must be submitted to the LCQAMD for approval, which includes Serpentine Dust Mitigation Plans and permitting of equipment that emits air pollutants such as diesel generations that might be sued for emergency backup power.

The AOC is responsible for approving the CEQA document and the proposed project. The State of California Public Works Board must also approve acquisition of the site for the proposed project.

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References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport Zoning Ordinance, Revised July 2008. Accessed: June 29, 2010. Available at: http://www.cityoflakeport.com/docs/ZONING-ORD-BY-CHAPTER-revised2008-amend-518200951709PM.pdf

Lake County Air Quality Management District (LCAQMD) Correspondence. Letter submitted by Mr. Warren Massie on September 22, 2010.

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Chapter 3

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

☐ 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, no further environmental documentation is required.

L F Sainz
Signature

November 29, 2010
Date

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Laura F. Sainz
Printed Name

Administrative Office of the Courts
For

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Environmental Checklist

3.1 Aesthetics

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) *Would the project have a substantial adverse effect on a scenic vista*?

Less than Significant Impact. Scenic vistas are defined as expansive views of highly-valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, water courses, rock outcrops, and natural vegetation, as well as man-made scenic structures. The proposed project consists of the construction of a new courthouse building on an approximately six-acre site located at 675 Lakeport Boulevard, in the City of Lakeport. The proposed project site is located on a parcel of land that is at an elevation approximately 30 feet above Lakeport Boulevard. While the proposed project would be located on a hilltop, the actual site for the new courthouse is relatively flat and currently vacant, with no significant topographic relief or features. The proposed project is located in an area comprised of mixed-uses, including predominantly retail and commercial development. Views north of the proposed project site include Lakeport Boulevard, vacant city-owned property, a small strip-mall shopping center to the northeast, and the Vista Point Shopping Center to the northwest. Views east of the proposed project consist of Bruno's Shopping Center, and a storage facility to the southeast. Vacant land is located south of the proposed project site, and the Lake County Chamber of Commerce and Highway 29 are located west of the proposed project site. Clear Lake is approximately one-half mile east of the proposed project. The proposed project would construct a two-story building on the project site. The AOC is attempting to site the courthouse in a way that reduces impacts on the view from the Lake County Chamber of Commerce; views would only be partially obstructed, if at all. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

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Mitigation required: None.

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b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor*?

Less than Significant Impact. There are no natural rock outcroppings or other scenic resources on the site, based on observations from the site visit and aerial photographs. The proposed project site consists of bare land that has been graded and includes two terraces. The lower terrace is located on the east side of the proposed project site and is accessed from Lakeport Boulevard on the north. The elevation of the lower terrace is approximately 1,365 feet above mean seal level (amsl). The upper terrace is accessed from the lower terrace by two approaches, one on the north end and one on the south end. The elevation of the upper terrace is approximately 1,380 feet amsl, with a decrease in topographic relief to the east. There are no structures on the proposed project site.

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. There are no officially designated state scenic highways located within Lake County; however, Highway 29, which runs generally north-south through the City of Lakeport, is currently eligible for official designation as a scenic highway. Highway 29 is approximately 0.10 miles west of the proposed project.

As discussed above, the proposed project site is vacant. No rock outcroppings are located on site, and no officially designated state scenic highways are located within Lake County. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings*?

Less than Significant Impact. The proposed project would involve the development of a two-story courthouse on approximately six acres. According to Figure 16, *Environmentally Sensitive Areas*, found in the City of Lakeport General Plan 2025, the proposed project is located near a "view corridor;" however, the proposed project would be consistent with policies identified in the general plan. The Open Space, Parks and Recreation Element of the City of Lakeport General Plan 2025 contains policies designed to protect scenic views, maintain visual compatibility, and ensure compatibility of new development with surrounding land uses. In addition, the Community Design Element contains numerous policies designed to protect the visual quality and character of the Lakeport area. The courthouse's design would be consistent with courthouse design standards, and the AOC anticipates the courthouse's features to be generally consistent with surrounding development. The proposed scale of the project is compatible and consistent with surrounding existing structures. Therefore, the proposed project would

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not substantially degrade the existing visual character or aesthetic quality of the site and its surroundings.

The AOC plans to complete acquisition of the proposed project site by January 2011, begin construction in 2012, and complete construction in 2014. During this period, typical construction equipment such as tractors and cranes would cause short-term visual impacts; however, these visual impacts would no longer exist after project completion. Because the proposed building would not be unusual for the surrounding setting and the visual character and aesthetic quality of the proposed courthouse would be consistent with that of the surrounding area, the physical appearance of the building would not substantially degrade the existing visual character or aesthetic quality of the site's surroundings. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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d) *Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?*

Less than Significant Impact. The proposed project site is vacant and contains no sources of light. The proposed project would involve the development of the site with urban development typical of other development in the region. Introduction of new lighting from the proposed project would include light sources within and around the proposed courthouse, lighting within the parking lot and security lighting on courthouse grounds. All light sources would be shielded to minimize glare impacts on surrounding properties, and landscaping would also block light from these properties.

Most of the proposed project's interior lighting would be limited to the Superior Court's typical weekday operational hours and the periods immediately before and after the Superior Court's operations.

Implementation of these measures and other LEED guidelines would reduce both the generation of exterior light and the potential for light trespass to affect off-site areas. Because the proposed project would comply with LEED criteria for reducing light pollution, the project would not create substantial light or glare that would adversely affect day or nighttime views in the area.

The *California Trial Court Facilities Standards* emphasize that the state's courthouse buildings would be appropriate to the surroundings and would not have substantial metallic finishes. The proposed project would not add building features such as metallic finishes that generate substantial glare. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

URS, *Final Draft Phase I Environmental Site Assessment, Proposed New Lakeport Courthouse*, December 2009.

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3.2 Agricultural and Forest Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
AGRICULTURAL AND FOREST 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 Department 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, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public 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 of Statewide Importance to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a, b, c) *Would the proposed project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; or conflict with existing zoning for agricultural, Williamson Act, or forest lands*?

No Impact. According to the California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program, the proposed project site is designated as "Urban and Built-Up Land." The site is not identified as being Prime or Unique Farmland, or Farmland of Statewide Importance, is not under a Williamson Act contract, is not located in forest areas or timberland, nor would it convert any of these uses. In addition, according to the City of Lakeport General Plan 2025, the Lake County Agricultural Commissioner has determined that there are no prime agricultural lands within city limits. The proposed project does not conflict with existing zoning for agricultural use, as the proposed project site is designated "C-2" (Major Commercial). *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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d) *Would the proposed project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance to non-agricultural use or conversion of forest land to non-forest use*?

No Impact. The proposed project site is not identified as being near Prime or Unique Farmland, or Farmland of Statewide Importance, is not under a Williamson Act contract, is not located in forest areas or timberland, nor would it convert any of these uses. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

California Department of Conservation, Important Farmland in California, 2006. Farmland Mapping and Monitoring Program, Lake County Data. Accessed: June 28, 2010. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/

City of Lakeport, General Plan 2025, adopted August, 2009.

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3.3 Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) *Would the proposed project conflict with or obstruct implementation of the applicable air quality plan*?

No Impact. The proposed project site is located in the City of Lakeport, within the Lake County Air Basin (Basin), which is under the jurisdiction of the Lake County Air Quality Management District (LCAQMD). The Basin is designated "attainment" or "unclassified" with respect to all national and California Ambient Air Quality Standards (AAQS). Areas that do not meet the AAQS must develop regional air quality plans in order to attain the standards. As the Basin is in attainment for all AAQS, the LCAQMD has not been required to develop a regional air quality plan. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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b) *Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation*?

Less than Significant with Mitigation.

Short-Term Construction Impacts

The proposed project would construct approximately 51,000 square feet of courthouse space, replacing the existing Lakeport Courthouse, leased Records Storage Annex, and

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leased self-help center. The proposed project would affect local pollutant concentrations primarily during the construction phase. Activities such as site clearance and grading would generate substantial amounts of dust (including PM_{10}) from "fugitive" sources, such as earthmoving activities and vehicle travel over unpaved surfaces. Emissions would also be generated from the operation of heavy equipment construction machinery and construction worker automobile trips. Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and meteorological conditions. Construction is expected to occur over 20 months, between 2012 and 2014.

As the LCAQMD does not have thresholds for construction or operational emissions, the proposed project emissions have been compared to the California and national AAQS. To be conservative, the following averaging times have been utilized: CO (one-hour), NO_X (one-hour), PM_{10} (24-hour), and $PM_{2.5}$ (24-hour). CO, PM_{10}, and $PM_{2.5}$ emissions are modeled in order to determine if the proposed project would generate emissions that would impact localized air quality and human health. As NO_X is an ozone precursor, NO_X emissions were compared to the more conservative 1-hour standard as opposed to the annual arithmetic mean. If NO_X emissions are below the California and National AAQS, then ozone impacts would not be significant.

Although construction would occur between 2012 and 2014, activities occurring in year 2012 would generate the greatest amount of emissions (due to site clearing and grading). Therefore, year 2012 construction emissions were modeled as a worst case scenario. The peak daily construction emissions calculated in URBEMIS2007 were then modeled using the SCREEN3 dispersion model to determine localized pollutant concentrations from operational activities. Dispersion modeling predicts pollutant concentrations based on the amount of pollution emitted as well as the meteorological conditions at the site. Background concentrations were added to the calculated concentrations to determine if proposed project emissions would result in the violation of a California or national AAQS. As shown in Table 3.3-1, *Construction Emissions*, emissions would not result in the violation of a state or national AAQS. Therefore, construction-related emissions would be less than significant.

Table 3.3-1
Construction Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO ($\mu g/m^3$) 1 Hour	NO_X ($\mu g/m^3$) 1 Hour	PM_{10} ($\mu g/m^3$) 24 Hour	$PM_{2.5}$ ($\mu g/m^3$) 24 Hour
Project peak concentration (2012)	56.05	98.96	26.89	16.81
Background Concentration	3.5	0.45	17.6	7.8
Total	**59.15**	**99.41**	**44.49**	**24.61**
NAAQS	40,000	203	150	35

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Table 3.3-1, Continued
Construction Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO (μg/m^3) 1 Hour	NO_X (μg/m^3) 1 Hour	PM_{10} (μg/m^3) 24 Hour	$PM_{2.5}$ (μg/m^3) 24 Hour
Significant?	***No***	***No***	***No***	***No***
CAAQS	23,000	339	50	-
Significant?	***No***	***No***	***No***	***No***

ppm = parts per million; μg/m^3 = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards

The proposed project would also incorporate BMPs in order to further reduce air quality impacts during construction. These would include limiting on-site vehicle speeds, shutting down equipment when not in use for extended periods of time, watering the site twice daily when needed, applying nontoxic chemical soil stabilizers to construction areas not in use, and tarping haul trucks (**Mitigation Measure AQ-1**). The proposed project would also be required to obtain an Authority to Construct permit, pursuant to Chapter IV, Article I of the LCAQMD Rules and Regulations.

Mitigation required: Mitigation Measure AQ-1 (see below).

Significance after Mitigation: Less than Significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), as well as the city's general plan, naturally occurring asbestos is known to occur within the proposed project area.

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As naturally occurring asbestos is known to underlie the proposed project site, the project would be required to comply with LCAQMD Rules and Regulations. Chapter II, Article IV, Part V of the LCAQMD Rules and Regulations states that all construction projects located on a serpentine outcrop or alluvial material with greater than one percent asbestos should notify the LCAQMD of intended operations 30 days prior to construction activity. The project applicant would be required to file and receive approval of an asbestos-dust-hazard mitigation plan prior to construction activities. The applicant would also be required to inform employees working on the proposed project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan (**Mitigation Measure AQ-2**). Therefore, with implementation of **Mitigation Measure AQ-2**, impacts from naturally occurring asbestos at the proposed project site would be less than significant.

Mitigation required: Mitigation Measure AQ-2 (see below).

Significance after Mitigation: Less than Significant.

Long-Term Operational Impacts

For long-term operational impacts, there are both mobile sources and area sources of emissions. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. Trip generation rates associated with the proposed project were based on traffic data within the *New Lakeport Courthouse Traffic Impact Analysis*, prepared by RBF Consulting (June 29, 2010, Revised October 4, 2010). Based on this *Traffic Impact Analysis*, the proposed project would result in 403 new daily trips, which would equate to 3,049 vehicle miles traveled (VMT).

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Area source emissions would be generated due to the development of the proposed project and the associated increase in demand for electrical energy and propane consumption. The primary use of propane by the proposed project would be for space and water heating, and other miscellaneous heating or air conditioning sources.

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As the LCAQMD does not have thresholds for construction or operational emissions, the proposed project emissions have been compared to the California and national AAQS. To be conservative, the following averaging times have been utilized: CO (one-hour), NO_X (one-hour), PM_{10} (24-hour), and $PM_{2.5}$ (24-hour). CO, PM_{10}, and $PM_{2.5}$ emissions are modeled in order to determine if the proposed project would generate emissions that would impact localized air quality and human health. As NO_X is an ozone precursor, NO_X emissions were compared to the more conservative 1-hour standard as opposed to the annual arithmetic mean. If NO_X emissions are below the California and national AAQS, then ozone impacts would not be significant. The peak daily operational emissions calculated in URBEMIS2007 were then modeled using the SCREEN3 dispersion model to determine localized pollutant concentrations from operational activities, then added to the

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background concentrations. As indicated in Table 3.3-2, *Operational Emissions*, emissions generated by mobile and area sources would not exceed California or national AAQS standards for CO, NO_X, PM_{10}, and $PM_{2.5}$, impacts to long-term air quality emissions would be less than significant.

Table 3.3-2
Operational Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO (µg/m³) 1 Hour	NO_X (µg/m³) 1 Hour	PM_{10} (µg/m³) 24 Hour	$PM_{2.5}$ (µg/m³) 24 Hour
Project peak concentration	146.40	17.09	9.48	1.85
Background Concentration	3.5	0.45	17.6	7.8
Total	**149.90**	**17.54**	**27.08**	**9.65**
NAAQS	40,000	203	150	35
Significant?	***No***	***No***	***No***	***No***
CAAQS	23,000	339	50	35
Significant?	***No***	***No***	***No***	***No***

ppm = parts per million; µg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards

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Mitigation Measure AQ-1 and **AQ-2** would reduce potential impacts to a less-than-significant level.

Mitigation Measure AQ-1: During construction operations, excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following best management practices:

- Limit on-site vehicle speed to 15 miles per hour.
- Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water three times daily with complete coverage, preferably in the late morning and after work is done for the day.
- Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust.
- Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust.
- Indicate these control techniques in project specifications. Compliance with the measure shall be subject to periodic site inspections by the city.
- Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible.
- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.

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Mitigation Measure AQ-2: The project applicant shall notify the Lake County Air Quality Management District of intended operations 30 days prior to construction activity. The project applicant shall file and receive approval of an asbestos-dust-hazard mitigation plan (also referred to as a serpentine dust control plan) prior to any construction activity at the project site. The plan shall address and include mitigation for: excavation, roads, yards, driveways, parking areas, hauling and tracking of material onto adjacent roadways. All material shall be transported in a manner minimizing dust emissions. In no instance shall the dust from such operations exceed five percent opacity 20-feet from the traveled surface. The applicant shall inform employees working at the project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan. Exposed serpentine surfaces that may be subject to vehicular traffic shall have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material. The plan shall be consistent with the California Air Resources Board Section 93105, *Final Regulation Order – Asbestos Air Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)*?

Less than Significant with Mitigation. The Basin is currently designated "unclassified" or "attainment" for all criteria pollutants under applicable California or national AAQS. Therefore, the proposed project would not result in an increase of a criteria pollutant for which the region is non-attainment. Also, construction emissions would be reduced with implementation of **Mitigation Measure AQ-1**. Therefore, construction activities occurring in close proximity to the LCAQMD's air monitoring equipment would not exceed the California or national AAQS, and would not affect the Lake County Air Basin Attainment Status. Furthermore, operational emissions combined with existing background concentrations would be below the California and national AAQS. A less than significant impact would occur after implementation of **Mitigation Measure AQ-1**. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

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Mitigation required: Mitigation Measure AQ-1, above.

Significance after Mitigation: Less than Significant.

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d) *Would the proposed project expose sensitive receptors to substantial pollutant concentrations*?

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Less than Significant with Mitigation. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive uses are residential uses located approximately 340 feet to the northeast of the proposed project site. As discussed above under section 3.3 c), the proposed project would not result in a violation of a California or national AAQS during construction or operation.

Carbon Monoxide Hotspots

In order to identify impacts to sensitive receptors, a carbon monoxide (CO) analysis was completed for localized mobile (i.e. traffic) source impacts. An assessment of CO "hotspots" is performed when a proposed project increases the volume of traffic to capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for relevant intersections with an existing level of service (LOS) D or worse. Because traffic congestion is highest where vehicles queue and are subject to reduced speeds, these hotspots are typically produced at intersection locations.

The projected traffic volumes were modeled using the BREEZE ROADS dispersion model. The resultant values were then added to an ambient concentration. A receptor height of 1.8 meters was used in accordance with the Environmental Protection Agency's (EPA's) recommendations. The calculations assume a meteorological condition of almost no wind (0.5 meters/second), a flat topological condition between the source and the receptor and a mixing height of 1,000 meters. A standard deviation of five degrees was used for the deviation of wind direction. The suburban land classification was used for the aerodynamic roughness coefficient. This follows the BREEZE ROADS user's manual definition of suburban as "regular coverage with large obstacles, open spaces roughly equal to obstacle heights, villages, mature forests." All of the above parameters are based on the standards stated in the *Transportation Project-Level Carbon Monoxide (CO Protocol)*, December 1997.

For the purposes of this analysis, the ambient concentration used in the modeling was the highest one-hour measurement from 2009 (the latest year data was available) of monitoring data at the Santa Rosa Monitoring Station (nearest CO monitoring station to the proposed project site). Actual future ambient CO levels may be lower due to emissions control strategies that would be implemented between now and the proposed project buildout date. Due to changing meteorological conditions over an eight-hour period which diffuses the local CO concentrations, the eight-hour CO level concentrations have been found to be typically proportional and lower than the one-hour concentrations, where it is possible to have stable atmospheric conditions last for the

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entire hour. Therefore, eight-hour CO levels were calculated using the locally derived persistence factor as stated in the CO Protocol. The local persistence factor is derived by calculating the highest ratio of eight-hour to one-hour maximum locally measured CO concentrations from the most recent three years of data. Table 3.3-3, *Project Buildout Carbon Monoxide Concentrations*, shows that of the most recent three years of data, year 2007 has the highest eight-hour to one-hour ratio of 0.66.

The intersections in the proposed project area currently operate at an LOS ranging from LOS A to LOS C for PM peak hour activities. At proposed project buildout, four of these intersections would operate at LOS D or worse in an unmitigated condition, requiring a CO hotspot analysis. As indicated in Table 3.3-3 below, CO concentrations would be well below the thresholds. The modeling results are compared to the California AAQS for CO of 9 ppm on an eight-hour average and 20 ppm on a one-hour average. Neither the one-hour average nor the eight-hour average would be equaled or exceeded. Impacts in regards to localized CO hotspots would be less than significant.

Table 3.3-3
Project Buildout Carbon Monoxide Concentrations

Intersection	1-hour CO (ppm)[1]		8-Hour CO (ppm) [1]	
	1-hour Standard	Future + Project	8-hour Standard	Future + Project
Highway 29 SB Ramps/Lakeport Boulevard	20 ppm	3.9	9 ppm	2.57
Highway 29 NB Ramps/Lakeport Boulevard	20 ppm	4.0	9 ppm	2.64
Bevins Street/Lakeport Boulevard	20 ppm	4.0	9 ppm	2.64
Main Street/Lakeport Boulevard	20 ppm	3.9	9 ppm	2.57

Note:
1. As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1 hour CO concentrations include a background concentration of 3.5 ppm. Eight-hour concentrations are based on a persistence of 0.66 of the 1-hour concentration.

Refer to **Appendix B**, *Air Quality Data*.

Naturally Occurring Asbestos

As stated in section 3.3 b) above, the proposed project area is known to contain naturally occurring asbestos. Therefore, the proposed project would be required to comply with Chapter II, Article IV, Part V of the LCAQMD Rules and Regulations. The project applicant would be required to file and receive approval of an asbestos-dust-hazard mitigation plan prior to construction activities. With the implementation of **Mitigation Measure AQ-2**, impacts to sensitive uses from naturally occurring asbestos would be less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: Mitigation Measure AQ-2, described above.

Significance after Mitigation: Less than Significant.

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e) *Would the proposed project create objectionable odors affecting a substantial number of people*?

Less than Significant Impact. As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses would occupy the proposed project site. Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

California Air Resources Board, *Ambient Air Quality Standards*, http://www.arb.ca.gov/research/aaqs/aaqs.htm, accessed July 2010.

Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

Institute of Transportation Studies, *Transportation Project-Level Carbon Monoxide*, December 1997.

Lake County Air Quality Management District, *Rules and Regulations*, updated August 9, 2006.

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

Rimpo and Associates, *URBEMIS 2007* (version 9.2.4), June 2007.

Trinity Consultants, *BREEZE ROADS User Manual*, 2003.

U.S. Environmental Protection Agency, *SCREEN3 Model User's Guide*, September 1995.

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3.4 Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
BIOLOGICAL RESOURCES— Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) *Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species*?

Less than Significant with Mitigation.

Special-Status Plant Species

A review of the California Natural Diversity Data Base (CNDDB) records show that two special-status plant species, green jewel-flower and mayacamas popcorn-flower, have been broadly mapped to include the proposed project area. Twenty-six other special-status plant species are known to occur within a 10-mile radius of the proposed project site: Anthony's Peak lupine, beaked tracyina, bent-flowered fiddleneck, Boggs Lake hedge-hyssop, Bolander's horkelia, Brandegee's eriastrum, bristly sedge, Burke's goldfields, Colusa layia, dimorphic snapdragon, eel-grass pondweed, glandular western flax, Koch's cord moss, Konocti manzanita, Napa bluecurls, Norris' beard moss, oval-leaved viburnum, Raiche's manzanita, Rincon Ridge ceanothus, robust monardella, serpentine cryptantha, small-flowered calycadenia, small groundcone, Sonoma canescent

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manzanita, two-carpellate western flax, and woolly meadowfoam. The potential for each special-status plant species to utilize the proposed project area is evaluated in the *Biological Study Report* (refer to **Appendix C**).

A botanical survey was conducted on April 9 and 29, May 17, and June 19, 2010. All of the special-status plant species potentially occurring in the proposed project area would have been evident at the time of the fieldwork. The survey consisted of an intensive and systematic evaluation of the proposed project site. The botanical survey confirmed the presence of four special-status plant species on the proposed project site, including: 1) Colusa layia; 2) bent-flowered fiddleneck; 3) serpentine cryptantha; and 4) Tracy's clarkia (a special-status species not reported in the CNDDB records search). Locations of the plant populations are shown in **Appendix C** (refer to Figure 3 of the *Biological Study Report*). Data forms documenting the special-status plant occurrences have been submitted to the CNDDB.

Colusa layia, serpentine cryptantha, and bent-flowered fiddleneck are on the California Native Plant Society's (CNPS's) List 1B. Although not state or federally listed, plants with this CNPS listing status are generally considered to qualify as "endangered, rare, or threatened" under Section 15380(d) of the State *CEQA Guidelines* and thus require consideration during CEQA review. Tracy's clarkia is on CNPS List 4; plants of this status rarely qualify for state listing, but may be locally significant.

Because detailed site development plans have not yet been prepared, the extent of impacts to the serpentine herb community and the four on-site special-status plant species cannot be quantified. However, in general terms, site development has a high potential to adversely affect these resources. It appears that Tracy's clarkia, which is the least sensitive of the plants, would be least affected because it primarily occurs on the periphery of the proposed project site. Serpentine cryptantha, which is the most sensitive of the four species on the proposed project site, is the most centrally located and would be the most difficult to avoid during site development.

California Department of Fish and Game (CDFG) staff were contacted following discovery of the special-status plant populations. However, the CDFG has not conducted a field review of the site or provided guidance as to potential mitigation strategies. Because full avoidance of the special-status plant populations and serpentine herb community does not appear to be possible, the project proponent should prepare a mitigation plan acceptable to CDFG prior to the start of construction activities. Mitigation would likely include avoidance of at least some of the on-site serpentine herb community and associated special-status plant populations. Detailed mapping of the extent and densities of the special-status plant communities prepared as part of the botanical study (refer to **Appendix C**) will assist in preparing a site design that minimizes impacts to the populations. The mitigation plan should be prepared as early as possible, in conjunction with preparation of site design and development plans. Other options for mitigation include preservation of other local populations of these special-status plants,

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restoration of degraded populations on other sites in the area, and/or creation or new populations.

Special-Status Animal Species

Review of CNDDB records showed that one special-status animal species, American badger, has been broadly mapped as occurring within the proposed project area. In addition, eight other special-status animal species are known to occur within a 10-mile radius: Clear Lake hitch, foothill yellow-legged frog, grasshopper sparrow, Pacific fisher, Sacramento perch, Townsend's big-eared bat, tricolored blackbird, and western pond turtle. The CNDDB records search also identified seven non-status animal species within the search radius: *Calasellus californicus*, Bell's sage sparrow, blennosperma vernal pool andrenid bee, double-crested cormorant, great blue heron, osprey, and silver-haired bat. The potential for each special-status animal species to utilize the proposed project area is evaluated in the *Biological Study Report* (refer to **Appendix C**).

A wildlife survey was conducted on March 17, 2010. No special-status animal species were observed in the proposed project area during the wildlife evaluation. However, as documented in the *Biological Study Report* (refer to **Appendix C**), two special-status animal species, grasshopper sparrow and Townsend's big-eared bat, as well as the non-status silver-haired bat, could potentially utilize the proposed project site during their life cycles.

The grasshopper sparrow, a migratory bird, has a low potential to nest in the on-site annual grassland community. Potential adverse effects on nesting grasshopper sparrows can be avoided through proper timing of vegetation removal.

Townsend's big-eared bat and silver-haired bat could potentially forage on-site. However, they are very unlikely to roost on the proposed project site, given the lack of suitable roosting locations. Because suitable roosting habitat is much more available on other local sites and similar or higher quality foraging habitat is widely available, site development would have a negligible effect on these bat species; no mitigation is warranted.

Implementation of **Mitigation Measure BIO-1** and **BIO-2** would reduce impacts to special-status plant and animal species to a less-than-significant level.

Mitigation Measure BIO-1: Following the development of a site plan and prior to the commencement of construction activities, the AOC shall prepare a Mitigation Plan to offset impacts to the on-site serpentine herb community and the following three special-status plants species: 1) Colusa layia; 2) serpentine cryptantha; and 3) bent-flowered fiddleneck. Tracy's clarkia shall also be avoided/protected where possible.

As discussed with California Department of Fish and Game (CDFG) staff, the highest priority for mitigation shall be to avoid and protect the existing on-site populations of the special-status plants to the extent feasible. Secondly, if suitable habitat will be

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temporarily disturbed but will remain viable in the long term, an effort shall be made to re-establish special-status plant populations in these areas upon completion of construction. If CDFG determines that the available on-site options for plant protection and re-establishment do not fully compensate for the project impacts, off-site mitigation shall be provided. This can be accomplished through preservation or enhancement of off-site serpentine habitats and special-status plant populations, restoration of degraded habitats on other local sites capable of supporting the sensitive resources, creation of new habitats capable of supporting the sensitive resources, and/or purchase of appropriate credits at a qualifying mitigation bank (if available).

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The Mitigation Plan shall be submitted to CDFG for review, and shall be approved in writing by CDFG prior to initiation of construction activities. The Plan shall identify the mitigation site(s); methods to be employed to protect, restore, enhance, and/or create serpentine-herb habitat and the associated special-status plant populations; an implementation schedule; success criteria; monitoring and reporting requirements; long-term maintenance provisions; remedial measures to be undertaken if the success criteria are not fully met; and/or other pertinent data to ensure successful mitigation.

Mitigation Measure BIO-2: Vegetation removal shall be conducted between August 1 and February 28, if feasible. If vegetation removal must be conducted between March 1 and July 31, a nesting bird survey shall be conducted within two weeks prior to initiation of work. If active nests are present, work within 500 feet of the nest(s) shall be postponed until the young have fledged, unless a smaller next buffer zone is authorized by the California Department of Fish and Game.

Significance after Mitigation: Less than Significant.

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b) *Would the proposed project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service*?

Less than Significant with Mitigation. The proposed project site is approximately 1,340 - 1,400 feet above sea level, and is surrounded on three sides by urban development. The proposed project site was historically an oak woodland, and was used for agriculture and grazing beginning in the late 1930s; the site was cleared of trees and shrubs in the early 1970s, and was graded prior to 1988.[3] Soils on the proposed project site are identified as Henneke-Montara Rock Outcrop Complex, 15 to 50 percent slopes, with a negligible amount of Still loam, stratified substratum, in the extreme northeast corner of the site. The Henneke-Montara Complex consists of very deep, moderately well-drained soils formed in alluvium from mixed rock types. However, grading

[3] *Biological Study Report*, ENPLAN, July 2010.

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activities dramatically altered the soils and natural contours of the proposed project site. Roughly 20 feet of surface material was removed from the upper portion of the proposed project site, resulting in two level terraces.

Small rocks of serpentine origin are exposed on the upper terrace and hillsides, which support a serpentine herb community. The lower terrace supports a disturbed annual grassland. Locations of the communities, as well as photographs, are shown in the *Biological Study Report* (refer to **Appendix C**). Two small, shallow seasonal waters with rock substrates are present on the upper terrace. Most runoff from the proposed project site enters constructed ditches that convey flow to the east. Flow enters the city's storm drain system, which discharges into Clear Lake approximately one-quarter mile east of the proposed project site.

Annual Grassland

Annual grasslands are characterized by a sparse to dense cover of annual grasses with inclusions of numerous species of native annual forbs ("wildflowers"). Germination occurs with the onset of the fall rains; growth, flowering, and seed-set occur from winter through spring. With a few exceptions, the plants are dead through the summer-fall dry season, persisting as seeds. On the proposed project site, the annual grassland community is best represented on the lower terrace of the site, on the eastern edge of the proposed project area. Common species in this community include wild oats, soft chess, California meadow barley, cream sacs, winter vetch, Spanish lotus, and various clovers. Although several special-status plant species were observed on the fringe of the annual grassland community, the community itself is not considered unique or sensitive. Overall, the on-site grassland has low value to wildlife species.

Serpentine Herb Community

The on-site serpentine herb community generally consists of a sparse, low-growing cover of annual and perennial forbs and grasses on the upper terrace and hillsides. Serpentine soils have unique chemical properties that prohibit the growth of many common plant species. A number of other plant species have evolved mechanisms allowing them to survive on serpentine soils. The flora of serpentine sites is thus unique and often supports plants of limited distribution, including a number of endemic species. As discussed above, four serpentine-adapted special-status plant species were observed in this community.

The serpentine herb community is considered to be a sensitive natural community due to its somewhat restricted distribution and the high potential for endemic plant species to be present. The on-site community has been highly disturbed by grading. Although this has reduced the value of the site for some plant species, it has formed a "serpentine barren" that supports a unique suite of species, including four special-status species. Loss of the serpentine herb community as a result of project development is considered a significant adverse impact. Mitigation for this loss is best considered in conjunction with impacts on the four special-status plant species. Because all four of the special-status plant species

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have an affinity for serpentine soils, mitigation for the loss of the plants would also provide mitigation for the loss of the serpentine herb community.

With implementation of **Mitigation Measure BIO-1**, project impacts to the serpentine herb community would be less than significant.

Mitigation required: Mitigation Measure BIO-1, above.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means*?

Less than Significant Impact. National Wetlands Inventory Maps were reviewed to determine if any jurisdictional waters had been previously reported on or within one-half mile of the proposed project site; however, no data was available for the Lakeport quadrangle. The field investigations were conducted in accordance with the technical methods outlined in the U.S. Army Corps of Engineers Wetland Delineation Manual and under the Regional Supplement to the U.S. Army Corps of Engineers Wetland Delineation Manual: Arid West Region (Arid West Supplement). During the field investigation on April 29 and 30, 2010, eight non-wetland waters of the United States were mapped within two categories: seasonal waters and constructed ditches.

Two seasonal waters, on the western edge of the upper terrace, were created when the site was graded and bedrock was exposed. Water now ponds to a depth of two to three inches in these shallow depressions underlain by bedrock. Representative plant species include scribner grass (*Scribneria bolanderi*), annual hairgrass (*Deschampsia danthonioides*), and rigiopappus (*Rigiopappus leptocladus*), but vegetative cover is less than five percent. Features with an ordinary high water mark and less than five percent vegetative cover are non-wetland waters. The extent of ponding was documented through site inspections on February 8 and April 9, 29 and 30, 2010, as well as by the presence of waterstained rock, sediment deposits, and a biotic crust (refer to **Appendix C**).

Constructed ditches are excavated features that may be located in either wetlands or uplands, and may convey water collected from sheet flow or diverted from other water bodies. The jurisdictional status of constructed ditches depends in part on these characteristics. The on-site ditches are constructed in uplands, and receive sheet-flow runoff and discharge from the two non-wetland waters on the upper terrace. Most of the ditches have only ephemeral flow. However, two of the constructed ditches, 3:CD and 8:CD as identified in the Pre-Jurisdictional Delineation Report (refer to **Appendix C**), do not drain well and support wetland plant species in their lower ends; species present

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include annual ryegrass (*Lolium multiflorum*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), and common monkey-flower (*Mimulus guttatus*).

As described in Regulatory Guidance Letter 08-02, the AOC concurs with the U.S. Army Corps of Engineers that waters regulated under the Clean Water Act may be present on the proposed project site. As such, these waters will be treated as jurisdictional for the purpose of calculating fill and satisfying future mitigation requirements. The AOC understands that it can later request and obtain an approved jurisdictional determination if that becomes necessary or appropriate during the permit process or during the administrative appeal process. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the proposed project 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 with Mitigation. No terrestrial wildlife corridors exist at the proposed project site. The proposed project site is located within an undeveloped area that is surrounded by development, and just east of Highway 29. The surrounding development and roadways act as existing barriers for terrestrial wildlife movement. Therefore, the proposed project would not interfere with native wildlife movements.

The federal Migratory Bird Treaty Act states that without a permit issued by the U.S. Department of the Interior, it is unlawful to pursue, hunt, take, capture, or kill any migratory bird. Although ambient noise and disturbance levels are high in the site vicinity as a result of existing human and vehicle traffic, it is possible that certain bird species tolerant of disturbance might use these trees or buildings as nesting substrate. Direct impacts to nesting birds could occur if nesting substrate (e.g., trees) is removed while active nests are present. In addition, indirect impacts to nearby nesting birds could occur as a result of project-related construction noise, that causes stress on the birds or nest abandonment. The grasshopper sparrow, a migratory bird, has a low potential to nest in the on-site annual grassland community. Potential adverse effects on nesting grasshopper sparrows can be avoided through proper timing of vegetation removal. Implementation of **Mitigation Measure BIO-2** would reduce these potential impacts to a less-than-significant level.

Mitigation required: Mitigation Measure BIO-2, above.

Significance after Mitigation: Less than Significant.

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e) *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance*?

Less than Significant with Mitigation. The proposed project does not conflict with any local policies or ordinances protecting biological resources. No trees are located on-site; therefore, policies and ordinances related to tree protection are not applicable. The proposed project would result in the removal of special-status plant species; however, implementation of **Mitigation Measure BIO-1,** would result in impacts that are less than significant.

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Mitigation required: Mitigation Measure BIO-1, above.

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Significance after Mitigation: Less than Significant.

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f) *Would the Proposed Project 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 proposed project is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

ENPLAN, 2010, *Biological Study Report*, July 15, 2010

ENPLAN, 2010, *Pre-jurisdictional Delineation Report*, July 16, 2010.

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3.5 Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

a) *Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5*?

No Impact. State *CEQA Guidelines* Section 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR), or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California.

The CRHR includes resources that have been listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP), as well as some California State Landmarks and Points of Historical Interest. Under U.S. Department of the Interior, National Park Service guidelines (NPS, 1997), buildings, structures, and objects usually need to be more than 50 years old to be eligible for listing in the NRHP. The California Office of Historic Preservation guidelines for project review and planning call for the identification and evaluation of resources that are more than 45 years old to account for the passage of time between the period of project review and project completion. Resources that are less than 50 years old are generally excluded from listing in the NRHP or CRHR, unless they can be shown to be exceptionally significant.

Historic Background

The area now known as Lake County may have first been visited by Euro-Americans in 1821, when Captain Luis Arguello led a military expedition north from San Francisco. Fur trappers, explorers and settlers soon followed. Miners travelling to and from the gold fields traversed the area beginning in the 1840s and many returned after the gold rush to settle.

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Lakeport was originally named Forbestown after an early settler. Forbes donated land to the local government in exchange for making the town the county seat in1861. At the same time, a decision was made to change the name of the town to Lakeport to advertise its natural port. Important industries in Lake County have included mining, agriculture, and ranching. Today, the economy is boosted by tourism, wineries, and agricultural products including nuts, fruit, and grapes.

Background Research and Results

A records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University on May 26, 2010. Results of the records search conducted at the NWIC indicate that there have been 18 previous surveys within a half-mile radius of the proposed project site. Historic features were noted by the NWIC record search. There are numerous historic structures documented through the City of Lakeport, although none are within or adjacent to the proposed project area.

A pedestrian survey was taken of the entire project area of potential effects (APE) on April 29, 2010 to identify potentially historic architectural resources. To address the possibility of buried cultural resources, the exposed cutbank on the proposed project site's north end and existing road cuts were examined.

No historic sites were noted during the cultural resources survey; however, it should be noted that the entire top 20 feet of the proposed project area was previously removed to create a building pad. This action would have destroyed any cultural resources which might have been present (refer to **Appendix D,** *Cultural Resources Inventory*, for more information). The proposed project would not affect any sites or structures eligible for inclusion of the CRHR or the NRHP. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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b) *Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5*?

Less than Significant Impact with Mitigation. CEQA requires the lead agency to consider the effects of a project on archaeological resources and to determine whether any identified archaeological resource is a historical resource. State *CEQA Guidelines* Section 15064.5 also requires consideration of potential project impacts on "unique" archaeological resources that do not qualify as historical resources. PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria: (1) contains information needed to answer important scientific research questions, and there is a

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demonstrable public interest in that information; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and/or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person. PRC Section 15064.5(c)(4) provides that, if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of a project on the resource are not considered significant.

Prehistoric Background

The first archaeological work in the Clear Lake region was that of Harrington (1948) at the Borax Lake site (CA-LAK-36). The site was estimated to date to 10,000 B.P., a date that was later validated through obsidian hydration. Although no further large scale archaeological investigations took place in the area until work was conducted at Anderson Flat (White and Frederickson 1992, White et al. 1995, 2002), several broad chronological schemes were developed to interpret the prehistory of the area. White and Frederickson (1992) present a more specific framework for the Clear Lake Basin based upon six sites. The earliest human activity in the area is identified at the Borax Lake site. This pattern (10000-7500 B.P.) is associated with large points, crescents, scrapers, and choppers and assumed to be related to big game hunting. However, the location of the site near the lake may indicate lacustrine use. The sequence continues through the Houx Aspect of the Berkeley Pattern (7500-1200 B.P.), with a drier climate, a shift away from hunting to a more diversified subsistence strategy and increasing populations. The chronology ends with the late prehistoric to early historic Clear Lake Aspect (1200 B.P. – historic contact). Interestingly, two distinct populations are identified occupying the area simultaneously between 4000- 1200 B.P. The intrusive Mendocino Pattern people exhibit similarities to cultures associated with the surrounding mountains while the pre-existing Houx Aspect peoples had ties to Clear Lake.

Ethnographic

The project area was inhabited by the Eastern Pomo at the time of Euro-American contact. Ethnographic sources for the Eastern Pomo include Loeb (1926), Kroeber (1925), Gifford (1923, 1926) and McLendon and Lowy (1978). The following summary is taken from the latter source. The Pomo, identified as part of the Hokan language family, consisted of twelve groups who spoke seven separate, distinct dialects.

The Eastern Pomo followed a seasonal lifestyle that was based upon the environment of the Clear Lake area. Heavy winter rains led to rushing streams in the spring and a full lake at the beginning of summer. Dry summers led to a lower lake level and access to lakeside marshlands. Subsistence activities were tied to this weather pattern. Fish, which were dried for year-round use, were caught in streams in the spring while waterfowl were obtained in the fall. Acorns, a dietary staple, were gathered during the autumn. Roots were dug and tules were harvested in early summer; lake fishing and clam collection took place in early summer as well.

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Villages developed along the lake or permanent streams. They were occupied for much of the year; however, many of the inhabitants left the village at certain times of the year in order to obtain specific resources (e.g., acorns).

Tules were a key raw material used by the Eastern Pomo for housing, boats, and clothing, as well as household items and food. Clam shell beads were used as the medium of exchange for the Eastern Pomo. The shells were brought back from the coast, broken, shaped and drilled into beads. Although bartering sometimes took place, beads were principally used to trade for salt, obsidian blades, and a number of other items.

Background Research and Results

Results of the cultural resources records search conducted at the NWIC indicate that there have been 18 previous surveys within a half-mile radius of the proposed project site. No archaeological sites have been recorded in the immediate project area; however, three prehistoric sites have been recorded within one-half mile of the proposed project. Site P-17-000492, known as Prayer Hill, is located 1,000 feet from the proposed project site. There is no site record for this feature, but an article published by the Lake County Chamber of Commerce (Geoble ND), suggests that it was used by the local Native Americans for ceremonies prior to the historic period. This feature has been substantially altered by a road cut and quarrying, with much of the hilltop removed.[4]

A pedestrian survey was conducted on the APE on April 29, 2010. The northern bank was visible to a depth of approximately 29 feet. Ground visibility varied from good (approximately 80 percent exposed ground on top of the hill) to fair (approximately 20 to 30 percent visibility near the base) for the survey area. An archaeological surface survey was conducted on the proposed project area; however, no archaeological resources were recorded during the archaeological surface or pedestrian survey.

The Native American Heritage Commission (NAHC) was contacted on March 16, 2010 to request a database search for sacred lands or other cultural properties of significance within or adjacent to the proposed project area. A response was received on March 25, 2010. The sacred lands file search did not identify the presence of cultural resources in the project area. Letters were sent to Native American organizations and to the Lakeport Historical Society on April 2, 2010. An email response was received from Mr. Shannon Ford of the Scotts Valley Band of Pomo Indians on April 15, 2010, requesting that a member of his tribe monitor the area during ground disturbing activities. The Lakeport Historical Society contacted ENPLAN by telephone on April 20, 2010 to indicate that they have no concerns with the proposed project (refer to **Appendix D,** *Cultural Resources Inventory*, for details and copies of the correspondence).

[4] *Cultural Resources Inventory*, ENPLAN, July 2010.

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The accidental discovery of archaeological materials during ground-disturbing activities cannot be entirely discounted. In the unlikely event that archaeological materials are unearthed, implementation of **Mitigation Measure CUL-1** would reduce potential impacts to archaeological resources to less than significant levels.

Mitigation Measure CUL-1: If previously unevaluated cultural resources are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist and a Native American representative can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the AOC. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.

In considering any suggested mitigation proposed by the archaeologist and Native American representative, the AOC will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature*?

Less than Significant with Mitigation. Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. The fossil yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks. In general, older sedimentary rocks (more than 10,000 years old) are considered most likely to yield fossils of scientific interest.

According to the Natural Resources Conservation Service Web Soil Survey, the proposed project site is located within Soil Map Unit 142: Henneke-Montara Rock Outcrop Complex, 15 to 50 percent slopes. This soil map unit consists of very deep, moderately

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well drained soils with medium runoff, and very slow permeability, formed in alluvium from mixed rock sources. The native geology of the proposed project site is mapped as Ultramafic Rocks, chiefly Mesozoic, Unit 3 (um) (Middle and Late Jurassic) by the United States Geological Survey. The proposed project site is surrounded by Quaternary alluvium and marine deposits (Pliocene to Holocene) (Q) (USGS 2010). These two geologic mapping units, um and Q, have the potential to contain paleontological resources; however, the entire top 20 feet of the proposed project area was previously removed to create a building pad. This action would have destroyed any paleontological resources which might have been present. In addition, according to the University of California, Museum of Paleontology (UCMP), no records of previous vertebrate fossil finds or fossil plant sites are located within the proposed six-acre site.

Although there is low potential to encounter paleontological resources during construction, implementation of **Mitigation Measure CUL-2** would reduce any potential impacts to less than significant levels with respect to paleontological resources.

Mitigation Measure CUL-2: In the event that paleontological resources are discovered during ground disturbing activities, grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional paleontologist as appropriate. A qualified professional paleontologist shall then make recommendations for measures necessary to protect the find, or to undertake data recovery, excavation, analysis, and curation of paleontological materials as appropriate.

Significance after Mitigation: Less than Significant.

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d) *Would the proposed project disturb any human remains, including those interred outside of formal cemeteries*?

Less than Significant with Mitigation. Results of the record searches and pedestrian survey indicate that the proposed project area has a low potential to contain buried cultural materials including human remains. However the possibility of uncovering human remains cannot be entirely discounted. In the unlikely event that human remains are uncovered during ground-disturbing activity, the implementation of **Mitigation Measure CUL-3** would reduce potential impacts to human remains to less than significant levels.

Mitigation Measure CUL-3: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Lake County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the

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Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.

Significance after Mitigation: Less than Significant.

References

Geoble, Merion, ND, *The Old Indian Prayer Hill*, Lake County Chamber of Commerce, Lakeport, CA, no date.

ENPLAN, 2010, *Cultural Resources Inventory for the Proposed Lake County Courthouse Site, in the City of Lakeport, Lake County, California*, July 2010.

University of California Museum of Paleontology. Paleontology Records Search. July 2010. Available at: http://www.ucmp.berkeley.edu/science/collectionspolicies.php.

USGS, 2010, *Mineral Resources On-Line Spatial Data – California Geologic Map Data*, Available at: http://tin.er.usgs.gov/geology/state/state.php?state=CA, Accessed on July 19, 2010.

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3.6 Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a.i) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault*?

Less than Significant Impact. The proposed project site is not located in an Alquist-Priolo Earthquake Fault Zone[5] as defined by the California Geological Survey (CGS) (formerly the California Division of Mines and Geology [CDMG]). However, Fault-Rupture Hazard Zones maps prepared by the CGS (pursuant to the Alquist-Priolo Earthquake Fault Zoning Act) do identify areas in the northern section of Lake County as being located in a fault zone. The fault zone runs diagonally in a southeast to northwest direction through the Potato Hill, Lake Pillsbury, and Sanhedrin topographic quad maps. In the far southeastern corner of the county there is a fault zone in the Jericho Valley, an area that runs along the Lake/Napa County line. These faults have the potential for

[5] Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

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surface rupture; therefore, the proposed project may result in potential adverse effects involving rupture of a known earthquake fault.

While fault rupture is not necessarily bound to occur directly along the fault trace, ground displacement is usually experienced within a narrow zone along the fault trace. Because the proposed project site is not located on an active or potentially active fault, the potential for surface fault rupture is low, and the impact is considered less than significant.

In addition, the California Building Code (CBC) establishes standards for investigation and mitigation of site conditions related to fault movement, ground rupture, ground shaking as well as other seismically inducted activities. As part of its design effort, the AOC prepares a geotechnical report to evaluate site conditions including seismic issues, and the report's geologist and engineer provide structural recommendations. The AOC's design would incorporate seismic recommendations from the geotechnical report into the proposed project's design to ensure that the building's structural and safety elements meet requirements the CBC. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.ii) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking*?

Less than Significant Impact. Lakeport is located in a highly active earthquake area and the potential exists for a significant seismic event in the future. Immediately east of the city, between the city and Clear Lake, there is a potentially active rupture zone. Potentially active rupture zones are faults which have been active in the past 2,000 years. Little is known about the shoreline fault rupture zone; however, it represents a potential significant hazard and must be taken into consideration when development occurs in the vicinity. To the west of the city lie the San Andreas Fault and the Healdsburg Fault, 30 and 15 miles away, respectively. Both of these faults have been responsible for moderate to major seismic events in the past. The maximum earthquake magnitudes observed to date are 8.5 (Richter Scale) for the San Andreas Fault and 6.75 (Richter Scale) for the Healdsburg fault.

Within the past 200 years, no major damaging earthquakes have occurred along faults in Lake County; however, numerous minor faults exist within the county, designated potentially active, which could cause ground rupture, failure and shaking. Precise locations of these faults are not well established; however, it appears that the greatest number of faults occur in the southwestern portion of the county near Mt. Konocti. The southeastern portion of the county also appears to have considerable faults, particularly from Grizzly Peak eastward and running from Knoxville to the southern county line.

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Although some structural damage is typically not avoidable during an earthquake, building codes and construction ordinances have been established to protect against building collapse and major injury during a seismic event. The design and construction of the proposed facilities and their foundations would be in accordance with current applicable requirements of the CBC and would reduce the potential for injury and structural damage. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.iii) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction*?

Less than Significant Impact. Liquefaction is a phenomenon where saturated subsurface soils lose strength because of increased pore pressure and can behave more like a liquid than a solid. The soils most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained soils that occur close to the ground surface, usually at depths of less than 50 feet. Because liquefaction only occurs in saturated soil, its effects are most commonly observed in low-lying areas near bodies of water such as rivers, lakes, bays, and oceans. Soils in and around Lakeport, especially near the Clear Lake shore, are susceptible to liquefaction during a seismic event.

Regardless, modern construction methods and materials can reduce the potential damage from liquefaction. The design phase geotechnical investigation, as required for by the CBC, would evaluate the potential for liquefaction and include recommendations to reduce the potential impact per standard engineering practices. Implementation of these geotechnical engineering recommendations into the proposed project's specifications would make the potential damage from liquefaction a less-than-significant impact. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.iv) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides*?

Less than Significant Impact. The landslide potential of an area is a function of the area's hydrology, geology, and seismic characteristics. Areas that are often susceptible to landsliding include steep slopes underlain by weak bedrock. While the proposed project would be located on a hilltop, the actual site for the new courthouse is relatively flat and currently vacant. According to the Lake County General Plan EIR (2008),[6] no recent landslides have been identified in the county, though the potential for failure does exist in

[6] Available at: http://www.co.lake.ca.us/Government/Directory/Community_Development/documents//2008 FinGP.htm. Accessed: July 15, 2010.

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the region, especially in areas of previous landslide debris. The Safety Element of the City of Lakeport General Plan 2025 states that since zones of moderate to high landslide potential exist in Lakeport, soils tests should be carried out by a registered soils engineer or geologist are essential wherever landslide potential is indicated or suspected. As previously mentioned, as part of its design effort, the AOC prepares a geotechnical report to evaluate site conditions including potential landslide issues, and the report's geologist and engineer provide structural recommendations. The AOC's design would incorporate landslide recommendations from the geotechnical report into the proposed project's design to ensure that the building's structural and safety elements are met. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the project result in substantial soil erosion or the loss of topsoil*?

Less than Significant Impact. Construction of the proposed project would involve excavation, soil stockpiling, and grading. These activities would expose areas of soil that have previously been covered with asphalt, concrete, or vegetation. Exposed soil could be subject to erosion by wind and storm water runoff. The extent of erosion that could occur varies depending on soil type, vegetation/cover, and weather conditions. Concentrated water erosion, if not managed or controlled, could eventually result in significant soil loss. Sediment from project-induced erosion could also accumulate in downstream drainage facilities, interfere with flow, and aggravate downstream flooding conditions. The project applicant would be required to apply for a NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit), which involves preparing a SWPPP for all construction phases of the proposed project (see Hydrology and Water Quality for more information). This permit is required by the RWQCB. The objectives of the SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement BMPs to reduce pollutants in storm water discharges. The applicant would be required to submit a Notice of Intent (NOI) to the RWQCB prior to the start of construction and provide a copy of the SWPPP at the job site at all times.

At the end of each construction year (if applicable), the applicant would be required to submit an annual report to the RWQCB describing the performance of the prescribed BMPs and measures to correct BMPs that failed. Upon completion of the proposed project, the applicant would be required to submit a Notice of Termination to the RWQCB to indicate that all phases of construction are complete. Implementation of the plan would start with the commencement of construction and would continue though completion of the proposed project. Compliance with the SWPPP and the prescribed BMPs would reduce potential erosion of exposed soil and reduce potential erosion impacts. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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c) *Would the project be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse*?

Less than Significant Impact. The proposed project would include a design level geotechnical investigation that would have recommendations for foundation soils as well as compaction and backfill specifications to ensure geotechnically sound construction. The potential landslide hazard for the proposed project is considered very low due to the relatively level topography. Construction building codes for seismic conditions such as those present at the proposed project site include stringent requirements for foundation and building designs and would be enforced for the proposed project. With incorporation of geotechnical recommendations made in the design level investigation, the potential hazard from unstable soils would be considered less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property*?

Less than Significant Impact. Expansive soils are those soils that shrink and swell in response to changes in moisture content potentially causing serious damage to overlying structures. According to the Natural Resources Conservation Service Web Soil Survey, the proposed project site is located within Soil Map Unit 142: Henneke-Montara Rock Outcrop Complex, 15 to 50 percent slopes. This soil map unit consists of very deep, moderately well drained soils with medium runoff, and very slow permeability, formed in alluvium from mixed rock sources. Expansive soils are often remedied during pre-construction site preparation either through treatment with lime or replacement with engineered fill. The proposed project would include a geotechnical evaluation of the building site location. As part of this investigation, the geotechnical engineer would evaluate the potential for expansive soils and provide recommendations. Implementation of these recommendations, as required by the CBC, would result in less-than-significant impacts. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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e) *Would the project site 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 does not include any element that would require the need for a septic wastewater disposal system. The wastewater generated by the proposed

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project would be handled by the city sewer system. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

Hart, E. W., 1997, *Fault-Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zones Act of 1972 with Index to Special Studies Zones Maps*, California Division of Mines and Geology, Special Publication 42, 1990, revised and updated 1997.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

United States Department of Agriculture, Natural Resources Conservation Service: Soil Survey Area: Lake County, California. Survey Area Data: Version 7, Aug 31, 2009.

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3.7 Greenhouse Gas Emissions

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

Discussion

a) *Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*?

Less than Significant Impact.

Global Climate Change

Greenhouse gas (GHG) emissions have the potential to adversely affect the environment because they contribute to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Prominent GHGs of concern include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). California is a substantial contributor of GHGs, emitting over 400 million tons of carbon dioxide (CO_2) per year.[7] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (ºF) over the next century. Methane is also an important GHG that potentially contributes to global climate change.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts.

[7] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, 2006.

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It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[8] This is assessed by determining whether a project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the State *CEQA Guidelines* Section 15064.4, this analysis examines whether the proposed project's GHG emissions are significant based on a qualitative and performance based standard (Proposed State *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

The Lake County Air Quality Management District (LCAQMD) does not currently have a quantitative threshold of significance for GHG emissions. In the absence of such a threshold, this analysis is based upon consistency with State GHG emission reductions targets established by AB 32. To achieve the GHG reduction goals of AB 32, a minimum 28.5 percent reduction from the "business as usual" scenario must be accomplished. Therefore, if the proposed project would reduce its "business as usual" emissions by a minimum of 28.5 percent, then a less than significant impact would result.

8 Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

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Direct Project-Related Sources of Greenhouse Gases

Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources. Construction would commence in 2012 and would cease in 2014. GHG emissions from construction are typically amortized over the lifetime of the project (50 years, in accordance with the Judicial Council standards) and added to the operational emissions. Table 3.7-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with construction and operations of the proposed project. As seen in Table 3.7-1, construction-related activities would result in an amortized total of 9.31 metric tons of carbon dioxide equivalents per year ($MTCO_2eq/yr$)[9]. GHGs associated with area sources and mobile sources would be 95.34 $MTCO_2eq/yr$ and 494.90 $MTCO_2eq/yr$, respectively.

Table 3.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	N_2O		CH_4		Total Metric Tons of CO_2eq/yr[6]
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	
Construction Emissions						
2012	159.34	0.00	0.09	0.02	5.91	165.34
2013	185.28	0.00	0.06	0.01	4.43	189.77
2014	120.14	0.00	0.01	0.00	0.37	120.51
Total Construction Emissions	464.76	0.00	0.16	0.03	10.71	464.80
Total Amortized Construction Emissions (30 years)	9.30	0.00	0.00	0.00	0.01	***9.31***
Operational Emissions						
Direct Emissions						
• Area Source[2]	94.76	0.00	0.54	0.00	0.04	*95.34*
• Mobile Source[2, 3]	483.00	0.04	11.17	0.03	0.73	*494.90*
Total Direct Emissions[7]	***577.76***	***0.04***	***11.71***	***0.03***	***0.77***	***590.24***
Indirect Emissions						
• Electricity Consumption[4]	226.74	0.00	0.60	0.01	0.25	*227.59*
• Water Supply[5]	0.43	0.00	0.00	0.00	0.00	*0.43*
Total Indirect Emissions[7]	***227.17***	***0.00***	***0.60***	***0.01***	***0.25***	***228.02***
Total Project-Related GHG Emissions WITHOUT Reductions	827.57 $MTCO_2eq/yr$					

9 GHG emissions are presented in carbon dioxide equivalents (CO_2eq) in order to establish a comparable unit of measure. Each GHG is converted to CO_2eq based on its Global Warming Potential, which describes its effect on climate change relative to a similar amount of carbon dioxide.

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Table 3.7-1, Continued
Estimated Greenhouse Gas Emissions

Source	CO_2	N_2O		CH_4		Total Metric Tons of CO_2eq/yr[6]
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	
Total Project-Related Operational Emissions WITH 29 % Reductions	587.57 $MTCO_2eq/yr$[7]					

Notes:
1. Emissions calculated using CARB's Construction Equipment Emissions Table and the URBEMIS 2007 computer model.
2. Emissions calculated using URBEMIS 2007 computer model for CO_2 and the SCAQMD's *CEQA Handbook for N_2O and CH_4* (note that SCAQMD has the most comprehensive demand factors available).
3. Emissions calculated using URBEMIS 2007 computer model and EMFAC2007, *Highest (Most Conservative) Emission Factors for On-Road Passenger Vehicles and Delivery Trucks.*
4. Electricity Consumption emissions calculated using the SCAQMD's *CEQA Handbook* (note that SCAQMD has the most comprehensive demand factors available) and updated with factors from the California Energy Commission, *Reference Appendices for the 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*, revised June 2009.
5. Emissions are based on energy usage factors for water conveyance from the California Energy Commission, *Water Energy Use in California*, accessed July 2010. http://www.energy.ca.gov/research/iaw/industry/water.html
6. CO_2 Equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed July 2010.
7. Totals may be slightly off due to rounding.

Refer to **Appendix E,** *Greenhouse Gas Data*, for detailed model input/output data.

Indirect Project-Related Sources of Greenhouse Gases

Electricity Consumption. Energy Consumption emissions were calculated using the South Coast Air Quality Management District's (SCAQMD) *CEQA Air Quality Handbook*,[10] (as the SCAQMD has the most comprehensive factors available), the U.S. Energy Information Administration,[11] and project-specific land use data. The emission factors for electricity use (771.62 pounds of CO_2 per megawatt hour [MWh], 0.00659 pounds of N_2O per MWh, and 0.4037 pounds of CH_4 per MWh) were obtained from the U.S. Energy Information Administration. The proposed project would indirectly result in 227.59 $MTCO_2eq/yr$ due to electricity usage; refer to Table 3.7-1.

Water Supply. Water demand for the proposed uses would be approximately 28 acre-feet per year, based on typical water consumption rates for office uses. Domestic water is supplied by groundwater and surface water. Based on energy usage factors for from the California Energy Commission, groundwater pumping consumes approximately 1.46 kilowatt hours [kWh] per acre-foot per foot of lift.[12] Emissions from indirect energy impacts due to water supply would result in 0.43 $MTCO_2eq/yr$.

10 SCAQMD's *CEQA Air Quality Handbook, Table A9-11*, November 1993.

11 U.S. Energy Information Administration, *Domestic Electricity Emissions Factors 1999-2002*.

12 California Energy Commission, Water Energy Use in California, Accessed June 2010. http://www.energy.ca.gov/research/iaw/industry/water.html

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Consistency With the California Attorney General's Mitigation Measures

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the proposed project's compliance with each applicable measure are listed in Table 3.7-2, *Project Consistency with the Attorney General's Recommendations*. The proposed project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.

Table 3.7-2
Project Consistency with the Attorney General's Recommendations

Project Design Feature	Project Applicability	Percent Reduction
Energy Efficiency		
Incorporate green building practices and design elements.	**Compliant.** The proposed project would incorporate energy and water efficiency measures, as described below. The proposed project would utilize shade trees in the parking lot, and other shading mechanisms such as shades and blinds to optimize on-site energy performance.	2
Install energy efficient lighting (e.g., light emitting diodes [LEDs]), heating and cooling systems, appliances, equipment, and control systems.	**Compliant.** The proposed project would include energy efficient lighting. Light controls, timers, and sensors would be installed in the proposed building. Also, the building would be designed to take advantage of natural light.	1
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.		
Reduce unnecessary outdoor lighting.		
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.	**Compliant.** The proposed project would be oriented to take advantage of daylight and natural breezes.	1
Water Conservation and Efficiency		
Incorporate water-reducing features into building and landscape design.	**Compliant.** The proposed project would incorporate water-reducing features, water-efficient landscapes, and water-efficient irrigation in accordance with LEED guidelines.	1
Create water-efficient landscapes.		
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.		
Design buildings to be water-efficient. Install water-efficient fixtures and appliances.	**Compliant.** The proposed project would incorporate water-efficient fixtures and appliances.	1

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Table 3.7-2, Continued
Project Consistency with the Attorney General's Recommendations

Project Design Feature	Project Applicability	Percent Reduction
Solid Waste Measures		
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	**Compliant.** The proposed project would reuse and recycle construction waste.	1
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.	**Compliant.** The proposed project would include areas for recycling inside and outside of the courthouse.	1
Land Use Measures		
Ensure consistency with "smart growth" principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.	**Compliant.** The proposed project is considered to be an infill project, as it is proposed on a vacant site within a developed portion of the city. Also, the proposed project is located within a quarter mile of residential, retail, open space, and office uses (suburban mixed-use). Together, infill and mixed-use projects result in a decrease in vehicle miles traveled (VMT) due to the proposed project's proximity to a variety of uses. This allows employees and visitors to take advantage of local transit, as well as bicycle and pedestrian travel.	15
Incorporate public transit into the project's design.	**Compliant.** The proposed project is located approximately 0.22 miles to an existing bus stop, providing employees and visitors the opportunity to utilize alternative modes of transportation which reduces VMT.	1
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	**Compliant.** The proposed project would include public areas, such as plazas. The proposed project site is vacant and would not disturb existing trees; however, the project would incorporate landscaping into the project design.	1
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	**Compliant.** The proposed project's design would include bicycle racks to encourage non-motorized travel. Also, portions of Lakeport Boulevard contain improved sidewalks which promote pedestrian activity. The proposed project will include sidewalks on the site as well.	2
Promote "least polluting" ways to connect people and goods to their destinations.	**Compliant.** The proposed project is adjoined by an existing bicycle route along Lakeport Boulevard which terminates at the project site. This bicycle route is proposed to be extended to the east.	2
Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	**Compliant.** The proposed project would include bicycle racks.	Accounted for above
	Total % Reduction	***29***

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In addition to being compliant with many of the Attorney General's recommended design features, the proposed project is also consistent with the California Environmental Protection Agency Climate Action Team proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB 32.

Consistency with the CARB Scoping Plan

A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB 32 goals, as well as the Governor's Executive Order, are referenced in Table 3.7-3, *Recommended Actions for Climate Change Proposed Scoping Plan*. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity and propane use and water conservation. Consistency of the proposed project with these measures is evaluated by each source-type measure below. Table 3.7-3 identifies which CARB Recommended Actions applies to the proposed project, and of those, whether the proposed project is consistent therewith.

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AB 32 requires California to reduce its GHG emissions by approximately 28.5 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. The proposed project would facilitate development that would directly generate GHG emissions. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. A detailed discussion of each applicable measure and if the proposed project conflicts with its implementation is provided below.

Table 3.7-3
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	**Yes**	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	**Yes**	No

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Table 3.7-3, Continued
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Propane/Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	**Yes**	No
E-2	Electricity and Propane/Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Propane/Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Propane/Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Propane/Natural Gas	Energy Efficiency	**Yes**	No
CR-2	Electricity and Propane/Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	**Yes**	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No

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Table 3.7-3, Continued
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Transportation

Action T-3 is based on the requirements of SB 375 which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Through the SB 375 process, regions will work to integrate development patterns and the transportation network in a way that achieves the reduction of GHG emission while

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meeting housing needs and other regional planning objectives. SB 375 requires CARB to develop, in consultation with the Lake County/City Area Planning Council (APC), passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. As the city is within the APC area, development of the proposed project would be consistent with Action T-3.

Action T-6 refers to the improvement of efficiency in goods movement activities. T-6 mainly addresses ports, but also includes a discussion on trucks and related facilities. The proposed project is located approximately 0.22 miles from an existing bus stop, providing employees and visitors the opportunity to utilize alternative modes of transportation which reduces VMT. Additionally, the proposed project is adjoined by an existing bicycle route along Lakeport Boulevard and provides pedestrian connectivity to the surrounding circulation system. Bicycle racks are also proposed for the courthouse. These features would ensure efficient movement of goods and helps reduce vehicular trips associated with the proposed project. Therefore, the proposed project would be consistent with Recommended Action T-6.

Electricity and Propane/Natural Gas

Action E-1 aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The proposed project would incorporate shade trees, blinds, shades, energy efficient heating and cooling systems, and control systems in order to reduce energy demand of the proposed building. Therefore, the proposed project would help implement and would not conflict with Action E-1.

Recommended Action CR-1 refers to energy efficiency. Key energy efficiency strategies would include codes and standards, existing buildings, improved utility programs, solar water heating, and combined heat and power, among others. The proposed courthouse would be oriented to take advantage of passive solar design and natural breezes. Also, the project proposes to incorporate lighting sensors and controls to improve energy efficiency. Therefore, the proposed project would not obstruct implementation of Action CR-1.

Green Buildings

Recommended Action GB-1 expands the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be required to comply with the requirements of Title 24 of the California Administrative Code. The proposed project would also incorporate energy efficiency design features, such as shade trees and other shading mechanisms, as well as lighting and system controls to optimize energy performance. Therefore, the proposed project would not obstruct implementation of Action GB-1.

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Water Use

Recommended Action W-1 pertains to implementation water use efficiency measures. The project proposes to incorporate water-efficient buildings and landscapes into the project design. Buildings would include water-efficient fixtures and appliances. The proposed project is consistent with and would not obstruct this Recommended Action.

Recycling and Waste Management

RW-3 relates to high recycling/zero waste and would apply to the proposed project. The project proposes to reuse and recycle construction and demolition waste. Additionally, the project would provide interior and exterior storage areas for recyclables in public areas. The proposed project would comply with Recommended Action RW-3.

Conclusion

The proposed project would result in the construction of a new courthouse for the Superior Court. As shown in Table 3.7-1, the proposed project would result in 827.57 $MTCO_2eq/yr$ of emissions without reductions associated with the project design features. To quantify GHG emissions reductions resulting from proposed project operations, CAPCOA has identified the percent reduction associated with such GHG mitigation measures (found in Appendix B of CAPCOA's *CEQA and Climate Change White Paper*). Based on the reduction measures in Table 3.7-2, the proposed project would reduce its GHG emissions 29 percent below the "business as usual"[13] scenario. Therefore, the proposed project's operational GHG emissions would be reduced to 587.57 $MTCO_2eq/yr$. AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28.5 percent reduction in "business as usual" GHG emissions for the entire state. In general, with implementation of proposed project design reduction features, the project would result in a 29 percent reduction in GHG emissions, and would have a less than significant impact with regards to GHG emissions. The CARB Scoping Plan analysis above demonstrates "that projected … emissions will be equal to or less than 1990 emissions."[14] As the proposed project would reduce its GHG emissions by 29 percent, it would be consistent with the goals established in AB 32. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*?

[13] "Business as Usual" refers to the project-related GHG emissions before project design features are incorporated into the GHG calculations.

[14] California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

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Less than Significant Impact. The City of Lakeport does not have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. The City of Lakeport General Plan 2025 includes goals and policies related to energy efficiency and conservation, and green technologies. As presented in Table 3.7-2, the proposed project would incorporate measures intended to maximize energy efficiency, which would inherently reduce GHG emissions. Also, the proposed project would not result in substantial construction-related or operational GHG emissions, and proposed project design features would result in a 29 percent reduction in GHG emissions below the "business as usual" scenario, which exceeds the 28.5 percent reduction mandated by AB 32. The proposed project would not hinder the state's GHG reduction goals established by AB 32. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

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3.8 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Discussion

a) *Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials*?

Less than Significant Impact. The proposed project would not require the routine transport, use, or disposal of hazardous materials beyond the limited quantities necessary for cleaning and maintenance activities. The use of these commonly available products would be used and stored in accordance with U.S. Environmental Protection Agency, Occupational Safety and Health Administration, State of California Environmental Protection Agency, and the Lake County Solid Waste Management District.

A review of available environmental databases maintained by the State Water Resources Control Board (SWRCB) and Department of Toxic Substances Control (DTSC) for sites that have been impacted by leaking underground fuel tanks (LUFT), non-fuel related cases

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known as Spills, Leaks, Investigative Cleanup (SLIC), and other cleanup sites was conducted for the proposed project site and surrounding area (refer to **Appendix F**). The proposed project site is not listed among either of these databases, and the Phase I investigation for the site concluded that no recognized environmental conditions existed on-site.[15]

If hazardous waste is identified during construction, it will be transported by a licensed hazardous waste hauler to a disposal facility in accordance with regulations of the U.S. Environmental Protection Agency, the U.S. Department of Transportation, the Resource Conservation and Recovery Act (RCRA), and the State of California. For any RCRA wastes and California-regulated hazardous wastes, hazardous waste manifests will be prepared for transportation and disposal. For any California non-hazardous wastes, transportation and disposal will be documented on a non-hazardous waste manifest. Any potential hazardous building materials such as lead-based paint or asbestos containing materials will be surveyed by a licensed contractor and abated, if present, according to regulations from the Lake County Air Quality Management District. The potential for encountering impacts from the routine transport, use or disposal of hazardous materials would be less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the proposed project 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 with Mitigation. As described above, the proposed project would not include the storage or handling of any significant quantities of hazardous materials. During construction, the contractor would be required to adhere to BMPs as outlined in the SWPPP which includes measures to reduce accidental upset conditions of hazardous materials used during construction. Therefore, with adherence to the existing regulatory requirements from the agencies listed above, the potential impact from upset and accident conditions would be less than significant.

The proposed project is located within an area of Lake County known to have naturally occurring asbestos in soils weathered from serpentine bedrock materials that underlie the proposed project site and surrounding area. Therefore, the proposed project would be required to comply with LCAQMD Rules and Regulations. Chapter II, Article IV, Part V of the LCAQMD Rules and Regulations states that all construction projects located on a serpentine outcrop or alluvial material with greater than one percent asbestos should notify the LCAQMD of intended operations 30 days prior to construction activity. The project applicant would be required to file and receive approval of an asbestos-dust-hazard mitigation plan prior to construction activities. The applicant would also be

[15] URS Corporation, *Final Draft Phase I Environmental Site Assessment Report*, December 2009.

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required to inform employees working on the proposed project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan (**Mitigation Measure AQ-2**, above). Therefore, with implementation of **Mitigation Measure AQ-2**, impacts from naturally occurring asbestos at the proposed project site would be less than significant.

Mitigation required: Mitigation Measure AQ-2, above.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school*?

Less than Significant Impact. No existing or proposed schools are located within one-quarter mile of the proposed project site; however, Mendocino College is located approximately 0.32 miles west of the proposed project, and Konocti Christian Academy is located approximately 0.30 miles north of the proposed project. As described above, the proposed project would have limited use of hazardous materials. As stated in section 3.8 a) above, the proposed project would adhere to all applicable local and state regulations, so that the project will have a less than significant impact on the nearby Mendocino College and Konocti Christian Academy. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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d) *Would the proposed project 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 proposed project was not identified during a review of applicable regulatory agency lists of known and potential hazardous waste sites, properties, of facilities currently under investigation for potential environmental violations, and those sites storing or using hazardous materials (Environmental Data Resources, Inc. [EDR]). The proposed project site is not included on the databases maintained by the DTSC and the SWRCB. In addition, according to the Phase I completed for the proposed project site, the review of environmental databases did not include the proposed project site and no recognized environmental conditions were found as part of the investigation that would create a significant hazard to the public or environment (URS, 2009). *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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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 for people residing or working in the project area*?

Less Than Significant Impact. The proposed project site is not located within two miles of any airport and is not within an airport land use plan. The nearest operational, public airport is Lampson Field Airport, located approximately three miles south of the proposed project site. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area*?

No Impact. The proposed project site is not located within the vicinity of a private airstrip. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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g) *Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan*?

Less than Significant Impact. Proposed construction methods such as site grading and facility installation are expected to interfere only minimally, if at all, with local traffic or roadways. The location of and construction methods for the proposed project would be designed and carried out in consultation with City of Lakeport requirements to ensure adequate police, ambulance, and fire personnel access to the proposed structure as well as to surrounding streets and development. During construction operations, access to the project site would be via existing roads, and it is not anticipated that new access routes or emergency evacuation plans would be required. Considering that the proposed project site is small and the construction involved at the site would not impact thoroughfares to a significant degree, the impact of the proposed project to emergency evacuation plans would be less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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h) *Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands*?

Less than Significant Impact. The proposed project is located in a developed area that is serviced by the Lakeport Fire Protection District. According to the Lake County GIS database, the proposed project area is not intermixed with or located adjacent to any wildlands. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

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Lake County Site Finder, GIS Application. Accessed June 29, 2010. Available at: http://gis.co.lake.ca.us/website/economicdev/

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3.9 Hydrology and Water Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion

a) *Would the proposed project violate any water quality standards or waste discharge requirements*?

Less than Significant Impact. Construction of the proposed project would involve earthwork and grading activities. These activities would disturb soil that, if exposed during a rain storm or high winds, could erode and cause silt and clay-laden sediment to become entrained in storm water runoff. Although erosion and subsequent sediment transport to receiving waters could occur, the potential at the proposed project site is low because: 1) the site is essentially

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flat, and 2) sedimentation would be managed using standard construction and engineering BMPs. BMPs are standard construction practices used to reduce erosion and sedimentation. These practices include stabilizing the soil surface, reducing erosive energy of surface flow, filtering runoff, and capturing sediment-laden water. As discussed below, the SWPPP, in accordance with the existing NPDES permit, would require the construction contractor to implement, monitor, and maintain appropriate BMPs.

Construction equipment would require petroleum products such as diesel fuel, hydraulic fluid, and lubrication greases. Release or spillage from a vehicle or piece of equipment during maintenance or fueling could affect water quality if these petroleum products infiltrated into soil or were washed into nearby storm drains or directly into receiving waters. However, given that the volume of petroleum released during an incidental spill on a construction site is typically small (less than 25 gallons) and can be cleaned up immediately, impacts associated with petroleum spills during the construction phase are considered less than significant. Nevertheless, the SWPPP would include BMPs to manage any hazardous materials used during construction. BMPs are individual or combined measures that can be implemented in an effective and practicable manner on the proposed project site. When applied, BMPs prevent or minimize the potential release of contaminants into surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals would further ensure that the impacts related to chemical handling during proposed project construction would be less than significant.

The federal Clean Water Act (CWA) regulates grading or construction occurring at project sites that are more than one acre in size. The RWQCB is the administering agency for the CWA in California. The NPDES permit program under Section 402(p) of the CWA controls water pollution by regulating storm water discharges into waters of the United States. Under the NPDES program, the construction contractor would be required to prepare a SWPPP and Erosion Control Plan. Implementation of these plans would manage storm water flow and prevent sediment generated during construction from flowing into receiving waters. The Erosion Control Plan would address BMPs to protect creeks (such as Forbes Creek, located approximately 0.15 miles north of the proposed project site) from sedimentation. BMPs can include minimizing or restricting earthwork during periods of rain, establishing a vegetative buffer between the construction area and the creeks, silt fencing, and straw bales to prevent runoff.

The proposed project may also require temporary dewatering during construction to complete the basement.[16] Dewatering activities would be temporary in nature and would be subject to the permitting requirements of the RWQCB, either as specified in the NPDES General Construction Permit or another NPDES permit issued by the RWQCB. The discharge permit would identify measures necessary to be implemented to avoid erosion and protect water quality in the receiving water and would include monitoring requirements for the

[16] No site-specific groundwater data were available for the proposed project site; however, according to the California Department of Water Resources, wells in the general vicinity of the proposed project site indicate that the depth to groundwater is approximately 25 feet below ground surface.

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discharge. With compliance with the legally-required NPDES permit discharge requirements, water quality impacts related to discharges of groundwater during construction dewatering would be less than significant.

The AOC would require its construction contractor to prepare a SWPPP, obtain the Central Valley RWQCB's approval of the SWPPP, and implement and maintain the SWPPP. Therefore, the potential for construction-related surface water pollution as well as the water quality during operation would be minimized. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

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Mitigation required: None.

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b) *Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)*?

Less than Significant Impact. The proposed project site and surrounding area are generally developed with existing buildings and landscaped surfaces or roadways. The proposed project would not significantly affect groundwater resources because dewatering, if necessary, would temporarily remove groundwater with only localized and inconsequential effects to the regional groundwater system. In addition, the proposed project would include landscaped surfaces that would allow groundwater recharge. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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c) *Would the proposed project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site*?

Less Than Significant Impact. The proposed project would not alter the course of a stream or river. As discussed above, the proposed project would not significantly alter the existing drainage patterns. The nearest body of water is Forbes Creek, located approximately 0.15 miles north of the proposed project site.

The proposed project would be required to incorporate BMPs during construction and operation. BMPs are consistent with guidelines provided in the California Stormwater BMP Handbook for substantiated erosion and siltation. In addition, the proposed project's surfaces would be covered by structures, pavement, or landscaping; and the proposed project's design would include vegetated swales or similar storm water

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management techniques to slow runoff flow and trap sediment. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the proposed project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site*?

Less than Significant Impact. Also see section 3.9 c), above. The proposed project would not significantly alter existing onsite drainage patterns that would cause on- or offsite flooding. The proposed project site is relatively flat and is located in a predominantly developed area. Based on topographic relief at the site, the groundwater flow direction is inferred to be to the east, down gradient toward Clear Lake. The proposed project would be designed to ensure adequate drainage facilities for storm capacities; therefore, there is a very low potential that the project would impede on receiving waters causing up-or down-stream flooding. In addition, the proposed project would adopt BMPs to incorporate inlet filtration devices to capture potential pollutants from the storm drain runoff and utilize landscape areas for percolation of runoff. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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e) *Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff*?

Less than Significant Impact. Also see sections 3.9 c) and d), above. The proposed project site covers approximately six acres. The proposed project does not propose an increase in impervious surfaces of a magnitude that would substantially increase the amount of runoff from the site. Therefore, the proposed project would not significantly alter existing onsite drainage patterns and storm water volumes would be expected to be similar to existing flows. In addition, as stated above, the proposed project would adopt BMPs to incorporate inlet filtration devices to capture potential pollutants from the storm drain runoff and utilize landscape areas for percolation of runoff. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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f) *Would the proposed project otherwise substantially degrade water quality*?

Less than Significant Impact. Also see sections 3.9 a), c), d), and e), above. Development projects can degrade water quality through temporary construction impacts or over the long term through operations. As stated above, construction of the proposed project would be in accordance with BMPs. Therefore, water quality degradation related to construction is less than significant. Operationally, the proposed project has a low potential of degrading water quality of receiving waters through the addition of contaminated runoff because the proposed project would implement operational BMPs that reduce water quality contaminants at the source, contain spills, and control runoff. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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g) *Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map*?

No Impact. The proposed project is limited to a new courthouse facility and would not include development of residential housing. In addition, according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Panel 491 of 1000), the proposed project site is located within Zone X: areas determined to be outside the 0.2 percent annual chance floodplain. Zone X is considered as an area of minimal flood hazard, determined to be outside the 500-year flood zone. The site would not cause any flooding to neighboring residences. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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h) *Would the proposed project place within a 100-year flood hazard area structures that would impede or redirect flood flows*?

Less than Significant Impact. Also see discussion under section 3.9 g), above. The structures associated with the proposed project would not impede or redirect 100-year flood flows because it is not located within an identified 100-year flood zone. The structures would be designed so that storm water would flow around the structures and into the existing city storm drainage system. There would be no change in the overall water flow patterns, and the proposed project would not redirect flows or impede a 100-year flood. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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i) *Would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam*?

Less than Significant Impact. The buildings and areas associated with the proposed project would not expose people or structures to a significant risk due to flooding, including flooding as a result of the failure of a dam or levee. The proposed project site has not been identified in a dam inundation area and is not otherwise protected by any levees.[17] *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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j) *Would the proposed project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow*?

Less Than Significant Impact. A seiche is a wave that oscillates in a large body of water as a result of seismic or atmospheric disturbances. No historic data exists to suggest that significant damage has occurred in the Lakeport area as the result of a seiche. Following a major seismic event in the region, a seiche could develop on Clear Lake; however, according to Figure 3.7-2 in the Lakeport General Plan EIR, the proposed project is not located in a seiche inundation zone. The proposed project site is approximately 45 miles from the Pacific Ocean, and separated by mountain ridges; therefore, the proposed project site would not be affected by a tsunami. Additionally, the relatively flat topography also precludes the site from risk of mudflows. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

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[17] Lake County Site Finder, GIS Application. Accessed June 29, 2010. Available at: http://gis.co.lake.ca.us/website/economicdev/

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3.10 Land Use and Land Use Planning

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) *Would the proposed project divide an established community*?

Less than Significant Impact. The proposed project is located in an area comprised of mixed uses, including predominantly retail and commercial development. Views north of the proposed project site include Lakeport Boulevard, vacant city-owned property, a small strip-mall shopping center to the northeast, and the Vista Point Shopping Center to the northwest. Views east of the proposed project consist of Bruno's Shopping Center, and a storage facility is located to the southeast. Vacant land is located south of the proposed project site, and the Lake County Chamber of Commerce and Highway 29 are located west of the proposed project site. Clear Lake is approximately one-half mile east of the proposed project.

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The proposed project would not cause a significant physical division within the established community, nor would the proposed project create land use and planning impacts that would physically divide an established community. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b, c) *Would the proposed project conflict with any applicable land use plan, policy or regulation of an agency, or conflict with any applicable habitat or natural community conservation plan*?

No Impact. Since the AOC is the proposed project's lead agency and is acting for the State of California's Judicial Council, local government land use planning and zoning regulations do not apply to the proposed project. The City of Lakeport General Plan 2025 land use designation for the proposed project site is MR (Major Retail), and the zoning designation is C-2 (Major Retail); therefore, the proposed project is consistent with the

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city's general plan and the parcel's zoning classification. Furthermore, the site is not located within a habitat or natural community conservation plan designated area. *Therefore, the ACO concludes there are no impacts.*

Mitigation required: None.

References

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City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport Zoning Ordinance, Revised July 2008. Accessed: June 29, 2010. Available at: http://www.cityoflakeport.com/docs/ZONING-ORD-BY-CHAPTER-revised2008-amend-518200951709PM.pdf

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3.11 Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a) *Would the project 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. There are no active mining or mineral extraction operations within the City of Lakeport limits; therefore, the proposed project would not result in the loss of availability of a regionally-important mineral resource. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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b) *Would the project 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. No mineral resources are known to exist at the proposed project site; therefore, the proposed project would not result in the loss of availability of a locally-important mineral resource. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

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3.12 Noise and Vibration

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
NOISE — Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Background Information

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

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A number of metrics are used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 PM and 7 AM The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source and the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

City of Lakeport General Plan

The City of Lakeport General Plan 2025 contains goals and policies to provide its residents with an environment that is free from excessive noise and promote compatibility of land uses with respect to noise. The noise standards used by the City of Lakeport comply with state standards and include the Land Use Compatibility Standards for Community Noise environment below. The compatibility standards are shown in Table 3.12-1, *Noise and Land Use Compatibility Standards*.

Table 3.12-1
Noise and Land Use Compatibility Standards

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

Source: Quad Knopf, General Plan 2025, IX. Noise Element, Table 15 - Noise and Land Use Compatibility Standards, Page IX-5, dated August 2009.

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City of Lakeport Municipal Code

The City of Lakeport's Municipal Code, Section 17-28, Performance Standards, regulates the design and use of buildings or parcels of land, in order to minimize public hazards and to prevent the creation of nuisances and other conditions which are potentially harmful or detrimental to the uses of the property or surrounding area. Certain noise levels are detrimental to the health and safety of individuals. Excessive noise is considered a public nuisance and is discouraged within the City of Lakeport. According to the Municipal Code, in no case shall noise or sound emissions, for any use occurring on any property, exceed the equivalent sound pressure levels and decibels (the A-weighted scale) for any fifteen-minute period in any one-hour period as stipulated in Table 3.12-2, *Noise Level Criteria*, below:

Table 3.12-2
Noise Level Criteria

Time of Day	Receiving Property Zoning District		
	*Residential	Commercial	Industrial
7 a.m. – 10 p.m.	60	70	75
10 p.m. – 7 a.m.	45	55	60

*NOTE: The residential category includes all single-family and multifamily zoning districts.
Source: City of Lakeport Municipal Code, Section 17-28.010 A.

The maximum noise levels listed in Table 3.12-2 are applicable at any point beyond the property lines of the property containing or generating the noise.

Existing Conditions

Stationary Sources

The primary sources of stationary noise in the proposed project vicinity are urban-related activities (i.e., mechanical equipment, parking areas, and pedestrians). The proposed project site is a vacant six acre parcel adjacent to the existing Lake County Chamber of Commerce. The proposed project borders Lakeport Boulevard to the north, the Lake County Chamber of Commerce to the west, open space to the south, and Bruno's Shopping Center to the east. The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

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Mobile Sources

Mobile source noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting (June 29, 2010). A 30 to 35 mile per hour average vehicle speed was assumed for existing conditions based on posted maximum speeds along Lakeport Boulevard and Main Street. Average daily traffic estimates were derived from the *Traffic Impact Analysis*. Existing modeled

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traffic noise levels are shown in Table 3.12-3, *Existing Traffic Noise Levels*. Refer to **Appendix G,** *Noise Measurements and Vibration Data*, for additional information.

Table 3.12-3
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Lakeport Boulevard					
Between Bevins Street and Larrecou Lane	5,840	59.6	101	32	10
Between Larrecou Lane and Main Street	5,750	59.5	99	31	10
Main Street					
North of Lakeport Boulevard	6,670	58.7	82	26	8
South of Lakeport Boulevard	4,950	57.4	61	19	6

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.
Source: RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting, prepared June 29, 2010, Revised October 4, 2010.

Discussion

a) *Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies*?

Less than Significant with Mitigation. Construction activity noise levels at and near the proposed project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. Table 3.12-4, *Typical Construction Noise Levels*, provides a description of construction noise levels during specific construction stages. The nearest sensitive receptors are residences located approximately 340 feet northeast of the proposed project site. Construction activities associated with the proposed project would be temporary in nature and related noise impacts would be short-term. Proposed project construction is planned to commence in 2012 and be completed in 2014. However, since construction activities could substantially increase ambient noise levels at noise-sensitive locations, construction noise could result in potentially significant, albeit temporary, impacts to sensitive receptors.

Table 3.12-4
Typical Construction Noise Levels

Construction Activity	Noise Level (dBA, Leq)[a]
Ground Clearing	84
Excavation	89
Foundations	78

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Table 3.12-4, Continued
Typical Construction Noise Levels

Construction Activity	Noise Level (dBA, Leq)a
Erection	85
Finishing	89

Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.
Source: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

Implementation of **Mitigation Measures NOI-1** through **NOI-3** would reduce this construction-related impact to a less than significant level.

Mitigation Measure NOI-1: Construction shall commence no earlier than 7:00 a.m. and cease no later than 6:00 p.m. on weekdays. Construction work might occur on Saturdays; if so, it shall commence no earlier than 9:00 a.m. and cease no later than 6:00 p.m.

Mitigation Measure NOI-2: To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement the following measures which shall be ongoing through grading and construction:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.

- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.

Mitigation Measure NOI-3: Prior to any ground disturbance activities, the AOC shall develop a list of measures to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures shall include the following:

- A procedure and phone numbers for notifying the AOC project manager and the construction contractor (during regular construction hours and off-hours);

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- A sign posted on-site pertaining the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of the construction contractor's telephone numbers (during regular construction hours and off-hours);

- The designation of an on-site construction complaint and enforcement manager for the project. The manager shall act as a liaison between the project and its neighbors. The manager's responsibilities and authority shall include the following:

    - An active role in monitoring project compliance with respect to noise;
    - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
    - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
    - Intervening or discussing mitigation options with contractors.

- Notification of adjacent property owners and occupants at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

- A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

Significance after Mitigation: Less than Significant.

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b) *Would the project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels*?

Less than Significant with Mitigation. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care faculties, and parks and recreation areas. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Typical vibration produced by construction equipment is illustrated in Table 3.12-5, *Vibration Velocities for Construction Equipment*.

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Table 3.12-5
Vibration Velocities for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 75 feet (inches/second)
Pile Driver (sonic/vibratory) Upper Range Typical	0.734 0.170	0.141 0.033
Large Bulldozer	0.089	0.017
Loaded Trucks	0.076	0.015
Small bulldozer	0.003	0.001
Auger/drill rigs	0.089	0.017
Jackhammer	0.035	0.007
Vibratory Hammer	0.035	0.007

Notes:
1. Peak particle ground velocity measured at 25 feet unless noted otherwise.
2. Root mena square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. As indicated in Table 3.12-5, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during proposed project construction range from 0.003 to 0.734 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. At 75 feet from the source of activity, vibration velocities range from 0.001 to 0.141 inch-per-second PPV. With regard to the proposed project, ground-borne vibration would be generated primarily during site clearing and grading activities on-site and by off-site haul-truck travel.

Grading and construction of infrastructure and buildings is not anticipated to generate excessive ground-borne vibration or ground-borne noise levels that would negatively impact the Lake County Chamber of Commerce to the west, Bruno's Shopping Center to the east, or the nearest sensitive receptors which are located 340 feet to the northeast. Equipment operating during construction activities would not generate ground-borne vibration and noise levels that would exceed the FTA criteria of 0.2 PPV for structural damage. Less than significant impacts are anticipated in this regard with incorporation of **Mitigation Measures NOI-1** through **NOI-3.**

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Mitigation required: Mitigation Measures NOI-1 through **NOI-3**, above.

Significance after Mitigation: Less than Significant.

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c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project*?

Less than Significant Impact.

Mobile Noise Impacts

If the ambient noise environment is quiet and the new source increases the noise exposure, an impact may occur even though a criterion level might not be exceeded. In areas where the ambient noise level is less than 60 dBA, any increase in community noise louder than 5 dBA or greater is considered a significant impact. In areas where the ambient noise level without a project is 60 dBA to 65 dBA, an increase in the ambient noise level of greater than 3 dBA would be significant impact. In areas where the ambient noise level is greater than 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact.

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. The "Long-Term Without Project" and "Long-Term With Project" scenarios were compared. According to Table 3.12-6, *Long-Term Traffic Noise Levels*, under the "Long-Term Without Project" scenario, noise levels at a distance of 100 feet from centerline would range from approximately 59.7 dBA to 62.3 dBA. The highest noise levels would occur along Lakeport Boulevard, between Bevins Street and Larrecou Lane. The "Long-Term With Project" scenario would result in a maximum noise level increase to 62.5 dBA also along the same roadway segment. Since the greatest traffic noise level increase is less than 1.5, a less than significant impact would occur in this regard.

Table 3.12-6
Long-Term Traffic Noise Levels

Roadway Segment	Long-Term Without Project					Long-Term With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Lakeport Boulevard											
Between Bevins Street and Larrecou Lane	10,870	62.3	187	59	19	11,400	62.5	197	62	20	0.2
Between Larrecou Lane and Main Street	10,830	62.2	187	59	19	10,870	62.3	187	59	19	0.1
Main Street											
North of Lakeport Boulevard	13,820	61.9	171	54	17	13,850	61.9	171	54	17	0
South of Lakeport Boulevard	8,460	59.7	104	33	10	8,470	59.7	105	33	10	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting, prepared June 29, 2010, Revised October 4, 2010.

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Stationary Noise Impacts

Operational noise would increase since the proposed project would replace vacant land. The new courthouse would be approximately 51,000 square feet and include four courtrooms with associated support office space and a parking area with approximately 120 spaces. Sources of operational noise would be typical of indoor and outdoor activities associated with courthouse buildings. These activities do not generate excessive amounts of noise, and typically occur during daytime hours. Noise associated with these sources is not expected to result in significant noise levels.

Cumulative Mobile Source Impacts

The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the proposed project and other projects are compared. Second, for combined effects that are determined to be cumulatively significant, the proposed project's incremental effects are analyzed. The proposed project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effects compares the "Long-Term With Project" condition to "Existing" conditions to account for the traffic noise increase due to the proposed project and traffic due to projects based on the cumulative projects list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase:

Combined Effects: The cumulative with project noise level ("Long-Term With Project" increase above Existing ambient) causes the following:

- An increase of the existing ambient noise level by 5 dB or more, where the existing ambient level is less than 60 dB CNEL
- An increase of the existing ambient noise level by 3 dB or more, where the existing ambient level is 60 to 65 dB CNEL
- An increase of the existing ambient noise level by 1.5 dB or more, where the existing ambient level is greater than 65 dB CNEL

Incremental Effects: A project increases the ambient ("Long-Term Without Project" versus "Long-Term With project") noise level by 1 dB or more.

Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Consequently, only projects and growth due to occur in the general vicinity of the project site would contribute to cumulative noise impacts. Table 3.12-7, *Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for "Existing Conditions," "Long-Term Without Project," and "Long-Term With Project," including incremental and net cumulative impacts.

First, it must be determined whether the *Combined Effects* criteria is exceeded. Per Table 3.12-7, this criteria is not exceeded along any of the study segments. Secondly, based on the results of Table 3.12-7, the *Incremental Effects* criteria is not exceeded along any of the

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study segments. The proposed project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Table 3.12-7
Cumulative Noise Scenario

Roadway Segment	Existing	Long-Term Without Project	Long-Term With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 feet from Roadway Centerline	dBA @ 100 feet from Roadway Centerline	dBA @ 100 feet from Roadway Centerline	Difference in dBA between "Existing" and "Long-Term With Project"	Difference in dBA between "Long-Term Without Project" and "Long-Term With Project"	
Lakeport Boulevard						
Between Bevins Street and Larrecou Lane	59.6	62.3	62.5	2.7	0.2	No
Between Larrecou Lane and Main Street	59.5	62.2	62.3	2.7	0.1	No
Main Street						
North of Lakeport Boulevard	58.7	61.9	61.9	3.2	0	No
South of Lakeport Boulevard	57.4	59.7	59.7	2.3	0	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting, prepared June 29, 2010, Revised October 4, 2010

Mitigation required: None.

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d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant with Mitigation. Refer to section 3.12 a), 3.12 b), and 3.12 c) above.

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Mitigation required: Mitigation Measures NOI-1 through **NOI-3**, above.

Significance after Mitigation: Less than Significant.

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e) *For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels*?

No Impact. The proposed project is not located within an airport land-use plan or within 2 miles of a public airport. The nearest public airport is the Lampson Field Airport, located in Lakeport, approximately 2.87 miles located south of the proposed project site. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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f) *For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels*?

No Impact. The proposed project is not located in the vicinity of a private airstrip. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

References

City of Lakeport, *Lakeport Municipal Code*, December 15, 2009.

Cyril M. Harris, *Handbook of Noise Control*, 1979.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Quad Knopf, *City of Lakeport General Plan 2025*, August 2009.

Quad Knopf, *City of Lakeport General Plan Update Draft Environmental Impact Report*, November 2008.

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

U.S. Environmental Protection Agency Office of Noise Abatement and Control, *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise*, October 1979 (revised July 1981).

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3.13 Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) *Would the project induce substantial population growth in an area, either directly or indirectly*?

Less than Significant Impact. The proposed project would construct a new courthouse on an approximately six-acre site located at 675 Lakeport Boulevard. The proposed project is intended to incorporate the existing functions of the court space in the existing Lakeport Courthouse building. The proposed project does not include a residential component and is located in a developed area of the city, which is fully supported by infrastructure including roads and utilities. In addition, the proposed project would not require an increase in the number of staff needed at the facility. The proposed project would not directly or indirectly induce substantial population growth. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere*?

No Impact. The proposed project would construct a new courthouse on a site that is currently vacant. No existing housing or other residential dwellings are currently located on the proposed project site. There are no expected impacts regarding the displacement of substantial amounts of existing housing units that would necessitate the construction of replacement housing elsewhere. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere*?

No Impact. The proposed project would construct a new courthouse on a site that is currently vacant. No existing housing or other residential dwellings are currently located on the proposed project site, and the proposed project does not include any residential component. The proposed project would not result in the displacement of substantial numbers of people that would necessitate the construction of replacement housing elsewhere. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse*. July 1.

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3.14 Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

Would the proposed project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

a.i) *Fire protection*?

Less than Significant Impact. The proposed project is located within the Lakeport Fire Protection District, which provides fire protection and emergency medical services for the City of Lakeport and surrounding areas with a total coverage area of 42.5 square miles. The Lakeport Fire Protection District is an independent fire district that was formed in 1894 to provide fire protection to the City of Lakeport. In 1956, the Lakeport County Fire Protection District was formed to provide fire protection to the unincorporated areas of Lakeport. The Lakeport County Fire Protection District merged with the Lakeport Fire Department, forming the Lakeport Fire Protection District. The Lakeport Fire Protection District operates out of two fire station locations: Headquarters (Station 50), and the substation (Station 52).

The Lakeport Fire Protection District responds to over 2,200 calls per year, including structure and wildland fires, vehicle accidents, and medical aid. The Lakeport Fire Protection District is a combination department, with both paid and volunteer staff. Paid staff include one Chief, one Deputy Chief, three Captains, six firefighters, and one

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District Secretary. Volunteer staff include eight Fire Apparatus Engineers and 12 firefighters.[18]

The nearest fire station to the proposed project site is Lakeport Fire Protection District's headquarters, Station 50, which is located at 445 North Main Street, approximately 0.8 miles northeast of the project site. This station is staffed with four personnel on duty at all times. The Lakeport Fire Protection District's substation (Station 52), is located at 3600 Hill Road East, approximately 3.5 miles north of the proposed project site.

The average response time for Fire and Emergency Medical Services (EMS) within the District is three to four minutes, and the average remote distance response time is eight minutes.[19] The proposed project would not affect acceptable response times or service ratios since the courthouse would not create a substantial increase in population or service needs as compared to the existing facility. There would be no need for new fire department facilities. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.ii) *Police protection*?

Less than Significant Impact. The proposed project is located within the jurisdiction of the Lakeport Police Department, which provides 24-hour police protection for the city, including patrol, traffic and parking enforcement, investigations, a school resource officer, special response team, narcotics task force and community crime prevention. The department is located at 916 North Forbes Street, and has 13 sworn police professionals and four civilian police professionals. The city maintains a mutual aid agreement with the Lake County Sheriff's Department. Dispatch is coordinated through the Lake County Sheriff, including 911 calls.[20]

The proposed project is the construction and operation of a new courthouse facility. The Lake County Sheriff's Department provides most of the security at the courthouse facilities, and would continue to provide security services to the new courthouse facility through its contract with the court. Security screening is provided by a private security company.

Lake County Deputy Sheriffs are assigned as bailiffs to the court and provide security services to the courtrooms only while court is in session. The existing courthouse has

18 Lakeport Fire District. Available at: http://www.lakeportfire.com/about/. Accessed: July 12, 2010.
19 City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.
20 City of Lakeport Police Department. Available at: http://www.cityoflakeport.com/departments/page.aspx?deptID=76&id=50. Accessed: July 12, 2010.

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one full-time sergeant, seven 900-hour at will deputy sheriffs, and 3/5-time of one full-time deputy sheriff.[21]

The proposed project would consolidate court operations into one courthouse, which would have improved security features that increase the efficiency of the court's security operations. Sheriff and private security staffing requirements as a result of the proposed project would therefore be the same or slightly increased from current levels. With no significant security staffing increase, the proposed project would not have a substantial adverse physical impact on sheriff facilities nor would the proposed project require the construction of new facilities. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.iii) *Schools*?

No Impact. The proposed project is to construct a new courthouse facility to replace existing courthouse facilities. Residential development is not a part of the proposed project, nor would the proposed project cause population growth requiring schools. Although the proposed project is located within the Lakeport Unified School District, the project would not create a need for alteration to school facilities or new school construction. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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a.iv) *Parks*?

No Impact. The proposed project does not involve residential development or recreational facilities and would not cause an increase in population or residential housing. The proposed project would not increase the use of parks or other recreational facilities or cause physical deterioration of a park or facility. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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[21] Pers. Comm. with Captain James W. Bauman, Custody Branch Director, Public Information Officer, Lake County Sheriff's Department, July 17, 2010. Note: Staffing numbers listed above do not include personnel or services relating to the transportation and security of in-custody defendants by the County Sheriff Custody staff to the courthouse or while such inmates are at the courthouse.

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a.v) *Other public facilities*?

No Impact. The proposed project does not involve residential development and would not cause an increase in population or residential housing. The proposed project would not increase the use of public facilities such as post offices, libraries, and hospitals, nor would the proposed project cause physical deterioration of any such facilities. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

City of Lakeport Police Department. Available at: http://www.cityoflakeport.com/departments/page.aspx?deptID=76&id=50. Accessed: July 12, 2010.

Pers. Comm. with Captain James W. Bauman, Custody Branch Director, Public Information Officer, Lake County Sheriff's Department, July 17, 2010.

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

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3.15 Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) *Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated*?

No Impact. The proposed project does not involve residential development or parks or recreational facilities, and would not cause an increase in population or residential housing. The proposed project would not result in an increase in the use of neighborhood and regional parks or other recreational facilities. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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b) *Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment*?

No Impact. The proposed project does not include any recreational facility components nor would it require expansion of recreational facilities. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

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3.16 Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐

Discussion

a, b) *Would the proposed project conflict with an applicable plan, ordinance or policy, or congestion management policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit*?

Less than Significant with Mitigation. A *Traffic Impact Analysis* (June 2010, Revised October 2010) was prepared which identified potential traffic impacts that may be associated with the development of the proposed project. It included traffic analyses at intersections and street segments during typical weekday AM peak hours. The AM peak period is the most critical for court houses and presents a worst-case scenario. The traffic analysis for the proposed project includes six intersections:

- Parallel Drive / Lakeport Boulevard
- Highway 29 southbound ramps / Lakeport Boulevard
- Highway 29 northbound ramps / Lakeport Boulevard
- Bevins Street / Lakeport Boulevard
- Larrecou Lane / Lakeport Boulevard
- South Main Street / Lakeport Boulevard

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Traffic counts for the above intersections and a speed survey were conducted on April 1, 2010. Counts were performed during the AM peak hour per guidance from the AOC. The traffic volumes along Lakeport Boulevard were increased by 6.9 percent to reflect seasonal trends as identified in the City of Lakeport General Plan 2025.

The City of Lakeport has established a Level of Service (LOS) C as the minimum acceptable LOS for overall intersection operations. The standard Caltrans LOS is the LOS C/D threshold in which LOS C is acceptable in all cases and LOS D is acceptable on a case-by-case basis. Caltrans has jurisdiction over the Highway 29 northbound (NB) and southbound (SB) ramp intersections with Lakeport Boulevard.

Existing Conditions

Synchro and Sidra, traffic operations analysis software programs, were used to determine the LOS for the weekday existing AM peak hour at each of the six intersections within the proposed project area. Under Existing Conditions, all six intersections operate at acceptable LOS, either LOS A or B, during the existing weekday AM peak hour (refer to **Appendix H**, for calculations and intersection volumes*)*.

Existing Plus Background Conditions

Existing Plus Background Conditions include existing traffic plus the traffic generated by approved projects within the vicinity of the proposed project. All background projects were obtained from the City of Lakeport Planning Department website per Andrew Britton (Planning Services Manager). The trip generation for each project was calculated using the Institute of Transportation Engineers (ITE) Manual, *Trip Generation 7th Edition*, 2003. The trip distribution was calculated based on typical travel patterns in the city and engineering judgment. The background projects would generate approximately 284 AM peak hour trips (refer to **Appendix H,** *Traffic Impact Analysis*).

Traffic analysis was performed for the weekday Existing Plus Background AM peak hour at each of the study intersections within the proposed project area using Synchro and Sidra. All intersections would operate at an acceptable LOS (LOS C or better) (refer to **Appendix H**, for calculations and intersection volumes).

Existing Plus Background Plus Project Conditions

For the AM peak hour Existing Plus Background Plus Project Conditions development scenario, the proposed project trips were added to the Existing and Background trips, and then analyzed. All of the study intersections for Existing Plus Background Plus Project Conditions would continue to operate at acceptable LOS (LOS C or better) (refer to **Appendix H**, for calculations and intersection volumes*)*.

The ITE Manual, *Trip Generation 7th Edition* is the most widely accepted reference for transportation professionals for determining trip generation rates for various land use types. However, the reference does not provide trip generation rates for courthouses.

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Therefore, a methodology for determining the trip generation rate was developed based on a similar traffic study performed in San Diego, CA and with information provided by Superior Court staff.

In 2000, Linscott Law & Greenspan (LLG) prepared a Traffic Impact Analysis report for the San Diego County Courthouse. An employee survey, conducted in 1992 by San Diego County, was used to determine mode of travel, daily trips per person, and vehicle occupancy rates. In addition, the report assumed that 30 visitors/jurors were in each courtroom. The trip generation rate was calculated based on the number of employees and visitors/jurors and the results from the employee survey.

Similar methodology was used for the Lake County Courthouse *Traffic Impact Analysis*. It was assumed that the primary choice of transportation is a passenger car for each employee and visitor/juror. In addition, as in the LLG study, it was assumed that 25 percent of employees leave and return to the courthouse once during the day.

In order to determine the proposed project's AM peak hour trips, a comparison was made between the AM peak hour average rate and daily rate for General Office (Code 710) in the ITE *Trip Generation 7th Edition*. The General Office land use was used because it is similar to the proposed project and is slightly more conservative than the LLG study. This provided an AM percentage of the daily trips. This percentage was then applied to the daily trips to calculate the AM peak hour proposed project trips. The directional distribution identified in the LLG study was used to determine inbound and outbound proposed project trips.

At project build out, the proposed project would generate 403 daily trips; with 61 trips (55 in, 6 out) occurring during the AM peak hour.

The city of Lakeport plans to extend the future Court Street alignment from Lakeport Boulevard southward along the eastern boundary of the proposed project site. To accommodate this future city project, the AOC, if feasible, would dedicate right-of-way to the city to support this future arterial extension.

Cumulative Conditions (Projected 2030 Traffic Conditions) Without the Project

The cumulative traffic volumes were analyzed at the six study intersections. Two of the study intersections would operate at acceptable LOS, while four intersections would operate at unacceptable LOS. The four intersections operating at unacceptable LOS are discussed in detail below.

The **Highway 29 SB Ramps / Lakeport Boulevard** intersection would operate at unacceptable LOS F during the AM peak hour with the southbound off-ramp approach also operating at LOS F.

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The **Highway 29 NB Ramps / Lakeport Boulevard** intersection is forecast to operate at an overall LOS F during the AM peak hour. The worst approach is also forecast to operate at LOS F during the AM peak hour.

The **Bevins Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS A during the AM peak hour; however, the worst approach is forecast to operate at LOS F.

The **Main Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS E during the AM peak hour and the worst approach is forecast to operate at LOS F. It should be noted that this intersection was studied in the City of Lakeport General Plan 2025 and was forecast to operate at an overall LOS F during the PM peak hour.
Refer to **Appendix H**, for details regarding calculations and cumulative peak hour volumes.

Cumulative Plus Project Conditions

The Cumulative Plus Project traffic volumes were analyzed at the six study intersections. Two of the study intersections would operate at acceptable LOS, while four intersections would operate at unacceptable LOS. The four intersections operating at unacceptable LOS are discussed in detail below.

The **Highway 29 SB Ramps / Lakeport Boulevard** intersection would continue to operate at unacceptable LOS F during the AM peak hour. The worst approach is also forecast to operate at LOS F.

The **Highway 29 NB Ramps / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS F during the AM peak hour. The worst approach is also forecast to operate at LOS F.

The **Bevins Street / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS A during the AM peak hour; however, the worst approach is forecast to operate at LOS F.

The **Main Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS E during the AM peak hour. The worst approach is forecast to operate at LOS F. It should be noted that this intersection was studied in the City of Lakeport General Plan 2025 and was forecast to operate at an overall LOS F during the PM peak hour.

Refer to **Appendix H**, for details regarding calculations and cumulative peak hour volumes.

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Intersection Improvements

The City of Lakeport General Plan 2025 identifies either the installation of modern roundabouts or the signalization of the following four study intersections as part of the City's Long Range Roadway Improvement Program: Highway 29 SB Ramps / Lakeport Boulevard; Highway 29 NB Ramps / Lakeport Boulevard; Bevins Street / Lakeport Boulevard; and Main Street / Lakeport Boulevard. The installation of traffic signals is anticipated to improve the operations of the intersections for Cumulative Conditions Without Project. The close spacing of the intersections would require the intersections to coordinate the signals:

The installation of a traffic signal at the **Highway 29 SB Ramps / Lakeport Boulevard** is anticipated to improve the operations of the intersection to LOS C during the Cumulative Without Project AM peak hour. The traffic signal would be coordinated with the Highway 29 NB Ramps / Lakeport Boulevard and Bevins Street / Lakeport Boulevard intersections. The signal would provide a protected left turn for westbound traffic. In addition, the southbound approach should be improved to include a 150-foot right turn lane to reduce vehicle queues.

The installation of a traffic signal at the **Highway 29 NB Ramps / Lakeport Boulevard** is anticipated to improve the operations of the intersection to LOS B during the Cumulative Without Project AM peak hour. The traffic signal would be coordinated with the Highway 29 SB Ramps / Lakeport Boulevard and Bevins Street / Lakeport Boulevard intersections. The signal would provide a protected left turn for eastbound traffic. In addition, the intersection should be re-striped to provide approximately 150 feet of vehicle storage length for the eastbound left turn lane. Also, the northbound approach should be improved to include a 200-foot right turn lane to reduce vehicle queues.

The installation of a traffic signal at the **Bevins Street / Lakeport Boulevard** intersection would improve the operations of the intersection to LOS C during the Cumulative Without Project AM peak hour. The traffic signal would be coordinated with the Highway 29 SB Ramps / Lakeport Boulevard and Highway 29 NB Ramps / Lakeport Boulevard intersections.

The installation of a traffic signal at the **Main Street / Lakeport Boulevard** intersection is anticipated to improve the operations of the intersection to LOS B during the Cumulative Without AM peak hour. The signal would be split phased in the east-west direction and protected in the north-south direction. The southbound right turn lane would have an overlap phase with the eastbound split phase.

The above improvements are recommended for the Cumulative Plus Project Conditions. Therefore, fairshare contributions for the intersection improvements would be required. Each of the intersections meets the California MUTCD signal warrant for peak hour traffic volumes. The LOS calculation sheets for mitigated intersection conditions are included in **Appendix H**.

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Mitigation Measure TRANS-1 would reduce potential cumulative plus project impacts to a less-than-significant level.

Mitigation Measure TRANS-1: Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the following intersections: Highway 29 SB Ramps / Lakeport Boulevard; Highway 29 NB Ramps / Lakeport Boulevard; Bevins Street / Lakeport Boulevard; and Main Street / Lakeport Boulevard.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks*?

No Impact. The proposed project would not change air traffic patterns, increased air traffic levels or result in a change in location that would result in substantial safety risks. *Therefore, the AOC concludes there are no impacts.*

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d) *Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment*)?

Less than Significant with Mitigation. The initial field visit for the *Traffic Impact Analysis* and subsequent analysis to the proposed project intersections revealed that there are potential sight distance deficiencies for northbound left turn vehicles at the Lakeport Boulevard / Bevins Street intersection. This intersection is located at the top of a hill with the westbound approach being below grade. Exiting vehicles from the northbound driveway have sight distance constraints looking at the westbound approach of this intersection due to the crest curve and existing earth. During traffic counts/traffic analyses in April 2010, it was witnessed that left turn vehicles on the northbound approach were having trouble making the left turn from the driveway onto Lakeport Boulevard. Exiting vehicles were observed to make right turns and then make a U-turn at Larrecou Lane to continue westbound. A sight distance analysis was performed on this intersection.

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The Larrecou Lane / Lakeport Boulevard intersection is the recommended main access driveway and is located approximately 30 feet below the proposed site. This intersection was also evaluated for sight distance (refer to **Appendix H**, for results of the sight distance analysis).

The sight distance analysis shows that left turning vehicles on the northbound approach at the Bevins Street / Lakeport Boulevard intersection do not have sufficient sight distance to safely proceed onto westbound Lakeport Boulevard under the existing configuration. It

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is recommended that earthwork be performed on the south eastern side of the intersection to regrade the area in order to increase the sight distance.

Proposed project traffic would be added to this intersection. Increasing the traffic at an intersection with a pre-existing sight distance safety hazard would result in the proposed project having an impact on safety. Therefore, fairshare contributions for the intersection improvements would be required. **Mitigation Measure TRANS-2** would reduce potential impacts to less than significant levels.

Mitigation Measure TRANS-2: Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the sight distance at the Bevins Street / Lakeport Boulevard intersection.

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Significance after Mitigation: Less than Significant.

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e) *Would the proposed project result in inadequate emergency access*?

Less than Significant Impact. The proposed project site is located approximately 30 feet above Lakeport Boulevard. A site plan was not available to indicate the driveway access points to the proposed courthouse; therefore, four locations were evaluated for the proposed site (refer to **Figure 3**) and are discussed below.

Location 1: Off of Lakeport Boulevard positioned in center of project site: Location 1 is located off of Lakeport Boulevard at the center of the proposed site and would provide a central access point the courthouse. In order to accommodate the driveway at this location, significant grading would need to be performed to provide adequate sight distance and to construct the driveway up the grades to the elevation the proposed project site. In addition, the driveway would be located in between Larrecou Lane and a shopping center driveway. This would provide limited intersection spacing. It was determined that, due to the amount of earthwork needed and intersection spacing, this location is not feasible for site access.

Location 2: Off of Lakeport Boulevard across from Larrecou Lane: Location 2 is located at the Larrecou Lane intersection off of Lakeport Boulevard. This location would take advantage of an existing pathway and grading adjacent to the proposed project site. This location would provide adequate sight distance and would not limit intersection spacing. Grading would need to be performed but not to the degree of Location 1. It was determined that this location is feasible for site access and is recommended for the main access.

Location 3: Off of Bevins Street through the Lake County Chamber of Commerce parking lot: Location 3 takes advantage of the Lake County Chamber of Commerce parking lot, located above the proposed project site, to provide an access driveway. To accommodate

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this driveway location, grading and construction of retaining walls would need to be performed and the elimination of parking spaces would occur. It was determined that this location is not feasible for site access.

Location 4: Off of Bevins Street behind the Lake County Chamber of Commerce: Location 4 is located behind the Lake County Chamber of Commerce and would take advantage of an existing pathway and grading adjacent to the proposed project site. Limited grading would need to be performed. It was determined that this location is a feasible site access and is recommended for secondary access for prisoner pick-up and drop-off.

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The proposed project would conform to recommendations of the Superior Court of California, the Lake County Sheriff's Department, and the Lakeport Fire Department to ensure adequate emergency access considerations. The driveways would be required to be designed to accommodate emergency vehicles. There would be no blockage of access or traffic pattern disturbance that would significantly affect emergency access. Red curbs would be required along driveways and entrances to the courthouse to provide sufficient access response time for emergency vehicles. A fire lane would be required and on average should be approximately 20 feet in width at minimum and must be kept clear at all times. The proposed project would conform to design requirement for the Superior Court of California and the City of Lakeport. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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f) *Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities*?

Less than Significant with Mitigation. Lake Transit provides mass transit for Lake County and provides local and regional bus service for the City of Lakeport along four routes (Route 4, 4A, 7, and 8). Route 8 (Lakeport City) provides exclusive service for the City of Lakeport from Peckham Court in the south to Sutter Lakeside Hospital in the north. Routes 4 (South Shore) and 4A (Soda Bay) provide regional service to Clearlake and Kit's Corner, respectively, with limited city service. Route 7 (Lakeport – Ukiah) provides regional service from Lakeport to the Ukiah Municipal Airport, Greyhound, and Amtrak stations. The transfer point in the City of Lakeport is located on Main Street at the Third Street intersection. Currently, Routes 4, 4A, and 8 travel along Lakeport Boulevard in the vicinity of the proposed project. Route 4 does not stop in the vicinity of the proposed project, and Route 4A stops at Mendocino College on Parallel Drive, approximately ½ mile west of the proposed project site. Route 8 stops at Mendocino College and the Bevins Court Health Center on Bevins Street. There are currently no bus stops at the proposed project site.

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It is recommended that bus stops be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards. The addition of the bus stops would provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project.

According to the 2006 Lake County Regional Bikeway Plan, the county has five bikeways. None of the bikeways are in the vicinity of the proposed project site. The nearest bikeway facility is a Class II Bike Lane located on North High Street approximately 1.5 miles away. The Transportation Element of the City of Lakeport General Plan 2025 identifies Parallel Drive, Lakeport Boulevard, Bevins Street, and Main Street as future bikeway locations. **Mitigation Measures TRANS-3** and **TRANS-4** would reduce potential impacts to less than significant levels.

Mitigation Measure TRANS-3: Prior to occupancy and operation of the courthouse, bus stops shall be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards, in order to provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project.

Mitigation Measure TRANS-4: Prior to occupancy and operation of the courthouse, high visibility crosswalks shall be installed to provide safe access for pedestrians to and from the bus stops. In addition, pedestrian access should be provided throughout the proposed project with links to the existing pedestrian pathways and sidewalks.

Significance after Mitigation: Less than Significant.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

Dow & Associates, *Lake County Regional Bikeway Plan*. Adopted by the Lake County Area Planning Council on: August 9, 2006. Accessed: July 6, 2010. Available at: www.lakeapc.org/docs/2006%20Lake%20Regional%20Bikeway-Final.pdf

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

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3.17 Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) *Would the proposed project conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board*?

Less than Significant Impact. The proposed project would be served by the City of Lakeport Municipal Sewer District (CLMSD). Pursuant to City of Lakeport Ordinance No. 872 (2008), any residence or facility within the boundaries of CLMSD must connect to the municipal sanitary sewer system with limited exception. The boundaries of the CLMSD include areas within the City of Lakeport, in addition to a few unincorporated areas to the south and west. The CLMSD collection and treatment system spans approximately 135,400 feet of collector sewer mains and 13,500 feet of interceptor sewers.[22] The wastewater treatment facility is located at 795 Linda Lane, just southeast of the city limits. The treatment facility was constructed in the early 1990s for an average dry weather flow of one million gallons per day (mgd).

Wastewater produced by the proposed project would be limited to restroom facilities for the courthouse and is considered negligible. In addition, courthouse activities would not

[22] City of Lakeport Municipal Sewer District, *Sewer System Management Plan, 2010*. Available at: http://www.cityoflakeport.com/docs/SSMP-Final-512201062607PM.pdf. Accessed: July 12, 2010.

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result in containment emissions that would require a higher wastewater treatment level since sanitary wastewater would only be generated during courthouse operations. Therefore, the existing wastewater system would be capable of handling the wastewater generated from the new facility.

The proposed project would primarily shift employees from existing facilities to the new courthouse location. Any increase in the number of employees attributable to the proposed project would be minimal. Thus, the amount of wastewater generated by the proposed project would be similar to that generated in existing facilities and would not require a higher level of treatment. The proposed project would not conflict with requirements of the Regional Water Quality Control Board. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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b) *Would the proposed project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects*?

Less than Significant Impact. The City of Lakeport would provide water and wastewater treatment services to the proposed project. The proposed project would construct one courthouse that replaces the existing facilities currently located in three separate locations. The amount of water used and wastewater generated daily would likely be the same as the existing amount of water used and wastewater generated.

As noted above, the proposed project is not anticipated to result in a substantial increase in employees. Therefore, the amount of water consumed by the proposed project would not result in the need to expand water facilities. The proposed project would connect to the existing water system and would not include the development of new water lines. Therefore, the impact would be less than significant.

As noted above, the proposed project is not anticipated to result in a substantial increase in employees. Therefore, the amount of wastewater generated by the proposed project would not result in the need to expand wastewater treatment facilities. The proposed project would connect to the existing wastewater system and would not include the development of new sewer lines. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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c) *Would the project require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects*?

Less than Significant Impact. The proposed project site is currently undeveloped; therefore, development of the new courthouse facility would include impervious surfaces. While it is anticipated that the proposed project may result in storm water runoff from non-storm and storm water discharges, as discussed in Section 3.9, Hydrology and Water Quality, the proposed project would be required to comply with NPDES regulations, ensuring that impacts to storm water drainage systems are minimized. Under the NPDES program, the construction contractor would be required to prepare a SWPPP and Erosion Control Plan. In addition, the city has adopted a Storm Water Management Plan (SWMP) which is designed to reduce the discharge of pollutants into Clear Lake and to enhance the water quality. The city has also adopted an ordinance that would prohibit non-storm water discharge into the city's storm drainage system. The design of the proposed project will meet all city and state requirements.

Implementation of the SWPPP, the Erosion Control Plan, and SWMP would minimize the potential for construction-related surface water pollution as well as the water quality during operation due to new storm water drainage facilities. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed*?

Less than Significant Impact. According to the *City of Lakeport 2008 Water Master Plan*, the city obtains water from two sources: groundwater sources from four wells in Scotts Valley and water from Clear Lake treated at the city's water treatment plant. The city currently has an agreement with Yolo County Flood Control, who has the water rights to Clear Lake to draw up to 2,000 acre-feet per year. The city also has water conservation programs in place. Any increase in the number of employees attributable to the proposed project would be minimal. Thus, the amount of water needed by the proposed project would be similar to that used by existing courthouse facilities. The proposed project is not expected to require additional water supplies above what has already been anticipated in the City of Lakeport General Plan 2025. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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e) *Would the proposed project result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments*?

Less than Significant Impact. Wastewater generated by the City of Lakeport is collected and transported to the City of Lakeport wastewater treatment plant (WWTP), located southwest of the city limits. The WWTP (which is owned and operated by the CLMSD) had an original design treatment capacity of 1.05 million gallons per day (MGD) of dry weather flow and a maximum daily discharge not to exceed 3.8 million gallons (MG). In 2007, the City of Lakeport received a Cease and Desist Order from the California Regional Water Quality Control Board Central Valley Region which reduced capacity to 0.42 MGD dry weather flow. Currently, the CLMSD has adequate capacity for approximately 100 residential unit equivalents under the Cease and Desist Order restrictions. In addition, the SSMP acknowledges that the CLSMD intends to expand the sewer system over the next 10 years to accommodate the potential commercial and residential growth within the city.

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Any increase in the number of employees attributable to the proposed project would be minimal. Thus, the amount of wastewater generated by the proposed project would be similar to that generated in existing facilities. The project would not exceed the capacity of the City's WWTP. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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f) *Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs*?

Less than Significant Impact. Lakeport has a contract with the Lakeport Disposal Company for its solid waste disposal. Most solid waste refuse from Lakeport is transported first to a transfer station on on Soda Bay Road outside of the Lakeport city limits, and then on to the East Lake Landfill, located just outside the City of Clearlake. The Eastlake Landfill is located on a 32 acre parcel outside the city limits of Clearlake. The landfill has a total permitted capacity of six million cubic yards and the estimated remaining capacity is 2,859,962 cubic yards (or 47.3 percent).[23] The estimated closure date for the landfill is December 2027. This landfill has enough capacity to accommodate solid waste generated by the proposed project. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

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Mitigation required: None.

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[23] California Department of Resources Recycling and Recovery, 2010. Available at: http://www.calrecycle.ca.gov/profiles/Facility/Landfill/LFProfile1.asp?COID=17&FACID=17-AA-0001, Accessed: July 13, 2010.

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g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste*?

Less than Significant Impact. The AOC shall ensure that the best method of solid waste disposal and reduction of the solid waste stream is implemented at the proposed project site. The proposed project would result in the transfer of all solid waste to permitted facilities (including hazardous waste). The proposed project is expected to comply with all federal, state, and local statutes and regulations related to solid waste. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

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3.18 Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) Have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a) *Would the proposed project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory*?

Less than Significant with Mitigation. The proposed project may have potentially significant impacts on biological resources (Section 4.3) and cultural resources (Section 4.4). However, implementation of mitigation measures in those sections would reduce these potential impacts to a less-than-significant level.

---

b) *Would the proposed project have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less than Significant with Mitigation. The proposed project may have potentially significant impacts on air quality (Section 3.3), biological resources (Section 3.4), cultural resources (Section 3.54), noise and vibration (Section 3.12), and transportation and traffic (Section 3.16), which would include cumulative impacts. However,

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implementation of mitigation measures in those sections would reduce these potential impacts to a less-than-significant level.

The probability of construction of other proposed projects in the area and their construction timetables are uncertain due to current economic issues, and construction of the proposed project is expected to be completed in 2014. Since potential impacts from the proposed project and future projects would be mitigated in accordance with local and state regulations and the construction of other projects would likely occur after completion of the proposed courthouse, the AOC concludes that the cumulative impacts from the proposed project would be less than significant.

The proposed project would consolidate existing courthouse staff at one location; no additional staff would be added with this project. Therefore, the proposed project is not growth-inducing in and of itself.

---

c) *Would the proposed project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly*?

Less than Significant with Mitigation. The proposed project may have potentially significant impacts on air quality (Section 3.3), biological resources (Section 3.4), cultural resources (Section 3.54), noise and vibration (Section 3.12), and transportation and traffic (Section 3.16). However, implementation of mitigation measures in those sections would reduce these potential impacts to a less-than-significant level.

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Chapter 4

Report Preparers

Judicial Council of California

Administrative Office of the Courts
2860 Gateway Oaks Drive
Sacramento, CA 95833-3509

Laura Sainz, Environmental Program Manager
Office of Court Construction and Management

RBF Consulting

4540 Duckhorn Drive, Suite 202
Sacramento, CA 95834

Bruce Gove, Project Manager
Jennifer Stewart, Environmental Planner
Frederik Venter, Transportation Engineer
Eddie Torres, Air Quality and Noise Specialist
Lane Simmons, GIS Specialist

ENPLAN

3179 Bechelli Lane
Redding, CA 96002

Donald Burk, Botanical Field Surveys
Darrin Doyle, Wildlife Evaluation
Wayne Waint, Archaeologist

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Appendix M
Mitigation Monitoring Plan

Mitigation Monitoring Plan

Introduction

Section 15097 of CEQA requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency, whenever approval involves the adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

As stated in Chapter 2 of the Final Initial Study, the AOC will implement the project in compliance with standard conditions and requirements for state or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the California Building Code, National Pollutant Discharge Elimination System (NPDES) permit system, Public Resources Code Section 5097 for discovery of unexpectedly encountered human remains, and Lake County Air Quality Management District (LCAQMD) Rules.

The AOC's plans for the project also include project design features - specific design elements that the AOC has incorporated into the project's construction and operation to prevent the occurrence of potential environmental effects or reduce the significance of potential environmental effects. The project design features are actions that conform to the California Trial Court Facilities Standards' specifications. For example, the parties implementing the proposed project will use best management practices and technologies aimed to limit the use of natural resources as well as the project's operating cost over the life of the building. Because the AOC is incorporating the project design features into the project, the design features do not constitute mitigation measures as defined by CEQA.

The AOC's proposed courthouse design will conform to the specifications of the California Trial Court Facilities Standards, including the standard that the AOC shall design and construct court buildings using proven best practices and technology with careful use of natural resources. To implement this standard, the project's project manager will include specifications that design efforts and construction operations implement best management practices and other measures throughout the construction phase to avoid or minimize potential impacts. These project design features, best management practices, and other measures will include:

- General measures:
  - Designate a contact person for public interaction.
  - Inform the Lakeport community through the use of a website that identifies the upcoming work and potential impacts to the surrounding communities.
- Storm water, water quality, and soil erosion management measures:
  - The AOC's construction contract will include provisions that require the construction contractor to obtain the Central Valley Regional Water Quality Control Board's (RWQCB) approval of a Storm Water Pollution Prevention Plan (SWPPP). Prior to

the start of construction, the AOC will ensure that the construction contractor prepared a SWPPP and secured the RWQCB's approval of the plan.

- The construction contractor will incorporate BMPs consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction (California Stormwater Quality Association, 2003).
- For construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, and/or other measures.
- Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.

- Air quality management measures. The construction contractor will:
  - Provide an asbestos-dust-hazard mitigation plan (also referred to a serpentine dust control plan) prior to any construction activities on-site. The Plan should include provisions for dust control measures to achieve no visible emissions, prevent material track-out onto the public road, provide for worker notification of the plan requirements and asbestos hazards, the posting of an asbestos warning notice at the site, and the covering of all disturbed serpentine surfaces subject to traffic wear or wind erosion with non-asbestos containing materials. Exposed serpentine surfaces that may be subject to vehicular traffic should have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material.
  - When necessary, apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times a day to prevent generation of dust plumes.
  - Moisten or cover excavated soil piles to avoid fugitive dust emissions.
  - Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions, trackout, or nuisance conditions. The construction contractor will be required to stop work until corrective measures are in place.
  - Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site.
  - Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions.
  - Ensure that all construction and grading equipment is properly maintained.
  - Ensure that construction personnel turn off equipment when equipment is not in use.
  - Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.

- When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
- Suspend heavy-equipment operations during first-stage and second-stage smog alerts.

- Noise and vibration measures. The construction contractor will:
  - Equip construction equipment with the best available noise attenuation device such as mufflers or noise attenuation shields.
  - When feasible, for construction operations use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

The intent of this Mitigation Monitoring Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures to reduce or avoid significant environmental impacts. Mitigation measures identified in this Mitigation Monitoring Plan are in the Initial Study prepared for the proposed project. AOC representatives will use this Mitigation Monitoring Plan to ensure compliance with mitigation measures during project implementation.

The following table provides a summary of all mitigation and monitoring that will be conducted for the project. It also identifies the responsible monitoring agency and implementation phase.

New Lakeport Courthouse
Mitigation Monitoring Plan

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
AIR QUALITY				
Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**AQ- 1:** During construction operations, excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following best management practices: • Limit on-site vehicle speed to 15 miles per hour. • Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water three times daily with complete coverage, preferably in the late morning and after work is done for the day. • Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust. • Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust. • Indicate these control techniques in project specifications. Compliance with the measure shall be subject to periodic site inspections by the city.	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable measures are implemented / enforced during construction	AOC construction inspector	During construction activities / operations

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	• Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible. • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). • Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.			
Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**AQ-2:** The project applicant shall notify the Lake County Air Quality Management District of intended operations 30 days prior to construction activity. The project applicant shall file and receive approval of an asbestos-dust-hazard mitigation plan (also referred to as a serpentine dust control plan) prior to any construction activity at the project site. The plan shall address and include mitigation for: excavation, roads, yards, driveways, parking areas, hauling and tracking of material onto adjacent roadways. All	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that the Lake County Air Quality Management District is notified of intended operations. Ensure that an asbestos-dust-hazard mitigation plan / serpentine dust control plan is filed and approved prior to any construction activity.	AOC project manager	30 days prior to commencement of construction activity

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	material shall be transported in a manner minimizing dust emissions. In no instance shall the dust from such operations exceed five percent opacity 20-feet from the traveled surface. The applicant shall inform employees working at the project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan. The plan shall be consistent with the California Air Resources Board Section 93105, *Final Regulation Order – Asbestos Air Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*.	Ensure that applicable air quality measures are implemented / enforced during construction	AOC construction inspector	During construction activities / operations
BIOLOGICAL RESOURCES				
Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?	**BIO-1:** Following the development of a site plan and prior to the commencement of construction activities, the AOC shall prepare a Mitigation Plan to offset impacts to the on-site serpentine herb community and the following three special-status plants species: 1) Colusa layia; 2) serpentine cryptantha; and 3) bent-flowered fiddleneck. Tracy's clarkia shall also be avoided/protected where possible.	Incorporate biological resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Prepare a Mitigation Plan to offset impacts to the on-site serpentine herb community and the following three special-status plants species: 1) Colusa layia; 2) serpentine	AOC CEQA project manager	After development of a site plan and prior to the commencement of construction activities

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	As discussed with California Department of Fish and Game (CDFG) staff, the highest priority for mitigation shall be to avoid and protect the existing on-site populations of the special-status plants to the extent feasible. Secondly, if suitable habitat will be temporarily disturbed but will remain viable in the long term, an effort shall be made to re-establish special-status plant populations in these areas upon completion of construction. If CDFG determines that the available on-site options for plant protection and re-establishment do not fully compensate for the project impacts, off-site mitigation shall be provided. This can be accomplished through preservation or enhancement of off-site serpentine habitats and special-status plant populations, restoration of degraded habitats on other local sites capable of supporting the sensitive resources, creation of new habitats capable of supporting the sensitive resources, and/or purchase of appropriate credits at a qualifying mitigation bank (if available).	cryptantha; and 3) bent-flowered fiddleneck. Tracy's clarkia shall also be avoided/ protected where possible.		
		Ensure that the Mitigation Plan is submitted to the California Department of Fish and Game for review, and approved in writing by the California Department of Fish and Game	AOC CEQA project manager	Prior to commencement of construction activities
		Ensure that applicable biological resource measures are enforced during construction	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	The Mitigation Plan shall be submitted to CDFG for review, and shall be approved in writing by CDFG prior to initiation of construction activities. The Plan shall identify the mitigation site(s); methods to be employed to protect, restore, enhance, and/or create serpentine-herb habitat and the associated special-status plant populations; an implementation schedule; success criteria; monitoring and reporting requirements; long-term maintenance provisions; remedial measures to be undertaken if the success criteria are not fully met; and/or other pertinent data to ensure successful mitigation.			
Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?	**BIO-2:** Vegetation removal shall be conducted between August 1 and February 28, if feasible. If vegetation removal must be conducted between March 1 and July 31, a nesting bird survey shall be conducted within two weeks prior to initiation of work. If active nests are present, work within 500 feet of the nest(s) shall be postponed until the young have fledged, unless a smaller next buffer zone is authorized by the California	Incorporate biological resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable biological resource measures are enforced during construction	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	Department of Fish and Game.			
CULTURAL RESOURCES				
Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	**CUL-1:** If previously unevaluated cultural resources are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist and a Native American representative can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant,	Incorporate cultural resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Document incorporation of cultural resource measures into project's contract specifications to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to completion of contract specifications
		Document the identity and professional qualifications of qualified archaeological monitor(s) to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to start of construction
		If an archaeological monitor prepares management recommendations for a discovered resource, the monitor shall document completion of the management recommendations as soon as practical to the AOC's project	AOC project manager, construction inspector, and environmental analyst	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	they will notify the AOC. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources. In considering any suggested mitigation proposed by the archaeologist and Native American representative, the AOC will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.	manager, construction inspector, and environmental analyst		
		Ensure that applicable cultural resource measures are enforced during construction	AOC construction inspector	During construction
Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**CUL-2:** In the event that paleontological resources are discovered during ground disturbing activities, grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional paleontologist	Incorporate paleontological resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Document incorporation of paleontological	AOC project manager and environmental analyst	Prior to completion of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	as appropriate. A qualified professional paleontologist shall then make recommendations for measures necessary to protect the find, or to undertake data recovery, excavation, analysis, and curation of paleontological materials as appropriate.	resource measures into project's contract specifications to AOC's environmental analyst		
		Document the identity and professional qualifications of qualified paleontological monitor(s) to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to start of construction
		If a paleontological monitor prepares management recommendations for a discovered resource, the monitor shall document completion of the management recommendations as soon as practical to the AOC's project manager, construction inspector, and environmental analyst	AOC project manager, construction inspector, and environmental analyst	During construction
		Ensure that applicable measures are enforced during construction	AOC construction inspector	During construction
Would the proposed project disturb any human remains,	**CUL-3:** If human remains are encountered unexpectedly during	Incorporate cultural resource measures into	AOC project manager	During preparation of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
including those interred outside of formal cemeteries?	construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Lake County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.	project's contract specifications		
		Document incorporation of cultural resource measures into project's contract specifications to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to completion of contract specifications
		If human remains are discovered, the Lake County Coroner shall be contacted immediately, and no further disturbance shall take place	AOC project manager and construction inspector, and environmental analyst	During construction
		Ensure that applicable cultural resource measures are enforced during construction	AOC construction inspector	During construction
NOISE				
Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**NOI-1:** Construction shall commence no earlier than 7:00 a.m. and cease no later than 6:00 p.m. on weekdays. Construction work might occur on Saturdays; if so, it shall commence no earlier than 9:00 a.m. and cease no later than 6:00 p.m.	Incorporate noise measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable measures are implemented	AOC construction inspector	During construction
Would the project result in exposure of persons to, or	**NOI-2:** To reduce noise impacts due to construction, the project applicant	Incorporate noise measures into project's	AOC project manager	During preparation of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	shall require construction contractors to implement the following measures which shall be ongoing through grading and construction: • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a	contract specification		
		Ensure that applicable noise measures are implemented	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.			
Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**NOI-3:** Prior to any ground disturbance activities, the AOC shall develop a list of measures to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures shall include the following: • A procedure and phone numbers for notifying the AOC project manager and the construction contractor (during regular construction hours and off-hours); • A sign posted on-site pertaining the permitted construction days and hours and complaint	Incorporate noise measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable measures are implemented	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	procedures and who to notify in the event of a problem. The sign shall also include a listing of the construction contractor's telephone numbers (during regular construction hours and off-hours); • The designation of an on-site construction complaint and enforcement manager for the project. The manager shall act as a liaison between the project and its neighbors. The manager's responsibilities and authority shall include the following: o An active role in monitoring project compliance with respect to noise; o Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers; o Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and o Intervening or discussing mitigation options with			

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	contractors. • Notification of adjacent property owners and occupants at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and • A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.			
TRANSPORTATION AND TRAFFIC				
Would the proposed project conflict with an applicable plan, ordinance or policy, or congestion management policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not	**TRANS-1:** Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the following intersections: Highway 29 SB Ramps/ Lakeport Boulevard; Highway 29 NB Ramps / Lakeport Boulevard; Bevins Street / Lakeport Boulevard; and Main Street / Lakeport Boulevard.	Incorporate transportation and traffic measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that the City of Lakeport receives the proposed project's fair share contribution	AOC project manager and AOC CEQA project manager	Prior to occupancy and the operation of the courthouse

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**TRANS-2:** Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the sight distance at the Bevins Street / Lakeport Boulevard intersection.	Incorporate transportation and traffic measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that the City of Lakeport receives the proposed project's fair share contribution	AOC project manager and AOC CEQA project manager	Prior to occupancy and the operation of the courthouse
Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	**TRANS-3:** Prior to occupancy and operation of the courthouse, bus stops shall be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards, in order to provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project.	Incorporate transportation and traffic measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that bus stops are constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards	AOC project manager and construction inspector	Prior to occupancy and the operation of the courthouse
Would the proposed project conflict with adopted policies, plans, or programs regarding	**TRANS-4:** Prior to occupancy and operation of the courthouse, high visibility crosswalks shall be installed	Incorporate transportation and traffic measures into	AOC project manager	During preparation of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	to provide safe access for pedestrians to and from the bus stops. In addition, pedestrian access should be provided throughout the proposed project with links to the existing pedestrian pathways and sidewalks.	project's contract specifications		
		Ensure that high visibility crosswalks are installed for pedestrians to and from the bus stops. Ensure pedestrian access is provided throughout the proposed project with links to existing pathways and sidewalks.	AOC project manager and construction inspector	Prior to occupancy and the operation of the courthouse

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LIST OF ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADOC	Administrative Director of the Courts
AMSL	Above Mean Sea Level
AOC	Administrative Office of the Courts
APC	Area Planning Council
APE	Area of Potential Effects
APN	Assessor Parcel Number
BMP	Best Management Practice
BGS	Below Ground Surface
BGSF	Building Gross Square Foot/Feet
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	Methane
City	City of Lakeport
CLSMD	City of Lakeport Sewer Management District
CNDDB	California Natural Diversity Data Base
CNPS	California Native Plant Society

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CO	Carbon Monoxide
County	County of Lake
CWA	Clean Water Act
dB	Decibel scale
dBA	A-weighted decibel scale
DTSC	Department of Toxic Substance Control
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHGs	Greenhouse Gases
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
kWh	Kilowatt Hour
LCAQMD	Lake County Air Quality Management District
L_{dn}	Day-Night Sound Level
L_{eq}	Equivalent Sound Level
LEED	Leadership in Engineering and Environmental Design
LOS	Level of Service
LUFT	Leaking Underground Fuel Tank
MWh	Megawatt Hour
NB	Northbound
N_2O	Nitrous Oxide

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NOI	Notice of Intent
NO_x	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
OPR	California Governor's Office of Planning and Research
$PM_{2.5}$ / PM_{10}	Particulate Matter
PPM	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
Proposed Project	New Lakeport Courthouse
Q	Quaternary alluvium and marine deposits (Pliocene and Holocene)
RCRA	Resource Conservation and Recovery Act
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB	Southbound
SCAQMD	South Coast Air Quality Management District
SLIC	Spills, Leaks, Investigative Cleanup
SSMP	Sewer System Management Plan
Superior Court	Superior Court of California, County of Lake
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWMP	Storm Water Management Plan
um	Ultramafic Rocks, Chiefly Mesozoic, Unit 3
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
WWTP	Waste Water Treatment Plant

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Chapter 1

Initial Study – Overview

1. Project Title:	New Lakeport Courthouse Superior Court of California, County of Lake
2. Lead Agency Name and Address:	Judicial Council of California Administrative Office of the Courts 455 Golden Gate Avenue San Francisco, CA 94102-3688
3. Contact Person and Phone Number:	Laura Sainz, Manager Environment Analysis and Compliance Unit Office of Court Construction and Management (916) 263-7992
4. Project Location:	675 Lakeport Boulevard Lakeport, California
5. Project Sponsor's Name and Address:	Administrative Office of the Courts 455 Golden Gate Avenue San Francisco, CA 94102-3688
6. General Plan Designation(s):	MR (Major Retail)
7. Zoning Designation(s):	C-2 (Major Retail)

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Chapter 2

Project Description

Introduction

The Judicial Council of California ("Judicial Council") is the rule-making arm of the California court system. It was created by an amendment to article VI of the California Constitution in 1926. In accordance with the California Constitution and under the leadership of the Chief Justice of the Supreme Court of California, the Council is responsible for ensuring the "consistent, independent, impartial, and accessible administration of justice." The Judicial Council's staff agency, the Administrative Office of the Courts, (AOC) is responsible for implementing the Judicial Council's policies. In that role, the AOC is responsible for implementation of the Trial Court Facilities Act of 2002, the landmark legislation that shifted the governance of courthouses from California counties to the State of California.

Following the Trial Court Facilities Act of 2002, the AOC conducted a survey to assess the physical condition of the state's courthouses. The survey showed that 90 percent of courthouses need improvements to protect the safety and security of the public, litigants, jurors and families who do business in California's courts. In October 2008, the Judicial Council identified 41 immediate and critical need courthouse projects, in an effort to prioritize future courthouse construction and renovation. The 41 projects are located in 34 counties across the state.

Also in 2008, Senate Bill (SB) 1407, authored by Senator Don Perata, was passed by the legislature and signed by Governor Schwarzeneggar. SB 1407 identified funding to address the physical condition of the state's courthouses. The funding identified is made up of court fines and fees and does not impact the state's general fund.

The New Lakeport Courthouse ("proposed project") is one of the 41 immediate and critical need projects identified by the Judicial Council in 2008. For this proposed project, the AOC would construct a new, approximately 51,000 building gross square foot (BGSF) courthouse, including four courtrooms in the City of Lakeport for the Superior Court of California, County of Lake ("Superior Court"). The proposed project site is currently owned by a private entity, and the State is currently in the feasibility analysis and initial land acquisition process.

Statutory Authority and Requirements

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations, the Judicial Council typically acts as the lead agency for courthouse projects. The Judicial Council has delegated this authority to the AOC. In its evaluation of a proposed project, the AOC must consider a project's potential environmental impacts by preparing the appropriate environmental documentation as specified by CEQA. If the AOC finds no evidence that the project (either as proposed or modified to include mitigation measures) may cause a significant physical effect on the environment, then the AOC will: 1) find that the proposed project will not have a significant effect on the environment; and 2) adopt a negative declaration (or mitigated

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negative declaration) for the proposed project. Alternatively, if the AOC finds evidence that any aspect of the project may cause a significant effect on the environment (even after the addition of mitigation measures), the AOC will determine that an Environmental Impact Report (EIR) is necessary to analyze project-related and cumulative environmental impacts. The AOC may decide to prepare a negative declaration (or mitigated negative declaration) rather than an EIR only if "there is no substantial evidence in light of the whole record before the lead agency" that significant effects may occur (PRC Section 21080).

This document is an Initial Study. The purpose of this document is to provide an environmental basis for: 1) the level of CEQA review for the proposed project, i.e., a negative declaration or an EIR; and 2) any subsequent discretionary actions the AOC may take on the proposed project. The final document is not a policy document and its approval and/or certification by the AOC neither presupposes nor mandates any actions on the part of other agencies from whom permits and/or other discretionary approvals will be required for the proposed project.

This document is also subject to public review. During the public review period, stakeholders, public agencies, and the general public may provide written comments to the AOC on environmental issues relative to the proposed project. The AOC will include all comments received and provide written responses in the final CEQA document.

Section 15063 of the State *CEQA Guidelines* identifies specific requirements for an Initial Study, including:

- A description of the proposed project, including the location of the project;
- A description of the environmental setting;
- The identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- A discussion of ways to mitigate significant effects identified, if any;
- An examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name of the person or persons who prepared or participated in preparation of the Initial Study.

Incorporation by Reference

Pertinent documents used in the development of this Initial Study have been cited and incorporated in accordance with Sections 15148 and 15150 of the State *CEQA Guidelines*, to eliminate the need for including voluminous engineering and technical reports. This Initial Study has incorporated by reference the City of Lakeport General Plan 2025. The general plan was utilized throughout this Initial Study and is available for review on the City of Lakeport's website

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at: http://www.cityoflakeport.com/docs/City-of-Lakeport-General-Plan-2025_Augus-8312009103657PM.pdf.

The City of Lakeport adopted its general plan in April 2009. The general plan formalizes a long term vision for the City of Lakeport and outlines policies, standards, and programs to guide day-to-day decisions concerning Lakeport's development through the year 2025.

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The general plan elements reviewed in the preparation of this Initial Study include:

- *Land Use* – including proposed use classifications, buildout projections, land use policies, and public services and facilities.
- *Transportation* – including existing and proposed location of the roadway network, transit systems, bikeways and pedestrian paths, as well as scenic roadways.
- *Conservation* – including analysis of open space, agricultural resources, biological resources, air quality, water resources, and mineral resources.
- *Open Space, Parks, and Recreation* – including a comprehensive system of open space, parks, and recreational opportunities available for public use, and identifying historic structures and preservation districts within the city.
- *Noise* – including a discussion of noise includes noise sources, projected contours, and mitigation policies.
- *Safety* – addressing geology and seismicity, flooding, hazardous materials, and wildfires. Geologic, seismic, and flooding hazards are mapped.

The Proposed Project

The AOC proposes to acquire property for a new courthouse site in the City of Lakeport, construct a new four-courtroom courthouse facility, and operate the facility to serve the Superior Court. The Superior Court of California, County of Lake serves the residents of Lake County in the main business district of Lakeport. Currently, the court occupies the fourth floor of the Lakeport Courthouse, a shared use facility. This facility has significant security problems, severe accessibility deficiencies, is very overcrowded, and has many physical problems preventing the court from providing safe and efficient court services to the public.

The proposed project consists of the construction of a new courthouse building on an approximately six-acre site located at 675 Lakeport Boulevard, in the City of Lakeport. The proposed new courthouse would be approximately 51,000 BGSF, two stories high, and would include four courtrooms, associated support space, and approximately 120 parking spaces. The proposed new courthouse would include space for all court operations, and would include support space for court administration, court clerk, court security operations and holding, and building support space. The proposed new courthouse would also include a basement containing approximately 7,000 BGSF for a detention-level holding area for persons in custody and

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associated vehicular/pedestrian sally ports and sheriff parking, secure judges' parking, storage and other required areas to service the building.

The proposed new courthouse would replace the existing court space currently in the Lakeport Courthouse, located at 255 N. Forbes Street in the City of Lakeport, where the court occupies the fourth floor. The existing courthouse building includes four courtrooms and is only partially occupied by the court. After construction of the proposed new courthouse, the County of Lake would retain ownership of the existing court space for use by other county agencies. In addition, the proposed project would replace the leased Records Storage Annex, located at 832 Lakeport Boulevard in the City of Lakeport. The court currently holds a lease on approximately 1,400 square feet of space for records storage. After construction of the proposed new courthouse, the leased Records Storage Annex would no longer be required. The Superior Court also has a self-help center in the downtown area. The center is in leased space which would not be needed after the new courthouse is built. The self-help center will be located in the new courthouse.

Existing Setting

The proposed project would construct a new courthouse and relocate staff from existing facilities in the Lakeport area. These existing facilities include:

- Existing Lakeport Courthouse – The Municipal and Superior Courts of Lake County agreed to consolidate administratively, effective July 1, 1995. With unanimous consent of the Municipal and Superior Court Judges, the Judicial Council certified the courts as being unified on June 30, 1998. The official title of the court is the Superior Court of California, County of Lake (Superior Court). Unification facilitates the court's efforts to achieve the maximum utilization of judicial and other court resources, to accomplish increased efficiency in court operations, and to increase public access to court services. The court operates out of the fourth floor of the Lakeport Courthouse building, located at 255 N. Forbes Street in the City of Lakeport (APN 025-401-05), and has approximately 15,332 BGSF. This full service court building is county owned, and handles all case types. Once the court vacates this building, the county intends to reassign the space to other county agencies.

- Existing Records Storage Annex – The Records Storage Annex is located at 832 Lakeport Boulevard in the City Lakeport (APN 025-472-05). The court currently leases approximately 1,400 square feet of space for records storage. After construction of the proposed new courthouse, the Records Storage Annex would no longer be required, as the new courthouse would accommodate records storage.

- The Superior Court also has a self-help center in the downtown area. The center is in leased space which would not be needed when the new courthouse is built. The self-help center will be located in the new courthouse.

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Proposed Project Purpose and Objectives

The purpose of the proposed project is to provide a new trial court facility that meets the needs of the Superior Court. The AOC's project objectives are to:

- Provide the Superior Court with a new courthouse with approximately 51,000 BGSF with four courtrooms and improved facilities, including a jury assembly room with ample seating, vending, and restroom facilities;
- Provide a safe and secure courthouse in Lakeport for the public and staff;
- Increase court operational efficiency and improve public service with this new fully accessible court facility; and
- Provide consolidated space for the Superior Court's staff and operations.

Project Site and Vicinity

Lake County is located in northern California, about two and one-half hours driving time from both the San Francisco Bay Area and the Sacramento Metropolitan Area; approximately 110 miles north of San Francisco, 100 miles west of Sacramento, and 80 miles east of the Pacific Coast. The proposed new courthouse site is located at 675 Lakeport Boulevard. The proposed project site borders Lakeport Boulevard and Highway 29, and is adjacent to the Lake County Chamber of Commerce. Lakeport Boulevard forms the northern boundary of the proposed project site, while Highway 29 is approximately 0.10 miles west, and S. Main Street is located approximately 0.22 miles east of the proposed project site. The proposed project site is approximately one-half mile west of Clear Lake. While the proposed project would be located on a hilltop, the actual site for the new courthouse is relatively flat and currently vacant. A project location map is shown in **Figure 1**. A topographic map showing the proposed project location is shown in **Figure 2**. The project site location and proposed access points are shown in **Figure 3**. A conceptual site plan of the proposed project is not available at this time.

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The City of Lakeport General Plan 2025 land use designation for the proposed project site is Major Retail (MR). This designation is the principal retail designation for the Lakeport area; the city's zoning for regional and local serving retail establishments, specialty shops, banks, professional offices, motels, and business and personal services. Other uses permitted in this designation include commercial trade services, construction sales and services, warehousing and mini storage. According to the City of Lakeport Community Development Department, the existing zoning for the proposed project site is Major Retail (or the "C-2" Zoning District). The purpose of the "C-2" Zoning District is to provide for the full range of commercial, retail, and service establishments to the community.

Since the AOC is the proposed project's lead agency and is acting for the State of California on behalf of the Judicial Council of California, local land use planning and zoning regulations do not apply to the proposed project. However, the AOC will consult with local government

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Figure 1 Project Location Map

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Figure 2 Topographic Map

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Figure 3 Project Site Location and Proposed Access

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representatives through the Project Advisory Group established for the project in an effort to provide a courthouse that is high quality and consistent with the local architectural environment.

Courthouse Description

The proposed project would consist of a courthouse building with two stories and a basement level. The proposed project would replace the existing Lakeport Courthouse, leased Records Storage Annex, and leased self-help center. The AOC has not yet developed a conceptual site plan for the proposed project. The proposed new courthouse would be approximately 51,000 BGSF, and would include four courtrooms, associated support space, and approximately 120 parking spaces. Parking for 120 cars to support the proposed courthouse would be provided by a surface parking lot adjacent to the new courthouse. The design would be consistent with facilities recently constructed by the AOC with location-specific considerations. Design criteria for the proposed project are taken from the *California Trial Court Facilities Standards*, approved by the Judicial Council in 2006, and discussed in more detail below.

The proposed new courthouse would primarily support felony, misdemeanor, civil, probate, and family law functions. The building would also provide space for administrative and staff offices, juror assembly areas, a public lobby, security screening operations for the building's entrances, and building support space. The basement level would contain approximately 7,000 BGSF for a detention-level holding area for persons in custody and associated vehicular/pedestrian sally ports and sheriff parking, secure judges' parking, storage, and other required areas to service the building. It is anticipated that approximately 53 staff members would be needed at the new courthouse.

Proposed Project Design Principles and Objectives

The AOC's proposed courthouse design would conform to the specifications of the *California Trial Court Facilities Standards*.[1] The standards were developed in 2006 and amended in March 2010. The 2006 edition was developed using input from a variety of sources including experienced and knowledgeable individuals from courts, counties, architects, and engineers. The standards are based on well known principles. The AOC adapted these principles from the Guiding Principles for Federal Architecture by Daniel Patrick Moynihan, Hon. AIA (American Institute of Architects) and from the Excellence in Public Buildings Initiative, by Stephan Castellanos, FAIA (Fellow, American Institute of Architects), and former State Architect of California. These principles include the following:

- Court buildings shall represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system;

[1] Judicial Council of California, 2006. *California Trial Court Facilities Standards, 2006 Edition*. April 21. Re-issued March 1, 2010 with Amendment 1. http://www.courtinfo.ca.gov/programs/occm/documents/06_April_Facilities_Standards_with_Amendment1.pdf

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- Court buildings shall represent an individual expression that is responsive to local context, geography, climate, culture, and history and shall improve and enrich the sites and communities in which they are located;
- Court buildings shall represent the best in architectural planning, design, and contemporary thought and shall have requisite and adequate spaces that are planned and designed to be adaptable to changes in judicial practice;
- Court buildings shall be economical to build, operate, and maintain;
- Court buildings shall provide a healthy, safe, and accessible environment for all occupants; and
- Court buildings shall be designed and constructed using proven best practices and technology with careful use of natural resources.

The AOC would also apply the following codes and standards to the proposed project:

1. California Building Code (edition in effect as of the commencement of the schematic design phase of the proposed project);
2. California Code of Regulations (CCR) Title 24;
3. California Energy Code;
4. Americans with Disabilities Act and American Disability Act Accessibility Guidelines (Section 11); and
5. Division of the State Architect's Access Checklist.

The proposed project would implement sustainable elements throughout its design, operation, and maintenance. Pursuant to the *California Trial Court Facilities Standards*, all courthouse projects shall be designed for sustainability and, at a minimum, to the standards of a Leadership in Energy and Environmental Design (LEED) "certified" rating. The proposed project would be designed to the LEED silver rating and the AOC would seek certification of the silver rating by the U.S. Green Building Council. A copy of LEED requirements is included in **Appendix A**.

The AOC would implement the proposed project in compliance with standard conditions and requirements for state and/or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific resource impacts. Typical standard conditions and requirements include the following:

1. The California Building Code;
2. National Pollutant Discharge Elimination System (NPDES);
3. Public Resources Code Section 5097 for the discovery of unexpectedly encountered human remains; and
4. Lake County Air Quality Management District rules.

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The proposed project, using the *California Trial Court Facilities Standards*, would incorporate specific design elements into the construction and operation to reduce to below a level of significance any potential environmental effects. For example, the parties constructing and/or operating the proposed project would use best management practices (BMPs) and technologies aimed at limiting the use of natural resources as well as operating costs over the life of the building. Because the AOC is incorporating these design features into the proposed project, the design features do not constitute mitigation measures as defined by CEQA.

Project Construction Schedule and Activities

Should the AOC decide to move forward with the proposed project, then the AOC would acquire the proposed courthouse site from a private entity by January 2011. Construction of the New Lakeport Courthouse would require approximately 20 months, with construction beginning in 2012 and ending in 2014. Building occupancy, including the consolidation of court facilities and operations, is expected to begin by mid to late 2014.

Table 2-1, *Project Construction Activities and Duration*, provides a brief description of the proposed construction activities and an estimate of the duration of anticipated individual construction activities. Some individual construction activities may overlap.

Table 2-1
Project Construction Activities and Duration

Construction Phase	Projected Duration (Months)
Mobilization	One month
Grading and Excavation	One month
Building Construction	20 months
Finish/Move-In	Two months

Source: AOC, July 2010.

The proposed new courthouse would be approximately 51,000 BGSF, two stories high, and would include four courtrooms, associated support space, and approximately 120 parking spaces. The proposed new courthouse would include space for all court operations and support space for court administration, court clerk, court security operations and holding, and building support space. The proposed new courthouse would also include a basement containing approximately 7,000 BGSF for a detention-level holding area for persons in custody and associated vehicular/ pedestrian sally ports and Sheriff parking, secure judges' parking, storage and other required areas to service the building.

Construction staging areas would be located on-site. The construction contractors would install fencing around the perimeter of the construction area. The AOC anticipates that the primary driveway would be located on the eastern boundary of the site (the Larrecou Lane / Lakeport Boulevard intersection). This location is feasible for site access and, following an extensive traffic analysis, is recommended for the main access to the proposed project site.

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The AOC would utilize BMPs and other measures throughout the construction phase to avoid or minimize potential impacts. These BMPs and other measures include:

- General measures:
  - Designate a contact person for public interaction.
  - Inform the Lakeport community through the use of a website that identifies the upcoming work and potential impacts to the surrounding communities.
- Storm water, water quality, and soil erosion management measures:
  - The AOC's construction contract will include provisions that require the construction contractor to obtain the Central Valley Regional Water Quality Control Board's (RWQCB) approval of a Storm Water Pollution Prevention Plan (SWPPP). Prior to the start of construction, the AOC will ensure that the construction contractor prepared a SWPPP and secured the RWQCB's approval of the plan.
  - The construction contractor will incorporate BMPs consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction (California Stormwater Quality Association, 2003).[2]
  - For construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, and/or other measures.
  - Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.
- Air quality management measures. The construction contractor will:
  - Provide an asbestos-dust-hazard mitigation plan (also referred to a serpentine dust control plan) prior to any construction activities on-site. The Plan should include provisions for dust control measures to achieve no visible emissions, prevent material track-out onto the public road, provide for worker notification of the plan requirements and asbestos hazards, the posting of an asbestos warning notice at the site, and the covering of all disturbed serpentine surfaces subject to traffic wear or wind erosion with non-asbestos containing materials. Exposed serpentine surfaces that may be subject to vehicular traffic should have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material.
  - When necessary, apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times a day to prevent generation of dust plumes.
  - Moisten or cover excavated soil piles to avoid fugitive dust emissions.

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[2] Available at: http://www.cabmphandbooks.com/Documents/Construction/Construction.pdf

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- Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions, trackout, or nuisance conditions. The construction contractor will be required to stop work until corrective measures are in place.
- Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site.
- Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions.
- Ensure that all construction and grading equipment is properly maintained.
- Ensure that construction personnel turn off equipment when equipment is not in use.
- Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.
- When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
- Suspend heavy-equipment operations during first-stage and second-stage smog alerts.

• Noise and vibration measures. The construction contractor will:

- Equip construction equipment with the best available noise attenuation device such as mufflers or noise attenuation shields.
- When feasible, for construction operations use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

Construction shall commence no earlier than 7:00 a.m. and cease no later than 6:00 p.m. on weekdays. Construction work might occur on Saturdays; if so, it shall commence no earlier than 9:00 a.m. and cease no later than 6:00 p.m.

Required Approvals

Since the AOC is the lead agency for the proposed project, and is acting for the State of California on behalf of the Judicial Council of California, local government land use planning and zoning regulations do not apply to the proposed project. An exception is the Lake County Air Quality Management District (LCAQMD). The LCAQMD is a Federal and State authority agency with regulation powers. All open air quality issues must be submitted to the LCQAMD for approval, which includes Serpentine Dust Mitigation Plans and permitting of equipment that emits air pollutants such as diesel generations that might be sued for emergency backup power.

The AOC is responsible for approving the CEQA document and the proposed project. The State of California Public Works Board must also approve acquisition of the site for the proposed project.

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References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport Zoning Ordinance, Revised July 2008. Accessed: June 29, 2010. Available at: http://www.cityoflakeport.com/docs/ZONING-ORD-BY-CHAPTER-revised2008-amend-518200951709PM.pdf

Lake County Air Quality Management District (LCAQMD) Correspondence. Letter submitted by Mr. Warren Massie on September 22, 2010.

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Chapter 3

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

☐ 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, no further environmental documentation is required.

L F Sainz
Signature

November 29, 2010
Date

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Laura F. Sainz
Printed Name

Administrative Office of the Courts
For

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Environmental Checklist

3.1 Aesthetics

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) *Would the project have a substantial adverse effect on a scenic vista*?

Less than Significant Impact. Scenic vistas are defined as expansive views of highly-valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, water courses, rock outcrops, and natural vegetation, as well as man-made scenic structures. The proposed project consists of the construction of a new courthouse building on an approximately six-acre site located at 675 Lakeport Boulevard, in the City of Lakeport. The proposed project site is located on a parcel of land that is at an elevation approximately 30 feet above Lakeport Boulevard. While the proposed project would be located on a hilltop, the actual site for the new courthouse is relatively flat and currently vacant, with no significant topographic relief or features. The proposed project is located in an area comprised of mixed-uses, including predominantly retail and commercial development. Views north of the proposed project site include Lakeport Boulevard, vacant city-owned property, a small strip-mall shopping center to the northeast, and the Vista Point Shopping Center to the northwest. Views east of the proposed project consist of Bruno's Shopping Center, and a storage facility to the southeast. Vacant land is located south of the proposed project site, and the Lake County Chamber of Commerce and Highway 29 are located west of the proposed project site. Clear Lake is approximately one-half mile east of the proposed project. The proposed project would construct a two-story building on the project site. The AOC is attempting to site the courthouse in a way that reduces impacts on the view from the Lake County Chamber of Commerce; views would only be partially obstructed, if at all. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

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Mitigation required: None.

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b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor*?

Less than Significant Impact. There are no natural rock outcroppings or other scenic resources on the site, based on observations from the site visit and aerial photographs. The proposed project site consists of bare land that has been graded and includes two terraces. The lower terrace is located on the east side of the proposed project site and is accessed from Lakeport Boulevard on the north. The elevation of the lower terrace is approximately 1,365 feet above mean seal level (amsl). The upper terrace is accessed from the lower terrace by two approaches, one on the north end and one on the south end. The elevation of the upper terrace is approximately 1,380 feet amsl, with a decrease in topographic relief to the east. There are no structures on the proposed project site.

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. There are no officially designated state scenic highways located within Lake County; however, Highway 29, which runs generally north-south through the City of Lakeport, is currently eligible for official designation as a scenic highway. Highway 29 is approximately 0.10 miles west of the proposed project.

As discussed above, the proposed project site is vacant. No rock outcroppings are located on site, and no officially designated state scenic highways are located within Lake County. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings*?

Less than Significant Impact. The proposed project would involve the development of a two-story courthouse on approximately six acres. According to Figure 16, *Environmentally Sensitive Areas*, found in the City of Lakeport General Plan 2025, the proposed project is located near a "view corridor;" however, the proposed project would be consistent with policies identified in the general plan. The Open Space, Parks and Recreation Element of the City of Lakeport General Plan 2025 contains policies designed to protect scenic views, maintain visual compatibility, and ensure compatibility of new development with surrounding land uses. In addition, the Community Design Element contains numerous policies designed to protect the visual quality and character of the Lakeport area. The courthouse's design would be consistent with courthouse design standards, and the AOC anticipates the courthouse's features to be generally consistent with surrounding development. The proposed scale of the project is compatible and consistent with surrounding existing structures. Therefore, the proposed project would

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not substantially degrade the existing visual character or aesthetic quality of the site and its surroundings.

The AOC plans to complete acquisition of the proposed project site by January 2011, begin construction in 2012, and complete construction in 2014. During this period, typical construction equipment such as tractors and cranes would cause short-term visual impacts; however, these visual impacts would no longer exist after project completion. Because the proposed building would not be unusual for the surrounding setting and the visual character and aesthetic quality of the proposed courthouse would be consistent with that of the surrounding area, the physical appearance of the building would not substantially degrade the existing visual character or aesthetic quality of the site's surroundings. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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d) *Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?*

Less than Significant Impact. The proposed project site is vacant and contains no sources of light. The proposed project would involve the development of the site with urban development typical of other development in the region. Introduction of new lighting from the proposed project would include light sources within and around the proposed courthouse, lighting within the parking lot and security lighting on courthouse grounds. All light sources would be shielded to minimize glare impacts on surrounding properties, and landscaping would also block light from these properties.

Most of the proposed project's interior lighting would be limited to the Superior Court's typical weekday operational hours and the periods immediately before and after the Superior Court's operations.

Implementation of these measures and other LEED guidelines would reduce both the generation of exterior light and the potential for light trespass to affect off-site areas. Because the proposed project would comply with LEED criteria for reducing light pollution, the project would not create substantial light or glare that would adversely affect day or nighttime views in the area.

The *California Trial Court Facilities Standards* emphasize that the state's courthouse buildings would be appropriate to the surroundings and would not have substantial metallic finishes. The proposed project would not add building features such as metallic finishes that generate substantial glare. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

URS, *Final Draft Phase I Environmental Site Assessment, Proposed New Lakeport Courthouse*, December 2009.

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3.2 Agricultural and Forest Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
AGRICULTURAL AND FOREST 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 Department 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, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public 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 of Statewide Importance to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a, b, c) *Would the proposed project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; or conflict with existing zoning for agricultural, Williamson Act, or forest lands*?

No Impact. According to the California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program, the proposed project site is designated as "Urban and Built-Up Land." The site is not identified as being Prime or Unique Farmland, or Farmland of Statewide Importance, is not under a Williamson Act contract, is not located in forest areas or timberland, nor would it convert any of these uses. In addition, according to the City of Lakeport General Plan 2025, the Lake County Agricultural Commissioner has determined that there are no prime agricultural lands within city limits. The proposed project does not conflict with existing zoning for agricultural use, as the proposed project site is designated "C-2" (Major Commercial). *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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d) *Would the proposed project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance to non-agricultural use or conversion of forest land to non-forest use*?

No Impact. The proposed project site is not identified as being near Prime or Unique Farmland, or Farmland of Statewide Importance, is not under a Williamson Act contract, is not located in forest areas or timberland, nor would it convert any of these uses. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

California Department of Conservation, Important Farmland in California, 2006. Farmland Mapping and Monitoring Program, Lake County Data. Accessed: June 28, 2010. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/

City of Lakeport, General Plan 2025, adopted August, 2009.

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3.3 Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) *Would the proposed project conflict with or obstruct implementation of the applicable air quality plan*?

No Impact. The proposed project site is located in the City of Lakeport, within the Lake County Air Basin (Basin), which is under the jurisdiction of the Lake County Air Quality Management District (LCAQMD). The Basin is designated "attainment" or "unclassified" with respect to all national and California Ambient Air Quality Standards (AAQS). Areas that do not meet the AAQS must develop regional air quality plans in order to attain the standards. As the Basin is in attainment for all AAQS, the LCAQMD has not been required to develop a regional air quality plan. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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b) *Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation*?

Less than Significant with Mitigation.

Short-Term Construction Impacts

The proposed project would construct approximately 51,000 square feet of courthouse space, replacing the existing Lakeport Courthouse, leased Records Storage Annex, and

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leased self-help center. The proposed project would affect local pollutant concentrations primarily during the construction phase. Activities such as site clearance and grading would generate substantial amounts of dust (including PM_{10}) from "fugitive" sources, such as earthmoving activities and vehicle travel over unpaved surfaces. Emissions would also be generated from the operation of heavy equipment construction machinery and construction worker automobile trips. Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and meteorological conditions. Construction is expected to occur over 20 months, between 2012 and 2014.

As the LCAQMD does not have thresholds for construction or operational emissions, the proposed project emissions have been compared to the California and national AAQS. To be conservative, the following averaging times have been utilized: CO (one-hour), NO_X (one-hour), PM_{10} (24-hour), and $PM_{2.5}$ (24-hour). CO, PM_{10}, and $PM_{2.5}$ emissions are modeled in order to determine if the proposed project would generate emissions that would impact localized air quality and human health. As NO_X is an ozone precursor, NO_X emissions were compared to the more conservative 1-hour standard as opposed to the annual arithmetic mean. If NO_X emissions are below the California and National AAQS, then ozone impacts would not be significant.

Although construction would occur between 2012 and 2014, activities occurring in year 2012 would generate the greatest amount of emissions (due to site clearing and grading). Therefore, year 2012 construction emissions were modeled as a worst case scenario. The peak daily construction emissions calculated in URBEMIS2007 were then modeled using the SCREEN3 dispersion model to determine localized pollutant concentrations from operational activities. Dispersion modeling predicts pollutant concentrations based on the amount of pollution emitted as well as the meteorological conditions at the site. Background concentrations were added to the calculated concentrations to determine if proposed project emissions would result in the violation of a California or national AAQS. As shown in Table 3.3-1, *Construction Emissions*, emissions would not result in the violation of a state or national AAQS. Therefore, construction-related emissions would be less than significant.

Table 3.3-1
Construction Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO ($\mu g/m^3$) 1 Hour	NO_X ($\mu g/m^3$) 1 Hour	PM_{10} ($\mu g/m^3$) 24 Hour	$PM_{2.5}$ ($\mu g/m^3$) 24 Hour
Project peak concentration (2012)	56.05	98.96	26.89	16.81
Background Concentration	3.5	0.45	17.6	7.8
Total	**59.15**	**99.41**	**44.49**	**24.61**
NAAQS	40,000	203	150	35

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Table 3.3-1, Continued
Construction Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO (μg/m^3) 1 Hour	NO_X (μg/m^3) 1 Hour	PM_{10} (μg/m^3) 24 Hour	$PM_{2.5}$ (μg/m^3) 24 Hour
Significant?	***No***	***No***	***No***	***No***
CAAQS	23,000	339	50	-
Significant?	***No***	***No***	***No***	***No***

ppm = parts per million; μg/m^3 = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards

The proposed project would also incorporate BMPs in order to further reduce air quality impacts during construction. These would include limiting on-site vehicle speeds, shutting down equipment when not in use for extended periods of time, watering the site twice daily when needed, applying nontoxic chemical soil stabilizers to construction areas not in use, and tarping haul trucks (**Mitigation Measure AQ-1**). The proposed project would also be required to obtain an Authority to Construct permit, pursuant to Chapter IV, Article I of the LCAQMD Rules and Regulations.

Mitigation required: Mitigation Measure AQ-1 (see below).

Significance after Mitigation: Less than Significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), as well as the city's general plan, naturally occurring asbestos is known to occur within the proposed project area.

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As naturally occurring asbestos is known to underlie the proposed project site, the project would be required to comply with LCAQMD Rules and Regulations. Chapter II, Article IV, Part V of the LCAQMD Rules and Regulations states that all construction projects located on a serpentine outcrop or alluvial material with greater than one percent asbestos should notify the LCAQMD of intended operations 30 days prior to construction activity. The project applicant would be required to file and receive approval of an asbestos-dust-hazard mitigation plan prior to construction activities. The applicant would also be required to inform employees working on the proposed project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan (**Mitigation Measure AQ-2**). Therefore, with implementation of **Mitigation Measure AQ-2**, impacts from naturally occurring asbestos at the proposed project site would be less than significant.

Mitigation required: Mitigation Measure AQ-2 (see below).

Significance after Mitigation: Less than Significant.

Long-Term Operational Impacts

For long-term operational impacts, there are both mobile sources and area sources of emissions. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. Trip generation rates associated with the proposed project were based on traffic data within the *New Lakeport Courthouse Traffic Impact Analysis*, prepared by RBF Consulting (June 29, 2010, Revised October 4, 2010). Based on this *Traffic Impact Analysis*, the proposed project would result in 403 new daily trips, which would equate to 3,049 vehicle miles traveled (VMT).

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Area source emissions would be generated due to the development of the proposed project and the associated increase in demand for electrical energy and propane consumption. The primary use of propane by the proposed project would be for space and water heating, and other miscellaneous heating or air conditioning sources.

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As the LCAQMD does not have thresholds for construction or operational emissions, the proposed project emissions have been compared to the California and national AAQS. To be conservative, the following averaging times have been utilized: CO (one-hour), NO_X (one-hour), PM_{10} (24-hour), and $PM_{2.5}$ (24-hour). CO, PM_{10}, and $PM_{2.5}$ emissions are modeled in order to determine if the proposed project would generate emissions that would impact localized air quality and human health. As NO_X is an ozone precursor, NO_X emissions were compared to the more conservative 1-hour standard as opposed to the annual arithmetic mean. If NO_X emissions are below the California and national AAQS, then ozone impacts would not be significant. The peak daily operational emissions calculated in URBEMIS2007 were then modeled using the SCREEN3 dispersion model to determine localized pollutant concentrations from operational activities, then added to the

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background concentrations. As indicated in Table 3.3-2, *Operational Emissions*, emissions generated by mobile and area sources would not exceed California or national AAQS standards for CO, NO_X, PM_{10}, and $PM_{2.5}$, impacts to long-term air quality emissions would be less than significant.

Table 3.3-2
Operational Emissions

Estimated Emissions	Pollutant – Averaging Time			
	CO (µg/m³) 1 Hour	NO_X (µg/m³) 1 Hour	PM_{10} (µg/m³) 24 Hour	$PM_{2.5}$ (µg/m³) 24 Hour
Project peak concentration	146.40	17.09	9.48	1.85
Background Concentration	3.5	0.45	17.6	7.8
Total	**149.90**	**17.54**	**27.08**	**9.65**
NAAQS	40,000	203	150	35
Significant?	***No***	***No***	***No***	***No***
CAAQS	23,000	339	50	35
Significant?	***No***	***No***	***No***	***No***

ppm = parts per million; µg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards

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Mitigation Measure AQ-1 and **AQ-2** would reduce potential impacts to a less-than-significant level.

Mitigation Measure AQ-1: During construction operations, excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following best management practices:

- Limit on-site vehicle speed to 15 miles per hour.
- Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water three times daily with complete coverage, preferably in the late morning and after work is done for the day.
- Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust.
- Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust.
- Indicate these control techniques in project specifications. Compliance with the measure shall be subject to periodic site inspections by the city.
- Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible.
- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.

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Mitigation Measure AQ-2: The project applicant shall notify the Lake County Air Quality Management District of intended operations 30 days prior to construction activity. The project applicant shall file and receive approval of an asbestos-dust-hazard mitigation plan (also referred to as a serpentine dust control plan) prior to any construction activity at the project site. The plan shall address and include mitigation for: excavation, roads, yards, driveways, parking areas, hauling and tracking of material onto adjacent roadways. All material shall be transported in a manner minimizing dust emissions. In no instance shall the dust from such operations exceed five percent opacity 20-feet from the traveled surface. The applicant shall inform employees working at the project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan. Exposed serpentine surfaces that may be subject to vehicular traffic shall have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material. The plan shall be consistent with the California Air Resources Board Section 93105, *Final Regulation Order – Asbestos Air Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)*?

Less than Significant with Mitigation. The Basin is currently designated "unclassified" or "attainment" for all criteria pollutants under applicable California or national AAQS. Therefore, the proposed project would not result in an increase of a criteria pollutant for which the region is non-attainment. Also, construction emissions would be reduced with implementation of **Mitigation Measure AQ-1**. Therefore, construction activities occurring in close proximity to the LCAQMD's air monitoring equipment would not exceed the California or national AAQS, and would not affect the Lake County Air Basin Attainment Status. Furthermore, operational emissions combined with existing background concentrations would be below the California and national AAQS. A less than significant impact would occur after implementation of **Mitigation Measure AQ-1**. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

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Mitigation required: Mitigation Measure AQ-1, above.

Significance after Mitigation: Less than Significant.

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d) *Would the proposed project expose sensitive receptors to substantial pollutant concentrations*?

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Less than Significant with Mitigation. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive uses are residential uses located approximately 340 feet to the northeast of the proposed project site. As discussed above under section 3.3 c), the proposed project would not result in a violation of a California or national AAQS during construction or operation.

Carbon Monoxide Hotspots

In order to identify impacts to sensitive receptors, a carbon monoxide (CO) analysis was completed for localized mobile (i.e. traffic) source impacts. An assessment of CO "hotspots" is performed when a proposed project increases the volume of traffic to capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for relevant intersections with an existing level of service (LOS) D or worse. Because traffic congestion is highest where vehicles queue and are subject to reduced speeds, these hotspots are typically produced at intersection locations.

The projected traffic volumes were modeled using the BREEZE ROADS dispersion model. The resultant values were then added to an ambient concentration. A receptor height of 1.8 meters was used in accordance with the Environmental Protection Agency's (EPA's) recommendations. The calculations assume a meteorological condition of almost no wind (0.5 meters/second), a flat topological condition between the source and the receptor and a mixing height of 1,000 meters. A standard deviation of five degrees was used for the deviation of wind direction. The suburban land classification was used for the aerodynamic roughness coefficient. This follows the BREEZE ROADS user's manual definition of suburban as "regular coverage with large obstacles, open spaces roughly equal to obstacle heights, villages, mature forests." All of the above parameters are based on the standards stated in the *Transportation Project-Level Carbon Monoxide (CO Protocol)*, December 1997.

For the purposes of this analysis, the ambient concentration used in the modeling was the highest one-hour measurement from 2009 (the latest year data was available) of monitoring data at the Santa Rosa Monitoring Station (nearest CO monitoring station to the proposed project site). Actual future ambient CO levels may be lower due to emissions control strategies that would be implemented between now and the proposed project buildout date. Due to changing meteorological conditions over an eight-hour period which diffuses the local CO concentrations, the eight-hour CO level concentrations have been found to be typically proportional and lower than the one-hour concentrations, where it is possible to have stable atmospheric conditions last for the

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entire hour. Therefore, eight-hour CO levels were calculated using the locally derived persistence factor as stated in the CO Protocol. The local persistence factor is derived by calculating the highest ratio of eight-hour to one-hour maximum locally measured CO concentrations from the most recent three years of data. Table 3.3-3, *Project Buildout Carbon Monoxide Concentrations*, shows that of the most recent three years of data, year 2007 has the highest eight-hour to one-hour ratio of 0.66.

The intersections in the proposed project area currently operate at an LOS ranging from LOS A to LOS C for PM peak hour activities. At proposed project buildout, four of these intersections would operate at LOS D or worse in an unmitigated condition, requiring a CO hotspot analysis. As indicated in Table 3.3-3 below, CO concentrations would be well below the thresholds. The modeling results are compared to the California AAQS for CO of 9 ppm on an eight-hour average and 20 ppm on a one-hour average. Neither the one-hour average nor the eight-hour average would be equaled or exceeded. Impacts in regards to localized CO hotspots would be less than significant.

Table 3.3-3
Project Buildout Carbon Monoxide Concentrations

Intersection	1-hour CO (ppm)[1]		8-Hour CO (ppm) [1]	
	1-hour Standard	Future + Project	8-hour Standard	Future + Project
Highway 29 SB Ramps/Lakeport Boulevard	20 ppm	3.9	9 ppm	2.57
Highway 29 NB Ramps/Lakeport Boulevard	20 ppm	4.0	9 ppm	2.64
Bevins Street/Lakeport Boulevard	20 ppm	4.0	9 ppm	2.64
Main Street/Lakeport Boulevard	20 ppm	3.9	9 ppm	2.57

Note:
1. As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1 hour CO concentrations include a background concentration of 3.5 ppm. Eight-hour concentrations are based on a persistence of 0.66 of the 1-hour concentration.

Refer to **Appendix B**, *Air Quality Data*.

Naturally Occurring Asbestos

As stated in section 3.3 b) above, the proposed project area is known to contain naturally occurring asbestos. Therefore, the proposed project would be required to comply with Chapter II, Article IV, Part V of the LCAQMD Rules and Regulations. The project applicant would be required to file and receive approval of an asbestos-dust-hazard mitigation plan prior to construction activities. With the implementation of **Mitigation Measure AQ-2**, impacts to sensitive uses from naturally occurring asbestos would be less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: Mitigation Measure AQ-2, described above.

Significance after Mitigation: Less than Significant.

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e) *Would the proposed project create objectionable odors affecting a substantial number of people*?

Less than Significant Impact. As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses would occupy the proposed project site. Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

California Air Resources Board, *Ambient Air Quality Standards*, http://www.arb.ca.gov/research/aaqs/aaqs.htm, accessed July 2010.

Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

Institute of Transportation Studies, *Transportation Project-Level Carbon Monoxide*, December 1997.

Lake County Air Quality Management District, *Rules and Regulations*, updated August 9, 2006.

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

Rimpo and Associates, *URBEMIS 2007* (version 9.2.4), June 2007.

Trinity Consultants, *BREEZE ROADS User Manual*, 2003.

U.S. Environmental Protection Agency, *SCREEN3 Model User's Guide*, September 1995.

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3.4 Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
BIOLOGICAL RESOURCES— Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) *Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species*?

Less than Significant with Mitigation.

Special-Status Plant Species

A review of the California Natural Diversity Data Base (CNDDB) records show that two special-status plant species, green jewel-flower and mayacamas popcorn-flower, have been broadly mapped to include the proposed project area. Twenty-six other special-status plant species are known to occur within a 10-mile radius of the proposed project site: Anthony's Peak lupine, beaked tracyina, bent-flowered fiddleneck, Boggs Lake hedge-hyssop, Bolander's horkelia, Brandegee's eriastrum, bristly sedge, Burke's goldfields, Colusa layia, dimorphic snapdragon, eel-grass pondweed, glandular western flax, Koch's cord moss, Konocti manzanita, Napa bluecurls, Norris' beard moss, oval-leaved viburnum, Raiche's manzanita, Rincon Ridge ceanothus, robust monardella, serpentine cryptantha, small-flowered calycadenia, small groundcone, Sonoma canescent

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manzanita, two-carpellate western flax, and woolly meadowfoam. The potential for each special-status plant species to utilize the proposed project area is evaluated in the *Biological Study Report* (refer to **Appendix C**).

A botanical survey was conducted on April 9 and 29, May 17, and June 19, 2010. All of the special-status plant species potentially occurring in the proposed project area would have been evident at the time of the fieldwork. The survey consisted of an intensive and systematic evaluation of the proposed project site. The botanical survey confirmed the presence of four special-status plant species on the proposed project site, including: 1) Colusa layia; 2) bent-flowered fiddleneck; 3) serpentine cryptantha; and 4) Tracy's clarkia (a special-status species not reported in the CNDDB records search). Locations of the plant populations are shown in **Appendix C** (refer to Figure 3 of the *Biological Study Report*). Data forms documenting the special-status plant occurrences have been submitted to the CNDDB.

Colusa layia, serpentine cryptantha, and bent-flowered fiddleneck are on the California Native Plant Society's (CNPS's) List 1B. Although not state or federally listed, plants with this CNPS listing status are generally considered to qualify as "endangered, rare, or threatened" under Section 15380(d) of the State *CEQA Guidelines* and thus require consideration during CEQA review. Tracy's clarkia is on CNPS List 4; plants of this status rarely qualify for state listing, but may be locally significant.

Because detailed site development plans have not yet been prepared, the extent of impacts to the serpentine herb community and the four on-site special-status plant species cannot be quantified. However, in general terms, site development has a high potential to adversely affect these resources. It appears that Tracy's clarkia, which is the least sensitive of the plants, would be least affected because it primarily occurs on the periphery of the proposed project site. Serpentine cryptantha, which is the most sensitive of the four species on the proposed project site, is the most centrally located and would be the most difficult to avoid during site development.

California Department of Fish and Game (CDFG) staff were contacted following discovery of the special-status plant populations. However, the CDFG has not conducted a field review of the site or provided guidance as to potential mitigation strategies. Because full avoidance of the special-status plant populations and serpentine herb community does not appear to be possible, the project proponent should prepare a mitigation plan acceptable to CDFG prior to the start of construction activities. Mitigation would likely include avoidance of at least some of the on-site serpentine herb community and associated special-status plant populations. Detailed mapping of the extent and densities of the special-status plant communities prepared as part of the botanical study (refer to **Appendix C**) will assist in preparing a site design that minimizes impacts to the populations. The mitigation plan should be prepared as early as possible, in conjunction with preparation of site design and development plans. Other options for mitigation include preservation of other local populations of these special-status plants,

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restoration of degraded populations on other sites in the area, and/or creation or new populations.

Special-Status Animal Species

Review of CNDDB records showed that one special-status animal species, American badger, has been broadly mapped as occurring within the proposed project area. In addition, eight other special-status animal species are known to occur within a 10-mile radius: Clear Lake hitch, foothill yellow-legged frog, grasshopper sparrow, Pacific fisher, Sacramento perch, Townsend's big-eared bat, tricolored blackbird, and western pond turtle. The CNDDB records search also identified seven non-status animal species within the search radius: *Calasellus californicus*, Bell's sage sparrow, blennosperma vernal pool andrenid bee, double-crested cormorant, great blue heron, osprey, and silver-haired bat. The potential for each special-status animal species to utilize the proposed project area is evaluated in the *Biological Study Report* (refer to **Appendix C**).

A wildlife survey was conducted on March 17, 2010. No special-status animal species were observed in the proposed project area during the wildlife evaluation. However, as documented in the *Biological Study Report* (refer to **Appendix C**), two special-status animal species, grasshopper sparrow and Townsend's big-eared bat, as well as the non-status silver-haired bat, could potentially utilize the proposed project site during their life cycles.

The grasshopper sparrow, a migratory bird, has a low potential to nest in the on-site annual grassland community. Potential adverse effects on nesting grasshopper sparrows can be avoided through proper timing of vegetation removal.

Townsend's big-eared bat and silver-haired bat could potentially forage on-site. However, they are very unlikely to roost on the proposed project site, given the lack of suitable roosting locations. Because suitable roosting habitat is much more available on other local sites and similar or higher quality foraging habitat is widely available, site development would have a negligible effect on these bat species; no mitigation is warranted.

Implementation of **Mitigation Measure BIO-1** and **BIO-2** would reduce impacts to special-status plant and animal species to a less-than-significant level.

Mitigation Measure BIO-1: Following the development of a site plan and prior to the commencement of construction activities, the AOC shall prepare a Mitigation Plan to offset impacts to the on-site serpentine herb community and the following three special-status plants species: 1) Colusa layia; 2) serpentine cryptantha; and 3) bent-flowered fiddleneck. Tracy's clarkia shall also be avoided/protected where possible.

As discussed with California Department of Fish and Game (CDFG) staff, the highest priority for mitigation shall be to avoid and protect the existing on-site populations of the special-status plants to the extent feasible. Secondly, if suitable habitat will be

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temporarily disturbed but will remain viable in the long term, an effort shall be made to re-establish special-status plant populations in these areas upon completion of construction. If CDFG determines that the available on-site options for plant protection and re-establishment do not fully compensate for the project impacts, off-site mitigation shall be provided. This can be accomplished through preservation or enhancement of off-site serpentine habitats and special-status plant populations, restoration of degraded habitats on other local sites capable of supporting the sensitive resources, creation of new habitats capable of supporting the sensitive resources, and/or purchase of appropriate credits at a qualifying mitigation bank (if available).

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The Mitigation Plan shall be submitted to CDFG for review, and shall be approved in writing by CDFG prior to initiation of construction activities. The Plan shall identify the mitigation site(s); methods to be employed to protect, restore, enhance, and/or create serpentine-herb habitat and the associated special-status plant populations; an implementation schedule; success criteria; monitoring and reporting requirements; long-term maintenance provisions; remedial measures to be undertaken if the success criteria are not fully met; and/or other pertinent data to ensure successful mitigation.

Mitigation Measure BIO-2: Vegetation removal shall be conducted between August 1 and February 28, if feasible. If vegetation removal must be conducted between March 1 and July 31, a nesting bird survey shall be conducted within two weeks prior to initiation of work. If active nests are present, work within 500 feet of the nest(s) shall be postponed until the young have fledged, unless a smaller next buffer zone is authorized by the California Department of Fish and Game.

Significance after Mitigation: Less than Significant.

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b) *Would the proposed project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service*?

Less than Significant with Mitigation. The proposed project site is approximately 1,340 - 1,400 feet above sea level, and is surrounded on three sides by urban development. The proposed project site was historically an oak woodland, and was used for agriculture and grazing beginning in the late 1930s; the site was cleared of trees and shrubs in the early 1970s, and was graded prior to 1988.[3] Soils on the proposed project site are identified as Henneke-Montara Rock Outcrop Complex, 15 to 50 percent slopes, with a negligible amount of Still loam, stratified substratum, in the extreme northeast corner of the site. The Henneke-Montara Complex consists of very deep, moderately well-drained soils formed in alluvium from mixed rock types. However, grading

[3] *Biological Study Report*, ENPLAN, July 2010.

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activities dramatically altered the soils and natural contours of the proposed project site. Roughly 20 feet of surface material was removed from the upper portion of the proposed project site, resulting in two level terraces.

Small rocks of serpentine origin are exposed on the upper terrace and hillsides, which support a serpentine herb community. The lower terrace supports a disturbed annual grassland. Locations of the communities, as well as photographs, are shown in the *Biological Study Report* (refer to **Appendix C**). Two small, shallow seasonal waters with rock substrates are present on the upper terrace. Most runoff from the proposed project site enters constructed ditches that convey flow to the east. Flow enters the city's storm drain system, which discharges into Clear Lake approximately one-quarter mile east of the proposed project site.

Annual Grassland

Annual grasslands are characterized by a sparse to dense cover of annual grasses with inclusions of numerous species of native annual forbs ("wildflowers"). Germination occurs with the onset of the fall rains; growth, flowering, and seed-set occur from winter through spring. With a few exceptions, the plants are dead through the summer-fall dry season, persisting as seeds. On the proposed project site, the annual grassland community is best represented on the lower terrace of the site, on the eastern edge of the proposed project area. Common species in this community include wild oats, soft chess, California meadow barley, cream sacs, winter vetch, Spanish lotus, and various clovers. Although several special-status plant species were observed on the fringe of the annual grassland community, the community itself is not considered unique or sensitive. Overall, the on-site grassland has low value to wildlife species.

Serpentine Herb Community

The on-site serpentine herb community generally consists of a sparse, low-growing cover of annual and perennial forbs and grasses on the upper terrace and hillsides. Serpentine soils have unique chemical properties that prohibit the growth of many common plant species. A number of other plant species have evolved mechanisms allowing them to survive on serpentine soils. The flora of serpentine sites is thus unique and often supports plants of limited distribution, including a number of endemic species. As discussed above, four serpentine-adapted special-status plant species were observed in this community.

The serpentine herb community is considered to be a sensitive natural community due to its somewhat restricted distribution and the high potential for endemic plant species to be present. The on-site community has been highly disturbed by grading. Although this has reduced the value of the site for some plant species, it has formed a "serpentine barren" that supports a unique suite of species, including four special-status species. Loss of the serpentine herb community as a result of project development is considered a significant adverse impact. Mitigation for this loss is best considered in conjunction with impacts on the four special-status plant species. Because all four of the special-status plant species

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have an affinity for serpentine soils, mitigation for the loss of the plants would also provide mitigation for the loss of the serpentine herb community.

With implementation of **Mitigation Measure BIO-1**, project impacts to the serpentine herb community would be less than significant.

Mitigation required: Mitigation Measure BIO-1, above.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means*?

Less than Significant Impact. National Wetlands Inventory Maps were reviewed to determine if any jurisdictional waters had been previously reported on or within one-half mile of the proposed project site; however, no data was available for the Lakeport quadrangle. The field investigations were conducted in accordance with the technical methods outlined in the U.S. Army Corps of Engineers Wetland Delineation Manual and under the Regional Supplement to the U.S. Army Corps of Engineers Wetland Delineation Manual: Arid West Region (Arid West Supplement). During the field investigation on April 29 and 30, 2010, eight non-wetland waters of the United States were mapped within two categories: seasonal waters and constructed ditches.

Two seasonal waters, on the western edge of the upper terrace, were created when the site was graded and bedrock was exposed. Water now ponds to a depth of two to three inches in these shallow depressions underlain by bedrock. Representative plant species include scribner grass (*Scribneria bolanderi*), annual hairgrass (*Deschampsia danthonioides*), and rigiopappus (*Rigiopappus leptocladus*), but vegetative cover is less than five percent. Features with an ordinary high water mark and less than five percent vegetative cover are non-wetland waters. The extent of ponding was documented through site inspections on February 8 and April 9, 29 and 30, 2010, as well as by the presence of waterstained rock, sediment deposits, and a biotic crust (refer to **Appendix C**).

Constructed ditches are excavated features that may be located in either wetlands or uplands, and may convey water collected from sheet flow or diverted from other water bodies. The jurisdictional status of constructed ditches depends in part on these characteristics. The on-site ditches are constructed in uplands, and receive sheet-flow runoff and discharge from the two non-wetland waters on the upper terrace. Most of the ditches have only ephemeral flow. However, two of the constructed ditches, 3:CD and 8:CD as identified in the Pre-Jurisdictional Delineation Report (refer to **Appendix C**), do not drain well and support wetland plant species in their lower ends; species present

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include annual ryegrass (*Lolium multiflorum*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), and common monkey-flower (*Mimulus guttatus*).

As described in Regulatory Guidance Letter 08-02, the AOC concurs with the U.S. Army Corps of Engineers that waters regulated under the Clean Water Act may be present on the proposed project site. As such, these waters will be treated as jurisdictional for the purpose of calculating fill and satisfying future mitigation requirements. The AOC understands that it can later request and obtain an approved jurisdictional determination if that becomes necessary or appropriate during the permit process or during the administrative appeal process. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the proposed project 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 with Mitigation. No terrestrial wildlife corridors exist at the proposed project site. The proposed project site is located within an undeveloped area that is surrounded by development, and just east of Highway 29. The surrounding development and roadways act as existing barriers for terrestrial wildlife movement. Therefore, the proposed project would not interfere with native wildlife movements.

The federal Migratory Bird Treaty Act states that without a permit issued by the U.S. Department of the Interior, it is unlawful to pursue, hunt, take, capture, or kill any migratory bird. Although ambient noise and disturbance levels are high in the site vicinity as a result of existing human and vehicle traffic, it is possible that certain bird species tolerant of disturbance might use these trees or buildings as nesting substrate. Direct impacts to nesting birds could occur if nesting substrate (e.g., trees) is removed while active nests are present. In addition, indirect impacts to nearby nesting birds could occur as a result of project-related construction noise, that causes stress on the birds or nest abandonment. The grasshopper sparrow, a migratory bird, has a low potential to nest in the on-site annual grassland community. Potential adverse effects on nesting grasshopper sparrows can be avoided through proper timing of vegetation removal. Implementation of **Mitigation Measure BIO-2** would reduce these potential impacts to a less-than-significant level.

Mitigation required: Mitigation Measure BIO-2, above.

Significance after Mitigation: Less than Significant.

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e) *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance*?

Less than Significant with Mitigation. The proposed project does not conflict with any local policies or ordinances protecting biological resources. No trees are located on-site; therefore, policies and ordinances related to tree protection are not applicable. The proposed project would result in the removal of special-status plant species; however, implementation of **Mitigation Measure BIO-1,** would result in impacts that are less than significant.

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Mitigation required: Mitigation Measure BIO-1, above.

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Significance after Mitigation: Less than Significant.

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f) *Would the Proposed Project 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 proposed project is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

ENPLAN, 2010, *Biological Study Report*, July 15, 2010

ENPLAN, 2010, *Pre-jurisdictional Delineation Report*, July 16, 2010.

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3.5 Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

a) *Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5*?

No Impact. State *CEQA Guidelines* Section 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR), or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California.

The CRHR includes resources that have been listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP), as well as some California State Landmarks and Points of Historical Interest. Under U.S. Department of the Interior, National Park Service guidelines (NPS, 1997), buildings, structures, and objects usually need to be more than 50 years old to be eligible for listing in the NRHP. The California Office of Historic Preservation guidelines for project review and planning call for the identification and evaluation of resources that are more than 45 years old to account for the passage of time between the period of project review and project completion. Resources that are less than 50 years old are generally excluded from listing in the NRHP or CRHR, unless they can be shown to be exceptionally significant.

Historic Background

The area now known as Lake County may have first been visited by Euro-Americans in 1821, when Captain Luis Arguello led a military expedition north from San Francisco. Fur trappers, explorers and settlers soon followed. Miners travelling to and from the gold fields traversed the area beginning in the 1840s and many returned after the gold rush to settle.

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Lakeport was originally named Forbestown after an early settler. Forbes donated land to the local government in exchange for making the town the county seat in1861. At the same time, a decision was made to change the name of the town to Lakeport to advertise its natural port. Important industries in Lake County have included mining, agriculture, and ranching. Today, the economy is boosted by tourism, wineries, and agricultural products including nuts, fruit, and grapes.

Background Research and Results

A records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University on May 26, 2010. Results of the records search conducted at the NWIC indicate that there have been 18 previous surveys within a half-mile radius of the proposed project site. Historic features were noted by the NWIC record search. There are numerous historic structures documented through the City of Lakeport, although none are within or adjacent to the proposed project area.

A pedestrian survey was taken of the entire project area of potential effects (APE) on April 29, 2010 to identify potentially historic architectural resources. To address the possibility of buried cultural resources, the exposed cutbank on the proposed project site's north end and existing road cuts were examined.

No historic sites were noted during the cultural resources survey; however, it should be noted that the entire top 20 feet of the proposed project area was previously removed to create a building pad. This action would have destroyed any cultural resources which might have been present (refer to **Appendix D,** *Cultural Resources Inventory*, for more information). The proposed project would not affect any sites or structures eligible for inclusion of the CRHR or the NRHP. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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b) *Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5*?

Less than Significant Impact with Mitigation. CEQA requires the lead agency to consider the effects of a project on archaeological resources and to determine whether any identified archaeological resource is a historical resource. State *CEQA Guidelines* Section 15064.5 also requires consideration of potential project impacts on "unique" archaeological resources that do not qualify as historical resources. PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria: (1) contains information needed to answer important scientific research questions, and there is a

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demonstrable public interest in that information; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and/or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person. PRC Section 15064.5(c)(4) provides that, if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of a project on the resource are not considered significant.

Prehistoric Background

The first archaeological work in the Clear Lake region was that of Harrington (1948) at the Borax Lake site (CA-LAK-36). The site was estimated to date to 10,000 B.P., a date that was later validated through obsidian hydration. Although no further large scale archaeological investigations took place in the area until work was conducted at Anderson Flat (White and Frederickson 1992, White et al. 1995, 2002), several broad chronological schemes were developed to interpret the prehistory of the area. White and Frederickson (1992) present a more specific framework for the Clear Lake Basin based upon six sites. The earliest human activity in the area is identified at the Borax Lake site. This pattern (10000-7500 B.P.) is associated with large points, crescents, scrapers, and choppers and assumed to be related to big game hunting. However, the location of the site near the lake may indicate lacustrine use. The sequence continues through the Houx Aspect of the Berkeley Pattern (7500-1200 B.P.), with a drier climate, a shift away from hunting to a more diversified subsistence strategy and increasing populations. The chronology ends with the late prehistoric to early historic Clear Lake Aspect (1200 B.P. – historic contact). Interestingly, two distinct populations are identified occupying the area simultaneously between 4000- 1200 B.P. The intrusive Mendocino Pattern people exhibit similarities to cultures associated with the surrounding mountains while the pre-existing Houx Aspect peoples had ties to Clear Lake.

Ethnographic

The project area was inhabited by the Eastern Pomo at the time of Euro-American contact. Ethnographic sources for the Eastern Pomo include Loeb (1926), Kroeber (1925), Gifford (1923, 1926) and McLendon and Lowy (1978). The following summary is taken from the latter source. The Pomo, identified as part of the Hokan language family, consisted of twelve groups who spoke seven separate, distinct dialects.

The Eastern Pomo followed a seasonal lifestyle that was based upon the environment of the Clear Lake area. Heavy winter rains led to rushing streams in the spring and a full lake at the beginning of summer. Dry summers led to a lower lake level and access to lakeside marshlands. Subsistence activities were tied to this weather pattern. Fish, which were dried for year-round use, were caught in streams in the spring while waterfowl were obtained in the fall. Acorns, a dietary staple, were gathered during the autumn. Roots were dug and tules were harvested in early summer; lake fishing and clam collection took place in early summer as well.

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Villages developed along the lake or permanent streams. They were occupied for much of the year; however, many of the inhabitants left the village at certain times of the year in order to obtain specific resources (e.g., acorns).

Tules were a key raw material used by the Eastern Pomo for housing, boats, and clothing, as well as household items and food. Clam shell beads were used as the medium of exchange for the Eastern Pomo. The shells were brought back from the coast, broken, shaped and drilled into beads. Although bartering sometimes took place, beads were principally used to trade for salt, obsidian blades, and a number of other items.

Background Research and Results

Results of the cultural resources records search conducted at the NWIC indicate that there have been 18 previous surveys within a half-mile radius of the proposed project site. No archaeological sites have been recorded in the immediate project area; however, three prehistoric sites have been recorded within one-half mile of the proposed project. Site P-17-000492, known as Prayer Hill, is located 1,000 feet from the proposed project site. There is no site record for this feature, but an article published by the Lake County Chamber of Commerce (Geoble ND), suggests that it was used by the local Native Americans for ceremonies prior to the historic period. This feature has been substantially altered by a road cut and quarrying, with much of the hilltop removed.[4]

A pedestrian survey was conducted on the APE on April 29, 2010. The northern bank was visible to a depth of approximately 29 feet. Ground visibility varied from good (approximately 80 percent exposed ground on top of the hill) to fair (approximately 20 to 30 percent visibility near the base) for the survey area. An archaeological surface survey was conducted on the proposed project area; however, no archaeological resources were recorded during the archaeological surface or pedestrian survey.

The Native American Heritage Commission (NAHC) was contacted on March 16, 2010 to request a database search for sacred lands or other cultural properties of significance within or adjacent to the proposed project area. A response was received on March 25, 2010. The sacred lands file search did not identify the presence of cultural resources in the project area. Letters were sent to Native American organizations and to the Lakeport Historical Society on April 2, 2010. An email response was received from Mr. Shannon Ford of the Scotts Valley Band of Pomo Indians on April 15, 2010, requesting that a member of his tribe monitor the area during ground disturbing activities. The Lakeport Historical Society contacted ENPLAN by telephone on April 20, 2010 to indicate that they have no concerns with the proposed project (refer to **Appendix D,** *Cultural Resources Inventory*, for details and copies of the correspondence).

[4] *Cultural Resources Inventory*, ENPLAN, July 2010.

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The accidental discovery of archaeological materials during ground-disturbing activities cannot be entirely discounted. In the unlikely event that archaeological materials are unearthed, implementation of **Mitigation Measure CUL-1** would reduce potential impacts to archaeological resources to less than significant levels.

Mitigation Measure CUL-1: If previously unevaluated cultural resources are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist and a Native American representative can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the AOC. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.

In considering any suggested mitigation proposed by the archaeologist and Native American representative, the AOC will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature*?

Less than Significant with Mitigation. Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. The fossil yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks. In general, older sedimentary rocks (more than 10,000 years old) are considered most likely to yield fossils of scientific interest.

According to the Natural Resources Conservation Service Web Soil Survey, the proposed project site is located within Soil Map Unit 142: Henneke-Montara Rock Outcrop Complex, 15 to 50 percent slopes. This soil map unit consists of very deep, moderately

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well drained soils with medium runoff, and very slow permeability, formed in alluvium from mixed rock sources. The native geology of the proposed project site is mapped as Ultramafic Rocks, chiefly Mesozoic, Unit 3 (um) (Middle and Late Jurassic) by the United States Geological Survey. The proposed project site is surrounded by Quaternary alluvium and marine deposits (Pliocene to Holocene) (Q) (USGS 2010). These two geologic mapping units, um and Q, have the potential to contain paleontological resources; however, the entire top 20 feet of the proposed project area was previously removed to create a building pad. This action would have destroyed any paleontological resources which might have been present. In addition, according to the University of California, Museum of Paleontology (UCMP), no records of previous vertebrate fossil finds or fossil plant sites are located within the proposed six-acre site.

Although there is low potential to encounter paleontological resources during construction, implementation of **Mitigation Measure CUL-2** would reduce any potential impacts to less than significant levels with respect to paleontological resources.

Mitigation Measure CUL-2: In the event that paleontological resources are discovered during ground disturbing activities, grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional paleontologist as appropriate. A qualified professional paleontologist shall then make recommendations for measures necessary to protect the find, or to undertake data recovery, excavation, analysis, and curation of paleontological materials as appropriate.

Significance after Mitigation: Less than Significant.

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d) *Would the proposed project disturb any human remains, including those interred outside of formal cemeteries*?

Less than Significant with Mitigation. Results of the record searches and pedestrian survey indicate that the proposed project area has a low potential to contain buried cultural materials including human remains. However the possibility of uncovering human remains cannot be entirely discounted. In the unlikely event that human remains are uncovered during ground-disturbing activity, the implementation of **Mitigation Measure CUL-3** would reduce potential impacts to human remains to less than significant levels.

Mitigation Measure CUL-3: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Lake County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the

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Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.

Significance after Mitigation: Less than Significant.

References

Geoble, Merion, ND, *The Old Indian Prayer Hill*, Lake County Chamber of Commerce, Lakeport, CA, no date.

ENPLAN, 2010, *Cultural Resources Inventory for the Proposed Lake County Courthouse Site, in the City of Lakeport, Lake County, California*, July 2010.

University of California Museum of Paleontology. Paleontology Records Search. July 2010. Available at: http://www.ucmp.berkeley.edu/science/collectionspolicies.php.

USGS, 2010, *Mineral Resources On-Line Spatial Data – California Geologic Map Data*, Available at: http://tin.er.usgs.gov/geology/state/state.php?state=CA, Accessed on July 19, 2010.

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3.6 Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a.i) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault*?

Less than Significant Impact. The proposed project site is not located in an Alquist-Priolo Earthquake Fault Zone[5] as defined by the California Geological Survey (CGS) (formerly the California Division of Mines and Geology [CDMG]). However, Fault-Rupture Hazard Zones maps prepared by the CGS (pursuant to the Alquist-Priolo Earthquake Fault Zoning Act) do identify areas in the northern section of Lake County as being located in a fault zone. The fault zone runs diagonally in a southeast to northwest direction through the Potato Hill, Lake Pillsbury, and Sanhedrin topographic quad maps. In the far southeastern corner of the county there is a fault zone in the Jericho Valley, an area that runs along the Lake/Napa County line. These faults have the potential for

[5] Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

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surface rupture; therefore, the proposed project may result in potential adverse effects involving rupture of a known earthquake fault.

While fault rupture is not necessarily bound to occur directly along the fault trace, ground displacement is usually experienced within a narrow zone along the fault trace. Because the proposed project site is not located on an active or potentially active fault, the potential for surface fault rupture is low, and the impact is considered less than significant.

In addition, the California Building Code (CBC) establishes standards for investigation and mitigation of site conditions related to fault movement, ground rupture, ground shaking as well as other seismically inducted activities. As part of its design effort, the AOC prepares a geotechnical report to evaluate site conditions including seismic issues, and the report's geologist and engineer provide structural recommendations. The AOC's design would incorporate seismic recommendations from the geotechnical report into the proposed project's design to ensure that the building's structural and safety elements meet requirements the CBC. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.ii) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking*?

Less than Significant Impact. Lakeport is located in a highly active earthquake area and the potential exists for a significant seismic event in the future. Immediately east of the city, between the city and Clear Lake, there is a potentially active rupture zone. Potentially active rupture zones are faults which have been active in the past 2,000 years. Little is known about the shoreline fault rupture zone; however, it represents a potential significant hazard and must be taken into consideration when development occurs in the vicinity. To the west of the city lie the San Andreas Fault and the Healdsburg Fault, 30 and 15 miles away, respectively. Both of these faults have been responsible for moderate to major seismic events in the past. The maximum earthquake magnitudes observed to date are 8.5 (Richter Scale) for the San Andreas Fault and 6.75 (Richter Scale) for the Healdsburg fault.

Within the past 200 years, no major damaging earthquakes have occurred along faults in Lake County; however, numerous minor faults exist within the county, designated potentially active, which could cause ground rupture, failure and shaking. Precise locations of these faults are not well established; however, it appears that the greatest number of faults occur in the southwestern portion of the county near Mt. Konocti. The southeastern portion of the county also appears to have considerable faults, particularly from Grizzly Peak eastward and running from Knoxville to the southern county line.

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Although some structural damage is typically not avoidable during an earthquake, building codes and construction ordinances have been established to protect against building collapse and major injury during a seismic event. The design and construction of the proposed facilities and their foundations would be in accordance with current applicable requirements of the CBC and would reduce the potential for injury and structural damage. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.iii) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction*?

Less than Significant Impact. Liquefaction is a phenomenon where saturated subsurface soils lose strength because of increased pore pressure and can behave more like a liquid than a solid. The soils most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained soils that occur close to the ground surface, usually at depths of less than 50 feet. Because liquefaction only occurs in saturated soil, its effects are most commonly observed in low-lying areas near bodies of water such as rivers, lakes, bays, and oceans. Soils in and around Lakeport, especially near the Clear Lake shore, are susceptible to liquefaction during a seismic event.

Regardless, modern construction methods and materials can reduce the potential damage from liquefaction. The design phase geotechnical investigation, as required for by the CBC, would evaluate the potential for liquefaction and include recommendations to reduce the potential impact per standard engineering practices. Implementation of these geotechnical engineering recommendations into the proposed project's specifications would make the potential damage from liquefaction a less-than-significant impact. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.iv) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides*?

Less than Significant Impact. The landslide potential of an area is a function of the area's hydrology, geology, and seismic characteristics. Areas that are often susceptible to landsliding include steep slopes underlain by weak bedrock. While the proposed project would be located on a hilltop, the actual site for the new courthouse is relatively flat and currently vacant. According to the Lake County General Plan EIR (2008),[6] no recent landslides have been identified in the county, though the potential for failure does exist in

[6] Available at: http://www.co.lake.ca.us/Government/Directory/Community_Development/documents//2008 FinGP.htm. Accessed: July 15, 2010.

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the region, especially in areas of previous landslide debris. The Safety Element of the City of Lakeport General Plan 2025 states that since zones of moderate to high landslide potential exist in Lakeport, soils tests should be carried out by a registered soils engineer or geologist are essential wherever landslide potential is indicated or suspected. As previously mentioned, as part of its design effort, the AOC prepares a geotechnical report to evaluate site conditions including potential landslide issues, and the report's geologist and engineer provide structural recommendations. The AOC's design would incorporate landslide recommendations from the geotechnical report into the proposed project's design to ensure that the building's structural and safety elements are met. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the project result in substantial soil erosion or the loss of topsoil*?

Less than Significant Impact. Construction of the proposed project would involve excavation, soil stockpiling, and grading. These activities would expose areas of soil that have previously been covered with asphalt, concrete, or vegetation. Exposed soil could be subject to erosion by wind and storm water runoff. The extent of erosion that could occur varies depending on soil type, vegetation/cover, and weather conditions. Concentrated water erosion, if not managed or controlled, could eventually result in significant soil loss. Sediment from project-induced erosion could also accumulate in downstream drainage facilities, interfere with flow, and aggravate downstream flooding conditions. The project applicant would be required to apply for a NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit), which involves preparing a SWPPP for all construction phases of the proposed project (see Hydrology and Water Quality for more information). This permit is required by the RWQCB. The objectives of the SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement BMPs to reduce pollutants in storm water discharges. The applicant would be required to submit a Notice of Intent (NOI) to the RWQCB prior to the start of construction and provide a copy of the SWPPP at the job site at all times.

At the end of each construction year (if applicable), the applicant would be required to submit an annual report to the RWQCB describing the performance of the prescribed BMPs and measures to correct BMPs that failed. Upon completion of the proposed project, the applicant would be required to submit a Notice of Termination to the RWQCB to indicate that all phases of construction are complete. Implementation of the plan would start with the commencement of construction and would continue though completion of the proposed project. Compliance with the SWPPP and the prescribed BMPs would reduce potential erosion of exposed soil and reduce potential erosion impacts. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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c) *Would the project be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse*?

Less than Significant Impact. The proposed project would include a design level geotechnical investigation that would have recommendations for foundation soils as well as compaction and backfill specifications to ensure geotechnically sound construction. The potential landslide hazard for the proposed project is considered very low due to the relatively level topography. Construction building codes for seismic conditions such as those present at the proposed project site include stringent requirements for foundation and building designs and would be enforced for the proposed project. With incorporation of geotechnical recommendations made in the design level investigation, the potential hazard from unstable soils would be considered less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property*?

Less than Significant Impact. Expansive soils are those soils that shrink and swell in response to changes in moisture content potentially causing serious damage to overlying structures. According to the Natural Resources Conservation Service Web Soil Survey, the proposed project site is located within Soil Map Unit 142: Henneke-Montara Rock Outcrop Complex, 15 to 50 percent slopes. This soil map unit consists of very deep, moderately well drained soils with medium runoff, and very slow permeability, formed in alluvium from mixed rock sources. Expansive soils are often remedied during pre-construction site preparation either through treatment with lime or replacement with engineered fill. The proposed project would include a geotechnical evaluation of the building site location. As part of this investigation, the geotechnical engineer would evaluate the potential for expansive soils and provide recommendations. Implementation of these recommendations, as required by the CBC, would result in less-than-significant impacts. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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e) *Would the project site 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 does not include any element that would require the need for a septic wastewater disposal system. The wastewater generated by the proposed

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project would be handled by the city sewer system. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

Hart, E. W., 1997, *Fault-Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zones Act of 1972 with Index to Special Studies Zones Maps*, California Division of Mines and Geology, Special Publication 42, 1990, revised and updated 1997.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

United States Department of Agriculture, Natural Resources Conservation Service: Soil Survey Area: Lake County, California. Survey Area Data: Version 7, Aug 31, 2009.

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3.7 Greenhouse Gas Emissions

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

Discussion

a) *Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*?

Less than Significant Impact.

Global Climate Change

Greenhouse gas (GHG) emissions have the potential to adversely affect the environment because they contribute to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Prominent GHGs of concern include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). California is a substantial contributor of GHGs, emitting over 400 million tons of carbon dioxide (CO_2) per year.[7] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (ºF) over the next century. Methane is also an important GHG that potentially contributes to global climate change.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts.

[7] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, 2006.

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It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[8] This is assessed by determining whether a project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the State *CEQA Guidelines* Section 15064.4, this analysis examines whether the proposed project's GHG emissions are significant based on a qualitative and performance based standard (Proposed State *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

The Lake County Air Quality Management District (LCAQMD) does not currently have a quantitative threshold of significance for GHG emissions. In the absence of such a threshold, this analysis is based upon consistency with State GHG emission reductions targets established by AB 32. To achieve the GHG reduction goals of AB 32, a minimum 28.5 percent reduction from the "business as usual" scenario must be accomplished. Therefore, if the proposed project would reduce its "business as usual" emissions by a minimum of 28.5 percent, then a less than significant impact would result.

8 Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

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Direct Project-Related Sources of Greenhouse Gases

Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources. Construction would commence in 2012 and would cease in 2014. GHG emissions from construction are typically amortized over the lifetime of the project (50 years, in accordance with the Judicial Council standards) and added to the operational emissions. Table 3.7-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with construction and operations of the proposed project. As seen in Table 3.7-1, construction-related activities would result in an amortized total of 9.31 metric tons of carbon dioxide equivalents per year ($MTCO_2eq/yr$)[9]. GHGs associated with area sources and mobile sources would be 95.34 $MTCO_2eq/yr$ and 494.90 $MTCO_2eq/yr$, respectively.

Table 3.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	N_2O		CH_4		Total Metric Tons of CO_2eq/yr[6]
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	
Construction Emissions						
2012	159.34	0.00	0.09	0.02	5.91	165.34
2013	185.28	0.00	0.06	0.01	4.43	189.77
2014	120.14	0.00	0.01	0.00	0.37	120.51
Total Construction Emissions	464.76	0.00	0.16	0.03	10.71	464.80
Total Amortized Construction Emissions (30 years)	9.30	0.00	0.00	0.00	0.01	***9.31***
Operational Emissions						
Direct Emissions						
• Area Source[2]	94.76	0.00	0.54	0.00	0.04	*95.34*
• Mobile Source[2, 3]	483.00	0.04	11.17	0.03	0.73	*494.90*
Total Direct Emissions[7]	***577.76***	***0.04***	***11.71***	***0.03***	***0.77***	***590.24***
Indirect Emissions						
• Electricity Consumption[4]	226.74	0.00	0.60	0.01	0.25	*227.59*
• Water Supply[5]	0.43	0.00	0.00	0.00	0.00	*0.43*
Total Indirect Emissions[7]	***227.17***	***0.00***	***0.60***	***0.01***	***0.25***	***228.02***
Total Project-Related GHG Emissions WITHOUT Reductions	827.57 $MTCO_2eq/yr$					

9 GHG emissions are presented in carbon dioxide equivalents (CO_2eq) in order to establish a comparable unit of measure. Each GHG is converted to CO_2eq based on its Global Warming Potential, which describes its effect on climate change relative to a similar amount of carbon dioxide.

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Table 3.7-1, Continued
Estimated Greenhouse Gas Emissions

Source	CO_2	N_2O		CH_4		Total Metric Tons of CO_2eq/yr[6]
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	Metric Tons/yr	Metric Tons of CO_2eq/yr[6]	
Total Project-Related Operational Emissions WITH 29 % Reductions	587.57 $MTCO_2eq/yr$[7]					

Notes:
1. Emissions calculated using CARB's Construction Equipment Emissions Table and the URBEMIS 2007 computer model.
2. Emissions calculated using URBEMIS 2007 computer model for CO_2 and the SCAQMD's *CEQA Handbook for N_2O and CH_4* (note that SCAQMD has the most comprehensive demand factors available).
3. Emissions calculated using URBEMIS 2007 computer model and EMFAC2007, *Highest (Most Conservative) Emission Factors for On-Road Passenger Vehicles and Delivery Trucks.*
4. Electricity Consumption emissions calculated using the SCAQMD's *CEQA Handbook* (note that SCAQMD has the most comprehensive demand factors available) and updated with factors from the California Energy Commission, *Reference Appendices for the 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*, revised June 2009.
5. Emissions are based on energy usage factors for water conveyance from the California Energy Commission, *Water Energy Use in California*, accessed July 2010. http://www.energy.ca.gov/research/iaw/industry/water.html
6. CO_2 Equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed July 2010.
7. Totals may be slightly off due to rounding.

Refer to **Appendix E,** *Greenhouse Gas Data*, for detailed model input/output data.

Indirect Project-Related Sources of Greenhouse Gases

Electricity Consumption. Energy Consumption emissions were calculated using the South Coast Air Quality Management District's (SCAQMD) *CEQA Air Quality Handbook*,[10] (as the SCAQMD has the most comprehensive factors available), the U.S. Energy Information Administration,[11] and project-specific land use data. The emission factors for electricity use (771.62 pounds of CO_2 per megawatt hour [MWh], 0.00659 pounds of N_2O per MWh, and 0.4037 pounds of CH_4 per MWh) were obtained from the U.S. Energy Information Administration. The proposed project would indirectly result in 227.59 $MTCO_2eq/yr$ due to electricity usage; refer to Table 3.7-1.

Water Supply. Water demand for the proposed uses would be approximately 28 acre-feet per year, based on typical water consumption rates for office uses. Domestic water is supplied by groundwater and surface water. Based on energy usage factors for from the California Energy Commission, groundwater pumping consumes approximately 1.46 kilowatt hours [kWh] per acre-foot per foot of lift.[12] Emissions from indirect energy impacts due to water supply would result in 0.43 $MTCO_2eq/yr$.

10 SCAQMD's *CEQA Air Quality Handbook, Table A9-11*, November 1993.

11 U.S. Energy Information Administration, *Domestic Electricity Emissions Factors 1999-2002*.

12 California Energy Commission, Water Energy Use in California, Accessed June 2010. http://www.energy.ca.gov/research/iaw/industry/water.html

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Consistency With the California Attorney General's Mitigation Measures

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the proposed project's compliance with each applicable measure are listed in Table 3.7-2, *Project Consistency with the Attorney General's Recommendations*. The proposed project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.

Table 3.7-2
Project Consistency with the Attorney General's Recommendations

Project Design Feature	Project Applicability	Percent Reduction
Energy Efficiency		
Incorporate green building practices and design elements.	**Compliant.** The proposed project would incorporate energy and water efficiency measures, as described below. The proposed project would utilize shade trees in the parking lot, and other shading mechanisms such as shades and blinds to optimize on-site energy performance.	2
Install energy efficient lighting (e.g., light emitting diodes [LEDs]), heating and cooling systems, appliances, equipment, and control systems.	**Compliant.** The proposed project would include energy efficient lighting. Light controls, timers, and sensors would be installed in the proposed building. Also, the building would be designed to take advantage of natural light.	1
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.		
Reduce unnecessary outdoor lighting.		
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.	**Compliant.** The proposed project would be oriented to take advantage of daylight and natural breezes.	1
Water Conservation and Efficiency		
Incorporate water-reducing features into building and landscape design.	**Compliant.** The proposed project would incorporate water-reducing features, water-efficient landscapes, and water-efficient irrigation in accordance with LEED guidelines.	1
Create water-efficient landscapes.		
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.		
Design buildings to be water-efficient. Install water-efficient fixtures and appliances.	**Compliant.** The proposed project would incorporate water-efficient fixtures and appliances.	1

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Table 3.7-2, Continued
Project Consistency with the Attorney General's Recommendations

Project Design Feature	Project Applicability	Percent Reduction
Solid Waste Measures		
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	**Compliant.** The proposed project would reuse and recycle construction waste.	1
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.	**Compliant.** The proposed project would include areas for recycling inside and outside of the courthouse.	1
Land Use Measures		
Ensure consistency with "smart growth" principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.	**Compliant.** The proposed project is considered to be an infill project, as it is proposed on a vacant site within a developed portion of the city. Also, the proposed project is located within a quarter mile of residential, retail, open space, and office uses (suburban mixed-use). Together, infill and mixed-use projects result in a decrease in vehicle miles traveled (VMT) due to the proposed project's proximity to a variety of uses. This allows employees and visitors to take advantage of local transit, as well as bicycle and pedestrian travel.	15
Incorporate public transit into the project's design.	**Compliant.** The proposed project is located approximately 0.22 miles to an existing bus stop, providing employees and visitors the opportunity to utilize alternative modes of transportation which reduces VMT.	1
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	**Compliant.** The proposed project would include public areas, such as plazas. The proposed project site is vacant and would not disturb existing trees; however, the project would incorporate landscaping into the project design.	1
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	**Compliant.** The proposed project's design would include bicycle racks to encourage non-motorized travel. Also, portions of Lakeport Boulevard contain improved sidewalks which promote pedestrian activity. The proposed project will include sidewalks on the site as well.	2
Promote "least polluting" ways to connect people and goods to their destinations.	**Compliant.** The proposed project is adjoined by an existing bicycle route along Lakeport Boulevard which terminates at the project site. This bicycle route is proposed to be extended to the east.	2
Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	**Compliant.** The proposed project would include bicycle racks.	Accounted for above
	Total % Reduction	***29***

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In addition to being compliant with many of the Attorney General's recommended design features, the proposed project is also consistent with the California Environmental Protection Agency Climate Action Team proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB 32.

Consistency with the CARB Scoping Plan

A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB 32 goals, as well as the Governor's Executive Order, are referenced in Table 3.7-3, *Recommended Actions for Climate Change Proposed Scoping Plan*. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity and propane use and water conservation. Consistency of the proposed project with these measures is evaluated by each source-type measure below. Table 3.7-3 identifies which CARB Recommended Actions applies to the proposed project, and of those, whether the proposed project is consistent therewith.

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AB 32 requires California to reduce its GHG emissions by approximately 28.5 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. The proposed project would facilitate development that would directly generate GHG emissions. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. A detailed discussion of each applicable measure and if the proposed project conflicts with its implementation is provided below.

Table 3.7-3
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	**Yes**	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	**Yes**	No

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Table 3.7-3, Continued
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Propane/Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	**Yes**	No
E-2	Electricity and Propane/Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Propane/Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Propane/Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Propane/Natural Gas	Energy Efficiency	**Yes**	No
CR-2	Electricity and Propane/Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	**Yes**	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No

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Table 3.7-3, Continued
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Transportation

Action T-3 is based on the requirements of SB 375 which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Through the SB 375 process, regions will work to integrate development patterns and the transportation network in a way that achieves the reduction of GHG emission while

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meeting housing needs and other regional planning objectives. SB 375 requires CARB to develop, in consultation with the Lake County/City Area Planning Council (APC), passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. As the city is within the APC area, development of the proposed project would be consistent with Action T-3.

Action T-6 refers to the improvement of efficiency in goods movement activities. T-6 mainly addresses ports, but also includes a discussion on trucks and related facilities. The proposed project is located approximately 0.22 miles from an existing bus stop, providing employees and visitors the opportunity to utilize alternative modes of transportation which reduces VMT. Additionally, the proposed project is adjoined by an existing bicycle route along Lakeport Boulevard and provides pedestrian connectivity to the surrounding circulation system. Bicycle racks are also proposed for the courthouse. These features would ensure efficient movement of goods and helps reduce vehicular trips associated with the proposed project. Therefore, the proposed project would be consistent with Recommended Action T-6.

Electricity and Propane/Natural Gas

Action E-1 aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The proposed project would incorporate shade trees, blinds, shades, energy efficient heating and cooling systems, and control systems in order to reduce energy demand of the proposed building. Therefore, the proposed project would help implement and would not conflict with Action E-1.

Recommended Action CR-1 refers to energy efficiency. Key energy efficiency strategies would include codes and standards, existing buildings, improved utility programs, solar water heating, and combined heat and power, among others. The proposed courthouse would be oriented to take advantage of passive solar design and natural breezes. Also, the project proposes to incorporate lighting sensors and controls to improve energy efficiency. Therefore, the proposed project would not obstruct implementation of Action CR-1.

Green Buildings

Recommended Action GB-1 expands the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be required to comply with the requirements of Title 24 of the California Administrative Code. The proposed project would also incorporate energy efficiency design features, such as shade trees and other shading mechanisms, as well as lighting and system controls to optimize energy performance. Therefore, the proposed project would not obstruct implementation of Action GB-1.

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Water Use

Recommended Action W-1 pertains to implementation water use efficiency measures. The project proposes to incorporate water-efficient buildings and landscapes into the project design. Buildings would include water-efficient fixtures and appliances. The proposed project is consistent with and would not obstruct this Recommended Action.

Recycling and Waste Management

RW-3 relates to high recycling/zero waste and would apply to the proposed project. The project proposes to reuse and recycle construction and demolition waste. Additionally, the project would provide interior and exterior storage areas for recyclables in public areas. The proposed project would comply with Recommended Action RW-3.

Conclusion

The proposed project would result in the construction of a new courthouse for the Superior Court. As shown in Table 3.7-1, the proposed project would result in 827.57 $MTCO_2eq/yr$ of emissions without reductions associated with the project design features. To quantify GHG emissions reductions resulting from proposed project operations, CAPCOA has identified the percent reduction associated with such GHG mitigation measures (found in Appendix B of CAPCOA's *CEQA and Climate Change White Paper*). Based on the reduction measures in Table 3.7-2, the proposed project would reduce its GHG emissions 29 percent below the "business as usual"[13] scenario. Therefore, the proposed project's operational GHG emissions would be reduced to 587.57 $MTCO_2eq/yr$. AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28.5 percent reduction in "business as usual" GHG emissions for the entire state. In general, with implementation of proposed project design reduction features, the project would result in a 29 percent reduction in GHG emissions, and would have a less than significant impact with regards to GHG emissions. The CARB Scoping Plan analysis above demonstrates "that projected … emissions will be equal to or less than 1990 emissions."[14] As the proposed project would reduce its GHG emissions by 29 percent, it would be consistent with the goals established in AB 32. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*?

[13] "Business as Usual" refers to the project-related GHG emissions before project design features are incorporated into the GHG calculations.

[14] California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

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Less than Significant Impact. The City of Lakeport does not have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. The City of Lakeport General Plan 2025 includes goals and policies related to energy efficiency and conservation, and green technologies. As presented in Table 3.7-2, the proposed project would incorporate measures intended to maximize energy efficiency, which would inherently reduce GHG emissions. Also, the proposed project would not result in substantial construction-related or operational GHG emissions, and proposed project design features would result in a 29 percent reduction in GHG emissions below the "business as usual" scenario, which exceeds the 28.5 percent reduction mandated by AB 32. The proposed project would not hinder the state's GHG reduction goals established by AB 32. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

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California Climate Action Registry, *General Reporting Protocol*, January 2009.

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Judicial Council of California, Administrative Office of the Courts, *Appellate Court Facilities Guidelines*, July 1, 2002.

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

Rimpo and Associates, *URBEMIS 2007* (version 9.2.4), June 2007.

South Coast Air Quality Management District, *CEQA Handbook*, 1993.

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3.8 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Discussion

a) *Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials*?

Less than Significant Impact. The proposed project would not require the routine transport, use, or disposal of hazardous materials beyond the limited quantities necessary for cleaning and maintenance activities. The use of these commonly available products would be used and stored in accordance with U.S. Environmental Protection Agency, Occupational Safety and Health Administration, State of California Environmental Protection Agency, and the Lake County Solid Waste Management District.

A review of available environmental databases maintained by the State Water Resources Control Board (SWRCB) and Department of Toxic Substances Control (DTSC) for sites that have been impacted by leaking underground fuel tanks (LUFT), non-fuel related cases

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known as Spills, Leaks, Investigative Cleanup (SLIC), and other cleanup sites was conducted for the proposed project site and surrounding area (refer to **Appendix F**). The proposed project site is not listed among either of these databases, and the Phase I investigation for the site concluded that no recognized environmental conditions existed on-site.[15]

If hazardous waste is identified during construction, it will be transported by a licensed hazardous waste hauler to a disposal facility in accordance with regulations of the U.S. Environmental Protection Agency, the U.S. Department of Transportation, the Resource Conservation and Recovery Act (RCRA), and the State of California. For any RCRA wastes and California-regulated hazardous wastes, hazardous waste manifests will be prepared for transportation and disposal. For any California non-hazardous wastes, transportation and disposal will be documented on a non-hazardous waste manifest. Any potential hazardous building materials such as lead-based paint or asbestos containing materials will be surveyed by a licensed contractor and abated, if present, according to regulations from the Lake County Air Quality Management District. The potential for encountering impacts from the routine transport, use or disposal of hazardous materials would be less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the proposed project 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 with Mitigation. As described above, the proposed project would not include the storage or handling of any significant quantities of hazardous materials. During construction, the contractor would be required to adhere to BMPs as outlined in the SWPPP which includes measures to reduce accidental upset conditions of hazardous materials used during construction. Therefore, with adherence to the existing regulatory requirements from the agencies listed above, the potential impact from upset and accident conditions would be less than significant.

The proposed project is located within an area of Lake County known to have naturally occurring asbestos in soils weathered from serpentine bedrock materials that underlie the proposed project site and surrounding area. Therefore, the proposed project would be required to comply with LCAQMD Rules and Regulations. Chapter II, Article IV, Part V of the LCAQMD Rules and Regulations states that all construction projects located on a serpentine outcrop or alluvial material with greater than one percent asbestos should notify the LCAQMD of intended operations 30 days prior to construction activity. The project applicant would be required to file and receive approval of an asbestos-dust-hazard mitigation plan prior to construction activities. The applicant would also be

[15] URS Corporation, *Final Draft Phase I Environmental Site Assessment Report*, December 2009.

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required to inform employees working on the proposed project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan (**Mitigation Measure AQ-2**, above). Therefore, with implementation of **Mitigation Measure AQ-2**, impacts from naturally occurring asbestos at the proposed project site would be less than significant.

Mitigation required: Mitigation Measure AQ-2, above.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school*?

Less than Significant Impact. No existing or proposed schools are located within one-quarter mile of the proposed project site; however, Mendocino College is located approximately 0.32 miles west of the proposed project, and Konocti Christian Academy is located approximately 0.30 miles north of the proposed project. As described above, the proposed project would have limited use of hazardous materials. As stated in section 3.8 a) above, the proposed project would adhere to all applicable local and state regulations, so that the project will have a less than significant impact on the nearby Mendocino College and Konocti Christian Academy. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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d) *Would the proposed project 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 proposed project was not identified during a review of applicable regulatory agency lists of known and potential hazardous waste sites, properties, of facilities currently under investigation for potential environmental violations, and those sites storing or using hazardous materials (Environmental Data Resources, Inc. [EDR]). The proposed project site is not included on the databases maintained by the DTSC and the SWRCB. In addition, according to the Phase I completed for the proposed project site, the review of environmental databases did not include the proposed project site and no recognized environmental conditions were found as part of the investigation that would create a significant hazard to the public or environment (URS, 2009). *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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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 for people residing or working in the project area*?

Less Than Significant Impact. The proposed project site is not located within two miles of any airport and is not within an airport land use plan. The nearest operational, public airport is Lampson Field Airport, located approximately three miles south of the proposed project site. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area*?

No Impact. The proposed project site is not located within the vicinity of a private airstrip. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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g) *Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan*?

Less than Significant Impact. Proposed construction methods such as site grading and facility installation are expected to interfere only minimally, if at all, with local traffic or roadways. The location of and construction methods for the proposed project would be designed and carried out in consultation with City of Lakeport requirements to ensure adequate police, ambulance, and fire personnel access to the proposed structure as well as to surrounding streets and development. During construction operations, access to the project site would be via existing roads, and it is not anticipated that new access routes or emergency evacuation plans would be required. Considering that the proposed project site is small and the construction involved at the site would not impact thoroughfares to a significant degree, the impact of the proposed project to emergency evacuation plans would be less than significant. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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h) *Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands*?

Less than Significant Impact. The proposed project is located in a developed area that is serviced by the Lakeport Fire Protection District. According to the Lake County GIS database, the proposed project area is not intermixed with or located adjacent to any wildlands. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

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URS, *Final Draft Phase I Environmental Site Assessment, Proposed New Lakeport Courthouse*, December 2009.

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3.9 Hydrology and Water Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion

a) *Would the proposed project violate any water quality standards or waste discharge requirements*?

Less than Significant Impact. Construction of the proposed project would involve earthwork and grading activities. These activities would disturb soil that, if exposed during a rain storm or high winds, could erode and cause silt and clay-laden sediment to become entrained in storm water runoff. Although erosion and subsequent sediment transport to receiving waters could occur, the potential at the proposed project site is low because: 1) the site is essentially

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flat, and 2) sedimentation would be managed using standard construction and engineering BMPs. BMPs are standard construction practices used to reduce erosion and sedimentation. These practices include stabilizing the soil surface, reducing erosive energy of surface flow, filtering runoff, and capturing sediment-laden water. As discussed below, the SWPPP, in accordance with the existing NPDES permit, would require the construction contractor to implement, monitor, and maintain appropriate BMPs.

Construction equipment would require petroleum products such as diesel fuel, hydraulic fluid, and lubrication greases. Release or spillage from a vehicle or piece of equipment during maintenance or fueling could affect water quality if these petroleum products infiltrated into soil or were washed into nearby storm drains or directly into receiving waters. However, given that the volume of petroleum released during an incidental spill on a construction site is typically small (less than 25 gallons) and can be cleaned up immediately, impacts associated with petroleum spills during the construction phase are considered less than significant. Nevertheless, the SWPPP would include BMPs to manage any hazardous materials used during construction. BMPs are individual or combined measures that can be implemented in an effective and practicable manner on the proposed project site. When applied, BMPs prevent or minimize the potential release of contaminants into surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals would further ensure that the impacts related to chemical handling during proposed project construction would be less than significant.

The federal Clean Water Act (CWA) regulates grading or construction occurring at project sites that are more than one acre in size. The RWQCB is the administering agency for the CWA in California. The NPDES permit program under Section 402(p) of the CWA controls water pollution by regulating storm water discharges into waters of the United States. Under the NPDES program, the construction contractor would be required to prepare a SWPPP and Erosion Control Plan. Implementation of these plans would manage storm water flow and prevent sediment generated during construction from flowing into receiving waters. The Erosion Control Plan would address BMPs to protect creeks (such as Forbes Creek, located approximately 0.15 miles north of the proposed project site) from sedimentation. BMPs can include minimizing or restricting earthwork during periods of rain, establishing a vegetative buffer between the construction area and the creeks, silt fencing, and straw bales to prevent runoff.

The proposed project may also require temporary dewatering during construction to complete the basement.[16] Dewatering activities would be temporary in nature and would be subject to the permitting requirements of the RWQCB, either as specified in the NPDES General Construction Permit or another NPDES permit issued by the RWQCB. The discharge permit would identify measures necessary to be implemented to avoid erosion and protect water quality in the receiving water and would include monitoring requirements for the

[16] No site-specific groundwater data were available for the proposed project site; however, according to the California Department of Water Resources, wells in the general vicinity of the proposed project site indicate that the depth to groundwater is approximately 25 feet below ground surface.

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discharge. With compliance with the legally-required NPDES permit discharge requirements, water quality impacts related to discharges of groundwater during construction dewatering would be less than significant.

The AOC would require its construction contractor to prepare a SWPPP, obtain the Central Valley RWQCB's approval of the SWPPP, and implement and maintain the SWPPP. Therefore, the potential for construction-related surface water pollution as well as the water quality during operation would be minimized. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

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Mitigation required: None.

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b) *Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)*?

Less than Significant Impact. The proposed project site and surrounding area are generally developed with existing buildings and landscaped surfaces or roadways. The proposed project would not significantly affect groundwater resources because dewatering, if necessary, would temporarily remove groundwater with only localized and inconsequential effects to the regional groundwater system. In addition, the proposed project would include landscaped surfaces that would allow groundwater recharge. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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c) *Would the proposed project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site*?

Less Than Significant Impact. The proposed project would not alter the course of a stream or river. As discussed above, the proposed project would not significantly alter the existing drainage patterns. The nearest body of water is Forbes Creek, located approximately 0.15 miles north of the proposed project site.

The proposed project would be required to incorporate BMPs during construction and operation. BMPs are consistent with guidelines provided in the California Stormwater BMP Handbook for substantiated erosion and siltation. In addition, the proposed project's surfaces would be covered by structures, pavement, or landscaping; and the proposed project's design would include vegetated swales or similar storm water

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management techniques to slow runoff flow and trap sediment. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the proposed project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site*?

Less than Significant Impact. Also see section 3.9 c), above. The proposed project would not significantly alter existing onsite drainage patterns that would cause on- or offsite flooding. The proposed project site is relatively flat and is located in a predominantly developed area. Based on topographic relief at the site, the groundwater flow direction is inferred to be to the east, down gradient toward Clear Lake. The proposed project would be designed to ensure adequate drainage facilities for storm capacities; therefore, there is a very low potential that the project would impede on receiving waters causing up-or down-stream flooding. In addition, the proposed project would adopt BMPs to incorporate inlet filtration devices to capture potential pollutants from the storm drain runoff and utilize landscape areas for percolation of runoff. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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e) *Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff*?

Less than Significant Impact. Also see sections 3.9 c) and d), above. The proposed project site covers approximately six acres. The proposed project does not propose an increase in impervious surfaces of a magnitude that would substantially increase the amount of runoff from the site. Therefore, the proposed project would not significantly alter existing onsite drainage patterns and storm water volumes would be expected to be similar to existing flows. In addition, as stated above, the proposed project would adopt BMPs to incorporate inlet filtration devices to capture potential pollutants from the storm drain runoff and utilize landscape areas for percolation of runoff. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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f) *Would the proposed project otherwise substantially degrade water quality*?

Less than Significant Impact. Also see sections 3.9 a), c), d), and e), above. Development projects can degrade water quality through temporary construction impacts or over the long term through operations. As stated above, construction of the proposed project would be in accordance with BMPs. Therefore, water quality degradation related to construction is less than significant. Operationally, the proposed project has a low potential of degrading water quality of receiving waters through the addition of contaminated runoff because the proposed project would implement operational BMPs that reduce water quality contaminants at the source, contain spills, and control runoff. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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g) *Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map*?

No Impact. The proposed project is limited to a new courthouse facility and would not include development of residential housing. In addition, according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Panel 491 of 1000), the proposed project site is located within Zone X: areas determined to be outside the 0.2 percent annual chance floodplain. Zone X is considered as an area of minimal flood hazard, determined to be outside the 500-year flood zone. The site would not cause any flooding to neighboring residences. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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h) *Would the proposed project place within a 100-year flood hazard area structures that would impede or redirect flood flows*?

Less than Significant Impact. Also see discussion under section 3.9 g), above. The structures associated with the proposed project would not impede or redirect 100-year flood flows because it is not located within an identified 100-year flood zone. The structures would be designed so that storm water would flow around the structures and into the existing city storm drainage system. There would be no change in the overall water flow patterns, and the proposed project would not redirect flows or impede a 100-year flood. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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i) *Would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam*?

Less than Significant Impact. The buildings and areas associated with the proposed project would not expose people or structures to a significant risk due to flooding, including flooding as a result of the failure of a dam or levee. The proposed project site has not been identified in a dam inundation area and is not otherwise protected by any levees.[17] *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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j) *Would the proposed project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow*?

Less Than Significant Impact. A seiche is a wave that oscillates in a large body of water as a result of seismic or atmospheric disturbances. No historic data exists to suggest that significant damage has occurred in the Lakeport area as the result of a seiche. Following a major seismic event in the region, a seiche could develop on Clear Lake; however, according to Figure 3.7-2 in the Lakeport General Plan EIR, the proposed project is not located in a seiche inundation zone. The proposed project site is approximately 45 miles from the Pacific Ocean, and separated by mountain ridges; therefore, the proposed project site would not be affected by a tsunami. Additionally, the relatively flat topography also precludes the site from risk of mudflows. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

FEMA Map Service Center. Accessed: June 29, 2010. Available at: http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=51874643&IFIT=1

Lake County Clean Water Program. Storm Water Management Plan. Fiscal Years 2003-2004 through 2007-2008. Accessed: June 29, 2010. Available at: http://www.co.lake.ca.us/Government/Directory/Community_Development/Clean_Water Program/History.htm

[17] Lake County Site Finder, GIS Application. Accessed June 29, 2010. Available at: http://gis.co.lake.ca.us/website/economicdev/

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3.10 Land Use and Land Use Planning

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) *Would the proposed project divide an established community*?

Less than Significant Impact. The proposed project is located in an area comprised of mixed uses, including predominantly retail and commercial development. Views north of the proposed project site include Lakeport Boulevard, vacant city-owned property, a small strip-mall shopping center to the northeast, and the Vista Point Shopping Center to the northwest. Views east of the proposed project consist of Bruno's Shopping Center, and a storage facility is located to the southeast. Vacant land is located south of the proposed project site, and the Lake County Chamber of Commerce and Highway 29 are located west of the proposed project site. Clear Lake is approximately one-half mile east of the proposed project.

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The proposed project would not cause a significant physical division within the established community, nor would the proposed project create land use and planning impacts that would physically divide an established community. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b, c) *Would the proposed project conflict with any applicable land use plan, policy or regulation of an agency, or conflict with any applicable habitat or natural community conservation plan*?

No Impact. Since the AOC is the proposed project's lead agency and is acting for the State of California's Judicial Council, local government land use planning and zoning regulations do not apply to the proposed project. The City of Lakeport General Plan 2025 land use designation for the proposed project site is MR (Major Retail), and the zoning designation is C-2 (Major Retail); therefore, the proposed project is consistent with the

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city's general plan and the parcel's zoning classification. Furthermore, the site is not located within a habitat or natural community conservation plan designated area. *Therefore, the ACO concludes there are no impacts.*

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport Zoning Ordinance, Revised July 2008. Accessed: June 29, 2010. Available at: http://www.cityoflakeport.com/docs/ZONING-ORD-BY-CHAPTER-revised2008-amend-518200951709PM.pdf

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3.11 Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a) *Would the project 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. There are no active mining or mineral extraction operations within the City of Lakeport limits; therefore, the proposed project would not result in the loss of availability of a regionally-important mineral resource. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

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b) *Would the project 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. No mineral resources are known to exist at the proposed project site; therefore, the proposed project would not result in the loss of availability of a locally-important mineral resource. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

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3.12 Noise and Vibration

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
NOISE — Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Background Information

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

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A number of metrics are used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 PM and 7 AM The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source and the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

City of Lakeport General Plan

The City of Lakeport General Plan 2025 contains goals and policies to provide its residents with an environment that is free from excessive noise and promote compatibility of land uses with respect to noise. The noise standards used by the City of Lakeport comply with state standards and include the Land Use Compatibility Standards for Community Noise environment below. The compatibility standards are shown in Table 3.12-1, *Noise and Land Use Compatibility Standards*.

Table 3.12-1
Noise and Land Use Compatibility Standards

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

Source: Quad Knopf, General Plan 2025, IX. Noise Element, Table 15 - Noise and Land Use Compatibility Standards, Page IX-5, dated August 2009.

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City of Lakeport Municipal Code

The City of Lakeport's Municipal Code, Section 17-28, Performance Standards, regulates the design and use of buildings or parcels of land, in order to minimize public hazards and to prevent the creation of nuisances and other conditions which are potentially harmful or detrimental to the uses of the property or surrounding area. Certain noise levels are detrimental to the health and safety of individuals. Excessive noise is considered a public nuisance and is discouraged within the City of Lakeport. According to the Municipal Code, in no case shall noise or sound emissions, for any use occurring on any property, exceed the equivalent sound pressure levels and decibels (the A-weighted scale) for any fifteen-minute period in any one-hour period as stipulated in Table 3.12-2, *Noise Level Criteria*, below:

Table 3.12-2
Noise Level Criteria

Time of Day	Receiving Property Zoning District		
	*Residential	Commercial	Industrial
7 a.m. – 10 p.m.	60	70	75
10 p.m. – 7 a.m.	45	55	60

*NOTE: The residential category includes all single-family and multifamily zoning districts.
Source: City of Lakeport Municipal Code, Section 17-28.010 A.

The maximum noise levels listed in Table 3.12-2 are applicable at any point beyond the property lines of the property containing or generating the noise.

Existing Conditions

Stationary Sources

The primary sources of stationary noise in the proposed project vicinity are urban-related activities (i.e., mechanical equipment, parking areas, and pedestrians). The proposed project site is a vacant six acre parcel adjacent to the existing Lake County Chamber of Commerce. The proposed project borders Lakeport Boulevard to the north, the Lake County Chamber of Commerce to the west, open space to the south, and Bruno's Shopping Center to the east. The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

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Mobile Sources

Mobile source noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting (June 29, 2010). A 30 to 35 mile per hour average vehicle speed was assumed for existing conditions based on posted maximum speeds along Lakeport Boulevard and Main Street. Average daily traffic estimates were derived from the *Traffic Impact Analysis*. Existing modeled

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traffic noise levels are shown in Table 3.12-3, *Existing Traffic Noise Levels*. Refer to **Appendix G,** *Noise Measurements and Vibration Data*, for additional information.

Table 3.12-3
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Lakeport Boulevard					
Between Bevins Street and Larrecou Lane	5,840	59.6	101	32	10
Between Larrecou Lane and Main Street	5,750	59.5	99	31	10
Main Street					
North of Lakeport Boulevard	6,670	58.7	82	26	8
South of Lakeport Boulevard	4,950	57.4	61	19	6

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.
Source: RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting, prepared June 29, 2010, Revised October 4, 2010.

Discussion

a) *Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies*?

Less than Significant with Mitigation. Construction activity noise levels at and near the proposed project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. Table 3.12-4, *Typical Construction Noise Levels*, provides a description of construction noise levels during specific construction stages. The nearest sensitive receptors are residences located approximately 340 feet northeast of the proposed project site. Construction activities associated with the proposed project would be temporary in nature and related noise impacts would be short-term. Proposed project construction is planned to commence in 2012 and be completed in 2014. However, since construction activities could substantially increase ambient noise levels at noise-sensitive locations, construction noise could result in potentially significant, albeit temporary, impacts to sensitive receptors.

Table 3.12-4
Typical Construction Noise Levels

Construction Activity	Noise Level (dBA, Leq)[a]
Ground Clearing	84
Excavation	89
Foundations	78

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Table 3.12-4, Continued
Typical Construction Noise Levels

Construction Activity	Noise Level (dBA, Leq)a
Erection	85
Finishing	89

Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.
Source: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

Implementation of **Mitigation Measures NOI-1** through **NOI-3** would reduce this construction-related impact to a less than significant level.

Mitigation Measure NOI-1: Construction shall commence no earlier than 7:00 a.m. and cease no later than 6:00 p.m. on weekdays. Construction work might occur on Saturdays; if so, it shall commence no earlier than 9:00 a.m. and cease no later than 6:00 p.m.

Mitigation Measure NOI-2: To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement the following measures which shall be ongoing through grading and construction:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.

- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.

Mitigation Measure NOI-3: Prior to any ground disturbance activities, the AOC shall develop a list of measures to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures shall include the following:

- A procedure and phone numbers for notifying the AOC project manager and the construction contractor (during regular construction hours and off-hours);

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- A sign posted on-site pertaining the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of the construction contractor's telephone numbers (during regular construction hours and off-hours);

- The designation of an on-site construction complaint and enforcement manager for the project. The manager shall act as a liaison between the project and its neighbors. The manager's responsibilities and authority shall include the following:

    - An active role in monitoring project compliance with respect to noise;
    - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
    - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
    - Intervening or discussing mitigation options with contractors.

- Notification of adjacent property owners and occupants at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

- A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

Significance after Mitigation: Less than Significant.

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b) *Would the project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels*?

Less than Significant with Mitigation. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care faculties, and parks and recreation areas. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Typical vibration produced by construction equipment is illustrated in Table 3.12-5, *Vibration Velocities for Construction Equipment*.

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Table 3.12-5
Vibration Velocities for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 75 feet (inches/second)
Pile Driver (sonic/vibratory) Upper Range Typical	0.734 0.170	0.141 0.033
Large Bulldozer	0.089	0.017
Loaded Trucks	0.076	0.015
Small bulldozer	0.003	0.001
Auger/drill rigs	0.089	0.017
Jackhammer	0.035	0.007
Vibratory Hammer	0.035	0.007

Notes:
1. Peak particle ground velocity measured at 25 feet unless noted otherwise.
2. Root mena square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. As indicated in Table 3.12-5, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during proposed project construction range from 0.003 to 0.734 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. At 75 feet from the source of activity, vibration velocities range from 0.001 to 0.141 inch-per-second PPV. With regard to the proposed project, ground-borne vibration would be generated primarily during site clearing and grading activities on-site and by off-site haul-truck travel.

Grading and construction of infrastructure and buildings is not anticipated to generate excessive ground-borne vibration or ground-borne noise levels that would negatively impact the Lake County Chamber of Commerce to the west, Bruno's Shopping Center to the east, or the nearest sensitive receptors which are located 340 feet to the northeast. Equipment operating during construction activities would not generate ground-borne vibration and noise levels that would exceed the FTA criteria of 0.2 PPV for structural damage. Less than significant impacts are anticipated in this regard with incorporation of **Mitigation Measures NOI-1** through **NOI-3.**

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Mitigation required: Mitigation Measures NOI-1 through **NOI-3**, above.

Significance after Mitigation: Less than Significant.

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c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project*?

Less than Significant Impact.

Mobile Noise Impacts

If the ambient noise environment is quiet and the new source increases the noise exposure, an impact may occur even though a criterion level might not be exceeded. In areas where the ambient noise level is less than 60 dBA, any increase in community noise louder than 5 dBA or greater is considered a significant impact. In areas where the ambient noise level without a project is 60 dBA to 65 dBA, an increase in the ambient noise level of greater than 3 dBA would be significant impact. In areas where the ambient noise level is greater than 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact.

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. The "Long-Term Without Project" and "Long-Term With Project" scenarios were compared. According to Table 3.12-6, *Long-Term Traffic Noise Levels*, under the "Long-Term Without Project" scenario, noise levels at a distance of 100 feet from centerline would range from approximately 59.7 dBA to 62.3 dBA. The highest noise levels would occur along Lakeport Boulevard, between Bevins Street and Larrecou Lane. The "Long-Term With Project" scenario would result in a maximum noise level increase to 62.5 dBA also along the same roadway segment. Since the greatest traffic noise level increase is less than 1.5, a less than significant impact would occur in this regard.

Table 3.12-6
Long-Term Traffic Noise Levels

Roadway Segment	Long-Term Without Project					Long-Term With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Lakeport Boulevard											
Between Bevins Street and Larrecou Lane	10,870	62.3	187	59	19	11,400	62.5	197	62	20	0.2
Between Larrecou Lane and Main Street	10,830	62.2	187	59	19	10,870	62.3	187	59	19	0.1
Main Street											
North of Lakeport Boulevard	13,820	61.9	171	54	17	13,850	61.9	171	54	17	0
South of Lakeport Boulevard	8,460	59.7	104	33	10	8,470	59.7	105	33	10	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting, prepared June 29, 2010, Revised October 4, 2010.

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Stationary Noise Impacts

Operational noise would increase since the proposed project would replace vacant land. The new courthouse would be approximately 51,000 square feet and include four courtrooms with associated support office space and a parking area with approximately 120 spaces. Sources of operational noise would be typical of indoor and outdoor activities associated with courthouse buildings. These activities do not generate excessive amounts of noise, and typically occur during daytime hours. Noise associated with these sources is not expected to result in significant noise levels.

Cumulative Mobile Source Impacts

The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the proposed project and other projects are compared. Second, for combined effects that are determined to be cumulatively significant, the proposed project's incremental effects are analyzed. The proposed project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effects compares the "Long-Term With Project" condition to "Existing" conditions to account for the traffic noise increase due to the proposed project and traffic due to projects based on the cumulative projects list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase:

Combined Effects: The cumulative with project noise level ("Long-Term With Project" increase above Existing ambient) causes the following:

- An increase of the existing ambient noise level by 5 dB or more, where the existing ambient level is less than 60 dB CNEL
- An increase of the existing ambient noise level by 3 dB or more, where the existing ambient level is 60 to 65 dB CNEL
- An increase of the existing ambient noise level by 1.5 dB or more, where the existing ambient level is greater than 65 dB CNEL

Incremental Effects: A project increases the ambient ("Long-Term Without Project" versus "Long-Term With project") noise level by 1 dB or more.

Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Consequently, only projects and growth due to occur in the general vicinity of the project site would contribute to cumulative noise impacts. Table 3.12-7, *Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for "Existing Conditions," "Long-Term Without Project," and "Long-Term With Project," including incremental and net cumulative impacts.

First, it must be determined whether the *Combined Effects* criteria is exceeded. Per Table 3.12-7, this criteria is not exceeded along any of the study segments. Secondly, based on the results of Table 3.12-7, the *Incremental Effects* criteria is not exceeded along any of the

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study segments. The proposed project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Table 3.12-7
Cumulative Noise Scenario

Roadway Segment	Existing	Long-Term Without Project	Long-Term With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 feet from Roadway Centerline	dBA @ 100 feet from Roadway Centerline	dBA @ 100 feet from Roadway Centerline	Difference in dBA between "Existing" and "Long-Term With Project"	Difference in dBA between "Long-Term Without Project" and "Long-Term With Project"	
Lakeport Boulevard						
Between Bevins Street and Larrecou Lane	59.6	62.3	62.5	2.7	0.2	No
Between Larrecou Lane and Main Street	59.5	62.2	62.3	2.7	0.1	No
Main Street						
North of Lakeport Boulevard	58.7	61.9	61.9	3.2	0	No
South of Lakeport Boulevard	57.4	59.7	59.7	2.3	0	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis* prepared by RBF Consulting, prepared June 29, 2010, Revised October 4, 2010

Mitigation required: None.

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d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant with Mitigation. Refer to section 3.12 a), 3.12 b), and 3.12 c) above.

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Mitigation required: Mitigation Measures NOI-1 through **NOI-3**, above.

Significance after Mitigation: Less than Significant.

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e) *For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels*?

No Impact. The proposed project is not located within an airport land-use plan or within 2 miles of a public airport. The nearest public airport is the Lampson Field Airport, located in Lakeport, approximately 2.87 miles located south of the proposed project site. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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f) *For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels*?

No Impact. The proposed project is not located in the vicinity of a private airstrip. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

References

City of Lakeport, *Lakeport Municipal Code*, December 15, 2009.

Cyril M. Harris, *Handbook of Noise Control*, 1979.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Quad Knopf, *City of Lakeport General Plan 2025*, August 2009.

Quad Knopf, *City of Lakeport General Plan Update Draft Environmental Impact Report*, November 2008.

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

U.S. Environmental Protection Agency Office of Noise Abatement and Control, *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise*, October 1979 (revised July 1981).

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3.13 Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) *Would the project induce substantial population growth in an area, either directly or indirectly*?

Less than Significant Impact. The proposed project would construct a new courthouse on an approximately six-acre site located at 675 Lakeport Boulevard. The proposed project is intended to incorporate the existing functions of the court space in the existing Lakeport Courthouse building. The proposed project does not include a residential component and is located in a developed area of the city, which is fully supported by infrastructure including roads and utilities. In addition, the proposed project would not require an increase in the number of staff needed at the facility. The proposed project would not directly or indirectly induce substantial population growth. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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b) *Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere*?

No Impact. The proposed project would construct a new courthouse on a site that is currently vacant. No existing housing or other residential dwellings are currently located on the proposed project site. There are no expected impacts regarding the displacement of substantial amounts of existing housing units that would necessitate the construction of replacement housing elsewhere. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere*?

No Impact. The proposed project would construct a new courthouse on a site that is currently vacant. No existing housing or other residential dwellings are currently located on the proposed project site, and the proposed project does not include any residential component. The proposed project would not result in the displacement of substantial numbers of people that would necessitate the construction of replacement housing elsewhere. *Therefore, the AOC concludes there are no impacts*.

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse*. July 1.

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3.14 Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

Would the proposed project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

a.i) *Fire protection*?

Less than Significant Impact. The proposed project is located within the Lakeport Fire Protection District, which provides fire protection and emergency medical services for the City of Lakeport and surrounding areas with a total coverage area of 42.5 square miles. The Lakeport Fire Protection District is an independent fire district that was formed in 1894 to provide fire protection to the City of Lakeport. In 1956, the Lakeport County Fire Protection District was formed to provide fire protection to the unincorporated areas of Lakeport. The Lakeport County Fire Protection District merged with the Lakeport Fire Department, forming the Lakeport Fire Protection District. The Lakeport Fire Protection District operates out of two fire station locations: Headquarters (Station 50), and the substation (Station 52).

The Lakeport Fire Protection District responds to over 2,200 calls per year, including structure and wildland fires, vehicle accidents, and medical aid. The Lakeport Fire Protection District is a combination department, with both paid and volunteer staff. Paid staff include one Chief, one Deputy Chief, three Captains, six firefighters, and one

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District Secretary. Volunteer staff include eight Fire Apparatus Engineers and 12 firefighters.[18]

The nearest fire station to the proposed project site is Lakeport Fire Protection District's headquarters, Station 50, which is located at 445 North Main Street, approximately 0.8 miles northeast of the project site. This station is staffed with four personnel on duty at all times. The Lakeport Fire Protection District's substation (Station 52), is located at 3600 Hill Road East, approximately 3.5 miles north of the proposed project site.

The average response time for Fire and Emergency Medical Services (EMS) within the District is three to four minutes, and the average remote distance response time is eight minutes.[19] The proposed project would not affect acceptable response times or service ratios since the courthouse would not create a substantial increase in population or service needs as compared to the existing facility. There would be no need for new fire department facilities. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.ii) *Police protection*?

Less than Significant Impact. The proposed project is located within the jurisdiction of the Lakeport Police Department, which provides 24-hour police protection for the city, including patrol, traffic and parking enforcement, investigations, a school resource officer, special response team, narcotics task force and community crime prevention. The department is located at 916 North Forbes Street, and has 13 sworn police professionals and four civilian police professionals. The city maintains a mutual aid agreement with the Lake County Sheriff's Department. Dispatch is coordinated through the Lake County Sheriff, including 911 calls.[20]

The proposed project is the construction and operation of a new courthouse facility. The Lake County Sheriff's Department provides most of the security at the courthouse facilities, and would continue to provide security services to the new courthouse facility through its contract with the court. Security screening is provided by a private security company.

Lake County Deputy Sheriffs are assigned as bailiffs to the court and provide security services to the courtrooms only while court is in session. The existing courthouse has

18 Lakeport Fire District. Available at: http://www.lakeportfire.com/about/. Accessed: July 12, 2010.
19 City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.
20 City of Lakeport Police Department. Available at: http://www.cityoflakeport.com/departments/page.aspx?deptID=76&id=50. Accessed: July 12, 2010.

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one full-time sergeant, seven 900-hour at will deputy sheriffs, and 3/5-time of one full-time deputy sheriff.[21]

The proposed project would consolidate court operations into one courthouse, which would have improved security features that increase the efficiency of the court's security operations. Sheriff and private security staffing requirements as a result of the proposed project would therefore be the same or slightly increased from current levels. With no significant security staffing increase, the proposed project would not have a substantial adverse physical impact on sheriff facilities nor would the proposed project require the construction of new facilities. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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a.iii) *Schools*?

No Impact. The proposed project is to construct a new courthouse facility to replace existing courthouse facilities. Residential development is not a part of the proposed project, nor would the proposed project cause population growth requiring schools. Although the proposed project is located within the Lakeport Unified School District, the project would not create a need for alteration to school facilities or new school construction. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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a.iv) *Parks*?

No Impact. The proposed project does not involve residential development or recreational facilities and would not cause an increase in population or residential housing. The proposed project would not increase the use of parks or other recreational facilities or cause physical deterioration of a park or facility. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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[21] Pers. Comm. with Captain James W. Bauman, Custody Branch Director, Public Information Officer, Lake County Sheriff's Department, July 17, 2010. Note: Staffing numbers listed above do not include personnel or services relating to the transportation and security of in-custody defendants by the County Sheriff Custody staff to the courthouse or while such inmates are at the courthouse.

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a.v) *Other public facilities*?

No Impact. The proposed project does not involve residential development and would not cause an increase in population or residential housing. The proposed project would not increase the use of public facilities such as post offices, libraries, and hospitals, nor would the proposed project cause physical deterioration of any such facilities. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

City of Lakeport Police Department. Available at: http://www.cityoflakeport.com/departments/page.aspx?deptID=76&id=50. Accessed: July 12, 2010.

Pers. Comm. with Captain James W. Bauman, Custody Branch Director, Public Information Officer, Lake County Sheriff's Department, July 17, 2010.

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

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3.15 Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) *Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated*?

No Impact. The proposed project does not involve residential development or parks or recreational facilities, and would not cause an increase in population or residential housing. The proposed project would not result in an increase in the use of neighborhood and regional parks or other recreational facilities. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

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b) *Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment*?

No Impact. The proposed project does not include any recreational facility components nor would it require expansion of recreational facilities. *Therefore, the AOC concludes there are no impacts.*

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

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3.16 Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐

Discussion

a, b) *Would the proposed project conflict with an applicable plan, ordinance or policy, or congestion management policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit*?

Less than Significant with Mitigation. A *Traffic Impact Analysis* (June 2010, Revised October 2010) was prepared which identified potential traffic impacts that may be associated with the development of the proposed project. It included traffic analyses at intersections and street segments during typical weekday AM peak hours. The AM peak period is the most critical for court houses and presents a worst-case scenario. The traffic analysis for the proposed project includes six intersections:

- Parallel Drive / Lakeport Boulevard
- Highway 29 southbound ramps / Lakeport Boulevard
- Highway 29 northbound ramps / Lakeport Boulevard
- Bevins Street / Lakeport Boulevard
- Larrecou Lane / Lakeport Boulevard
- South Main Street / Lakeport Boulevard

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Traffic counts for the above intersections and a speed survey were conducted on April 1, 2010. Counts were performed during the AM peak hour per guidance from the AOC. The traffic volumes along Lakeport Boulevard were increased by 6.9 percent to reflect seasonal trends as identified in the City of Lakeport General Plan 2025.

The City of Lakeport has established a Level of Service (LOS) C as the minimum acceptable LOS for overall intersection operations. The standard Caltrans LOS is the LOS C/D threshold in which LOS C is acceptable in all cases and LOS D is acceptable on a case-by-case basis. Caltrans has jurisdiction over the Highway 29 northbound (NB) and southbound (SB) ramp intersections with Lakeport Boulevard.

Existing Conditions

Synchro and Sidra, traffic operations analysis software programs, were used to determine the LOS for the weekday existing AM peak hour at each of the six intersections within the proposed project area. Under Existing Conditions, all six intersections operate at acceptable LOS, either LOS A or B, during the existing weekday AM peak hour (refer to **Appendix H**, for calculations and intersection volumes*)*.

Existing Plus Background Conditions

Existing Plus Background Conditions include existing traffic plus the traffic generated by approved projects within the vicinity of the proposed project. All background projects were obtained from the City of Lakeport Planning Department website per Andrew Britton (Planning Services Manager). The trip generation for each project was calculated using the Institute of Transportation Engineers (ITE) Manual, *Trip Generation 7th Edition*, 2003. The trip distribution was calculated based on typical travel patterns in the city and engineering judgment. The background projects would generate approximately 284 AM peak hour trips (refer to **Appendix H,** *Traffic Impact Analysis*).

Traffic analysis was performed for the weekday Existing Plus Background AM peak hour at each of the study intersections within the proposed project area using Synchro and Sidra. All intersections would operate at an acceptable LOS (LOS C or better) (refer to **Appendix H**, for calculations and intersection volumes).

Existing Plus Background Plus Project Conditions

For the AM peak hour Existing Plus Background Plus Project Conditions development scenario, the proposed project trips were added to the Existing and Background trips, and then analyzed. All of the study intersections for Existing Plus Background Plus Project Conditions would continue to operate at acceptable LOS (LOS C or better) (refer to **Appendix H**, for calculations and intersection volumes*)*.

The ITE Manual, *Trip Generation 7th Edition* is the most widely accepted reference for transportation professionals for determining trip generation rates for various land use types. However, the reference does not provide trip generation rates for courthouses.

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Therefore, a methodology for determining the trip generation rate was developed based on a similar traffic study performed in San Diego, CA and with information provided by Superior Court staff.

In 2000, Linscott Law & Greenspan (LLG) prepared a Traffic Impact Analysis report for the San Diego County Courthouse. An employee survey, conducted in 1992 by San Diego County, was used to determine mode of travel, daily trips per person, and vehicle occupancy rates. In addition, the report assumed that 30 visitors/jurors were in each courtroom. The trip generation rate was calculated based on the number of employees and visitors/jurors and the results from the employee survey.

Similar methodology was used for the Lake County Courthouse *Traffic Impact Analysis*. It was assumed that the primary choice of transportation is a passenger car for each employee and visitor/juror. In addition, as in the LLG study, it was assumed that 25 percent of employees leave and return to the courthouse once during the day.

In order to determine the proposed project's AM peak hour trips, a comparison was made between the AM peak hour average rate and daily rate for General Office (Code 710) in the ITE *Trip Generation 7th Edition*. The General Office land use was used because it is similar to the proposed project and is slightly more conservative than the LLG study. This provided an AM percentage of the daily trips. This percentage was then applied to the daily trips to calculate the AM peak hour proposed project trips. The directional distribution identified in the LLG study was used to determine inbound and outbound proposed project trips.

At project build out, the proposed project would generate 403 daily trips; with 61 trips (55 in, 6 out) occurring during the AM peak hour.

The city of Lakeport plans to extend the future Court Street alignment from Lakeport Boulevard southward along the eastern boundary of the proposed project site. To accommodate this future city project, the AOC, if feasible, would dedicate right-of-way to the city to support this future arterial extension.

Cumulative Conditions (Projected 2030 Traffic Conditions) Without the Project

The cumulative traffic volumes were analyzed at the six study intersections. Two of the study intersections would operate at acceptable LOS, while four intersections would operate at unacceptable LOS. The four intersections operating at unacceptable LOS are discussed in detail below.

The **Highway 29 SB Ramps / Lakeport Boulevard** intersection would operate at unacceptable LOS F during the AM peak hour with the southbound off-ramp approach also operating at LOS F.

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The **Highway 29 NB Ramps / Lakeport Boulevard** intersection is forecast to operate at an overall LOS F during the AM peak hour. The worst approach is also forecast to operate at LOS F during the AM peak hour.

The **Bevins Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS A during the AM peak hour; however, the worst approach is forecast to operate at LOS F.

The **Main Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS E during the AM peak hour and the worst approach is forecast to operate at LOS F. It should be noted that this intersection was studied in the City of Lakeport General Plan 2025 and was forecast to operate at an overall LOS F during the PM peak hour.
Refer to **Appendix H**, for details regarding calculations and cumulative peak hour volumes.

Cumulative Plus Project Conditions

The Cumulative Plus Project traffic volumes were analyzed at the six study intersections. Two of the study intersections would operate at acceptable LOS, while four intersections would operate at unacceptable LOS. The four intersections operating at unacceptable LOS are discussed in detail below.

The **Highway 29 SB Ramps / Lakeport Boulevard** intersection would continue to operate at unacceptable LOS F during the AM peak hour. The worst approach is also forecast to operate at LOS F.

The **Highway 29 NB Ramps / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS F during the AM peak hour. The worst approach is also forecast to operate at LOS F.

The **Bevins Street / Lakeport Boulevard** intersection is forecast to continue to operate at an overall LOS A during the AM peak hour; however, the worst approach is forecast to operate at LOS F.

The **Main Street / Lakeport Boulevard** intersection is forecast to operate at an overall LOS E during the AM peak hour. The worst approach is forecast to operate at LOS F. It should be noted that this intersection was studied in the City of Lakeport General Plan 2025 and was forecast to operate at an overall LOS F during the PM peak hour.

Refer to **Appendix H**, for details regarding calculations and cumulative peak hour volumes.

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Intersection Improvements

The City of Lakeport General Plan 2025 identifies either the installation of modern roundabouts or the signalization of the following four study intersections as part of the City's Long Range Roadway Improvement Program: Highway 29 SB Ramps / Lakeport Boulevard; Highway 29 NB Ramps / Lakeport Boulevard; Bevins Street / Lakeport Boulevard; and Main Street / Lakeport Boulevard. The installation of traffic signals is anticipated to improve the operations of the intersections for Cumulative Conditions Without Project. The close spacing of the intersections would require the intersections to coordinate the signals:

The installation of a traffic signal at the **Highway 29 SB Ramps / Lakeport Boulevard** is anticipated to improve the operations of the intersection to LOS C during the Cumulative Without Project AM peak hour. The traffic signal would be coordinated with the Highway 29 NB Ramps / Lakeport Boulevard and Bevins Street / Lakeport Boulevard intersections. The signal would provide a protected left turn for westbound traffic. In addition, the southbound approach should be improved to include a 150-foot right turn lane to reduce vehicle queues.

The installation of a traffic signal at the **Highway 29 NB Ramps / Lakeport Boulevard** is anticipated to improve the operations of the intersection to LOS B during the Cumulative Without Project AM peak hour. The traffic signal would be coordinated with the Highway 29 SB Ramps / Lakeport Boulevard and Bevins Street / Lakeport Boulevard intersections. The signal would provide a protected left turn for eastbound traffic. In addition, the intersection should be re-striped to provide approximately 150 feet of vehicle storage length for the eastbound left turn lane. Also, the northbound approach should be improved to include a 200-foot right turn lane to reduce vehicle queues.

The installation of a traffic signal at the **Bevins Street / Lakeport Boulevard** intersection would improve the operations of the intersection to LOS C during the Cumulative Without Project AM peak hour. The traffic signal would be coordinated with the Highway 29 SB Ramps / Lakeport Boulevard and Highway 29 NB Ramps / Lakeport Boulevard intersections.

The installation of a traffic signal at the **Main Street / Lakeport Boulevard** intersection is anticipated to improve the operations of the intersection to LOS B during the Cumulative Without AM peak hour. The signal would be split phased in the east-west direction and protected in the north-south direction. The southbound right turn lane would have an overlap phase with the eastbound split phase.

The above improvements are recommended for the Cumulative Plus Project Conditions. Therefore, fairshare contributions for the intersection improvements would be required. Each of the intersections meets the California MUTCD signal warrant for peak hour traffic volumes. The LOS calculation sheets for mitigated intersection conditions are included in **Appendix H**.

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Mitigation Measure TRANS-1 would reduce potential cumulative plus project impacts to a less-than-significant level.

Mitigation Measure TRANS-1: Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the following intersections: Highway 29 SB Ramps / Lakeport Boulevard; Highway 29 NB Ramps / Lakeport Boulevard; Bevins Street / Lakeport Boulevard; and Main Street / Lakeport Boulevard.

Significance after Mitigation: Less than Significant.

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c) *Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks*?

No Impact. The proposed project would not change air traffic patterns, increased air traffic levels or result in a change in location that would result in substantial safety risks. *Therefore, the AOC concludes there are no impacts.*

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d) *Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment*)?

Less than Significant with Mitigation. The initial field visit for the *Traffic Impact Analysis* and subsequent analysis to the proposed project intersections revealed that there are potential sight distance deficiencies for northbound left turn vehicles at the Lakeport Boulevard / Bevins Street intersection. This intersection is located at the top of a hill with the westbound approach being below grade. Exiting vehicles from the northbound driveway have sight distance constraints looking at the westbound approach of this intersection due to the crest curve and existing earth. During traffic counts/traffic analyses in April 2010, it was witnessed that left turn vehicles on the northbound approach were having trouble making the left turn from the driveway onto Lakeport Boulevard. Exiting vehicles were observed to make right turns and then make a U-turn at Larrecou Lane to continue westbound. A sight distance analysis was performed on this intersection.

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The Larrecou Lane / Lakeport Boulevard intersection is the recommended main access driveway and is located approximately 30 feet below the proposed site. This intersection was also evaluated for sight distance (refer to **Appendix H**, for results of the sight distance analysis).

The sight distance analysis shows that left turning vehicles on the northbound approach at the Bevins Street / Lakeport Boulevard intersection do not have sufficient sight distance to safely proceed onto westbound Lakeport Boulevard under the existing configuration. It

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is recommended that earthwork be performed on the south eastern side of the intersection to regrade the area in order to increase the sight distance.

Proposed project traffic would be added to this intersection. Increasing the traffic at an intersection with a pre-existing sight distance safety hazard would result in the proposed project having an impact on safety. Therefore, fairshare contributions for the intersection improvements would be required. **Mitigation Measure TRANS-2** would reduce potential impacts to less than significant levels.

Mitigation Measure TRANS-2: Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the sight distance at the Bevins Street / Lakeport Boulevard intersection.

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Significance after Mitigation: Less than Significant.

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e) *Would the proposed project result in inadequate emergency access*?

Less than Significant Impact. The proposed project site is located approximately 30 feet above Lakeport Boulevard. A site plan was not available to indicate the driveway access points to the proposed courthouse; therefore, four locations were evaluated for the proposed site (refer to **Figure 3**) and are discussed below.

Location 1: Off of Lakeport Boulevard positioned in center of project site: Location 1 is located off of Lakeport Boulevard at the center of the proposed site and would provide a central access point the courthouse. In order to accommodate the driveway at this location, significant grading would need to be performed to provide adequate sight distance and to construct the driveway up the grades to the elevation the proposed project site. In addition, the driveway would be located in between Larrecou Lane and a shopping center driveway. This would provide limited intersection spacing. It was determined that, due to the amount of earthwork needed and intersection spacing, this location is not feasible for site access.

Location 2: Off of Lakeport Boulevard across from Larrecou Lane: Location 2 is located at the Larrecou Lane intersection off of Lakeport Boulevard. This location would take advantage of an existing pathway and grading adjacent to the proposed project site. This location would provide adequate sight distance and would not limit intersection spacing. Grading would need to be performed but not to the degree of Location 1. It was determined that this location is feasible for site access and is recommended for the main access.

Location 3: Off of Bevins Street through the Lake County Chamber of Commerce parking lot: Location 3 takes advantage of the Lake County Chamber of Commerce parking lot, located above the proposed project site, to provide an access driveway. To accommodate

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this driveway location, grading and construction of retaining walls would need to be performed and the elimination of parking spaces would occur. It was determined that this location is not feasible for site access.

Location 4: Off of Bevins Street behind the Lake County Chamber of Commerce: Location 4 is located behind the Lake County Chamber of Commerce and would take advantage of an existing pathway and grading adjacent to the proposed project site. Limited grading would need to be performed. It was determined that this location is a feasible site access and is recommended for secondary access for prisoner pick-up and drop-off.

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The proposed project would conform to recommendations of the Superior Court of California, the Lake County Sheriff's Department, and the Lakeport Fire Department to ensure adequate emergency access considerations. The driveways would be required to be designed to accommodate emergency vehicles. There would be no blockage of access or traffic pattern disturbance that would significantly affect emergency access. Red curbs would be required along driveways and entrances to the courthouse to provide sufficient access response time for emergency vehicles. A fire lane would be required and on average should be approximately 20 feet in width at minimum and must be kept clear at all times. The proposed project would conform to design requirement for the Superior Court of California and the City of Lakeport. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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f) *Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities*?

Less than Significant with Mitigation. Lake Transit provides mass transit for Lake County and provides local and regional bus service for the City of Lakeport along four routes (Route 4, 4A, 7, and 8). Route 8 (Lakeport City) provides exclusive service for the City of Lakeport from Peckham Court in the south to Sutter Lakeside Hospital in the north. Routes 4 (South Shore) and 4A (Soda Bay) provide regional service to Clearlake and Kit's Corner, respectively, with limited city service. Route 7 (Lakeport – Ukiah) provides regional service from Lakeport to the Ukiah Municipal Airport, Greyhound, and Amtrak stations. The transfer point in the City of Lakeport is located on Main Street at the Third Street intersection. Currently, Routes 4, 4A, and 8 travel along Lakeport Boulevard in the vicinity of the proposed project. Route 4 does not stop in the vicinity of the proposed project, and Route 4A stops at Mendocino College on Parallel Drive, approximately ½ mile west of the proposed project site. Route 8 stops at Mendocino College and the Bevins Court Health Center on Bevins Street. There are currently no bus stops at the proposed project site.

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It is recommended that bus stops be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards. The addition of the bus stops would provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project.

According to the 2006 Lake County Regional Bikeway Plan, the county has five bikeways. None of the bikeways are in the vicinity of the proposed project site. The nearest bikeway facility is a Class II Bike Lane located on North High Street approximately 1.5 miles away. The Transportation Element of the City of Lakeport General Plan 2025 identifies Parallel Drive, Lakeport Boulevard, Bevins Street, and Main Street as future bikeway locations. **Mitigation Measures TRANS-3** and **TRANS-4** would reduce potential impacts to less than significant levels.

Mitigation Measure TRANS-3: Prior to occupancy and operation of the courthouse, bus stops shall be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards, in order to provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project.

Mitigation Measure TRANS-4: Prior to occupancy and operation of the courthouse, high visibility crosswalks shall be installed to provide safe access for pedestrians to and from the bus stops. In addition, pedestrian access should be provided throughout the proposed project with links to the existing pedestrian pathways and sidewalks.

Significance after Mitigation: Less than Significant.

References

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

Dow & Associates, *Lake County Regional Bikeway Plan*. Adopted by the Lake County Area Planning Council on: August 9, 2006. Accessed: July 6, 2010. Available at: www.lakeapc.org/docs/2006%20Lake%20Regional%20Bikeway-Final.pdf

RBF Consulting, *New Lakeport Courthouse Traffic Impact Analysis*, June 29, 2010, Revised October 4, 2010.

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3.17 Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) *Would the proposed project conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board*?

Less than Significant Impact. The proposed project would be served by the City of Lakeport Municipal Sewer District (CLMSD). Pursuant to City of Lakeport Ordinance No. 872 (2008), any residence or facility within the boundaries of CLMSD must connect to the municipal sanitary sewer system with limited exception. The boundaries of the CLMSD include areas within the City of Lakeport, in addition to a few unincorporated areas to the south and west. The CLMSD collection and treatment system spans approximately 135,400 feet of collector sewer mains and 13,500 feet of interceptor sewers.[22] The wastewater treatment facility is located at 795 Linda Lane, just southeast of the city limits. The treatment facility was constructed in the early 1990s for an average dry weather flow of one million gallons per day (mgd).

Wastewater produced by the proposed project would be limited to restroom facilities for the courthouse and is considered negligible. In addition, courthouse activities would not

[22] City of Lakeport Municipal Sewer District, *Sewer System Management Plan, 2010*. Available at: http://www.cityoflakeport.com/docs/SSMP-Final-512201062607PM.pdf. Accessed: July 12, 2010.

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result in containment emissions that would require a higher wastewater treatment level since sanitary wastewater would only be generated during courthouse operations. Therefore, the existing wastewater system would be capable of handling the wastewater generated from the new facility.

The proposed project would primarily shift employees from existing facilities to the new courthouse location. Any increase in the number of employees attributable to the proposed project would be minimal. Thus, the amount of wastewater generated by the proposed project would be similar to that generated in existing facilities and would not require a higher level of treatment. The proposed project would not conflict with requirements of the Regional Water Quality Control Board. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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b) *Would the proposed project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects*?

Less than Significant Impact. The City of Lakeport would provide water and wastewater treatment services to the proposed project. The proposed project would construct one courthouse that replaces the existing facilities currently located in three separate locations. The amount of water used and wastewater generated daily would likely be the same as the existing amount of water used and wastewater generated.

As noted above, the proposed project is not anticipated to result in a substantial increase in employees. Therefore, the amount of water consumed by the proposed project would not result in the need to expand water facilities. The proposed project would connect to the existing water system and would not include the development of new water lines. Therefore, the impact would be less than significant.

As noted above, the proposed project is not anticipated to result in a substantial increase in employees. Therefore, the amount of wastewater generated by the proposed project would not result in the need to expand wastewater treatment facilities. The proposed project would connect to the existing wastewater system and would not include the development of new sewer lines. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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c) *Would the project require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects*?

Less than Significant Impact. The proposed project site is currently undeveloped; therefore, development of the new courthouse facility would include impervious surfaces. While it is anticipated that the proposed project may result in storm water runoff from non-storm and storm water discharges, as discussed in Section 3.9, Hydrology and Water Quality, the proposed project would be required to comply with NPDES regulations, ensuring that impacts to storm water drainage systems are minimized. Under the NPDES program, the construction contractor would be required to prepare a SWPPP and Erosion Control Plan. In addition, the city has adopted a Storm Water Management Plan (SWMP) which is designed to reduce the discharge of pollutants into Clear Lake and to enhance the water quality. The city has also adopted an ordinance that would prohibit non-storm water discharge into the city's storm drainage system. The design of the proposed project will meet all city and state requirements.

Implementation of the SWPPP, the Erosion Control Plan, and SWMP would minimize the potential for construction-related surface water pollution as well as the water quality during operation due to new storm water drainage facilities. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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d) *Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed*?

Less than Significant Impact. According to the *City of Lakeport 2008 Water Master Plan*, the city obtains water from two sources: groundwater sources from four wells in Scotts Valley and water from Clear Lake treated at the city's water treatment plant. The city currently has an agreement with Yolo County Flood Control, who has the water rights to Clear Lake to draw up to 2,000 acre-feet per year. The city also has water conservation programs in place. Any increase in the number of employees attributable to the proposed project would be minimal. Thus, the amount of water needed by the proposed project would be similar to that used by existing courthouse facilities. The proposed project is not expected to require additional water supplies above what has already been anticipated in the City of Lakeport General Plan 2025. *Therefore, the AOC concludes that project impacts would be less-than-significant.*

Mitigation required: None.

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e) *Would the proposed project result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments*?

Less than Significant Impact. Wastewater generated by the City of Lakeport is collected and transported to the City of Lakeport wastewater treatment plant (WWTP), located southwest of the city limits. The WWTP (which is owned and operated by the CLMSD) had an original design treatment capacity of 1.05 million gallons per day (MGD) of dry weather flow and a maximum daily discharge not to exceed 3.8 million gallons (MG). In 2007, the City of Lakeport received a Cease and Desist Order from the California Regional Water Quality Control Board Central Valley Region which reduced capacity to 0.42 MGD dry weather flow. Currently, the CLMSD has adequate capacity for approximately 100 residential unit equivalents under the Cease and Desist Order restrictions. In addition, the SSMP acknowledges that the CLSMD intends to expand the sewer system over the next 10 years to accommodate the potential commercial and residential growth within the city.

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Any increase in the number of employees attributable to the proposed project would be minimal. Thus, the amount of wastewater generated by the proposed project would be similar to that generated in existing facilities. The project would not exceed the capacity of the City's WWTP. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

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f) *Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs*?

Less than Significant Impact. Lakeport has a contract with the Lakeport Disposal Company for its solid waste disposal. Most solid waste refuse from Lakeport is transported first to a transfer station on on Soda Bay Road outside of the Lakeport city limits, and then on to the East Lake Landfill, located just outside the City of Clearlake. The Eastlake Landfill is located on a 32 acre parcel outside the city limits of Clearlake. The landfill has a total permitted capacity of six million cubic yards and the estimated remaining capacity is 2,859,962 cubic yards (or 47.3 percent).[23] The estimated closure date for the landfill is December 2027. This landfill has enough capacity to accommodate solid waste generated by the proposed project. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

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Mitigation required: None.

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[23] California Department of Resources Recycling and Recovery, 2010. Available at: http://www.calrecycle.ca.gov/profiles/Facility/Landfill/LFProfile1.asp?COID=17&FACID=17-AA-0001, Accessed: July 13, 2010.

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g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste*?

Less than Significant Impact. The AOC shall ensure that the best method of solid waste disposal and reduction of the solid waste stream is implemented at the proposed project site. The proposed project would result in the transfer of all solid waste to permitted facilities (including hazardous waste). The proposed project is expected to comply with all federal, state, and local statutes and regulations related to solid waste. *Therefore, the AOC concludes that project impacts would be less-than-significant*.

Mitigation required: None.

References

Administrative Office of the Courts (AOC), Office of Court Construction and Management, 2008. *Project Feasibility Report, Superior Court of California, County of Lake, New Lakeport Courthouse.* July 1.

California Department of Resources Recycling and Recovery, 2010. Available at: http://www.calrecycle.ca.gov/profiles/Facility/Landfill/LFProfile1.asp?COID=17&FACID=17-AA-0001, Accessed: July 13, 2010.

City of Lakeport, General Plan 2025, adopted August, 2009.

City of Lakeport, General Plan Update Draft Environmental Impact Report, November 2008.

City of Lakeport Municipal Sewer District, *Sewer System Management Plan, 2010*. Available at: http://www.cityoflakeport.com/docs/SSMP-Final-512201062607PM.pdf. Accessed: July 12, 2010.

Pace Civil, Inc, *City of Lakeport 2008 Master Water Plan*, April 2008.

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3.18 Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) Have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a) *Would the proposed project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory*?

Less than Significant with Mitigation. The proposed project may have potentially significant impacts on biological resources (Section 4.3) and cultural resources (Section 4.4). However, implementation of mitigation measures in those sections would reduce these potential impacts to a less-than-significant level.

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b) *Would the proposed project have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less than Significant with Mitigation. The proposed project may have potentially significant impacts on air quality (Section 3.3), biological resources (Section 3.4), cultural resources (Section 3.54), noise and vibration (Section 3.12), and transportation and traffic (Section 3.16), which would include cumulative impacts. However,

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implementation of mitigation measures in those sections would reduce these potential impacts to a less-than-significant level.

The probability of construction of other proposed projects in the area and their construction timetables are uncertain due to current economic issues, and construction of the proposed project is expected to be completed in 2014. Since potential impacts from the proposed project and future projects would be mitigated in accordance with local and state regulations and the construction of other projects would likely occur after completion of the proposed courthouse, the AOC concludes that the cumulative impacts from the proposed project would be less than significant.

The proposed project would consolidate existing courthouse staff at one location; no additional staff would be added with this project. Therefore, the proposed project is not growth-inducing in and of itself.

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c) *Would the proposed project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly*?

Less than Significant with Mitigation. The proposed project may have potentially significant impacts on air quality (Section 3.3), biological resources (Section 3.4), cultural resources (Section 3.54), noise and vibration (Section 3.12), and transportation and traffic (Section 3.16). However, implementation of mitigation measures in those sections would reduce these potential impacts to a less-than-significant level.

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Chapter 4

Report Preparers

Judicial Council of California

Administrative Office of the Courts
2860 Gateway Oaks Drive
Sacramento, CA 95833-3509

Laura Sainz, Environmental Program Manager
Office of Court Construction and Management

RBF Consulting

4540 Duckhorn Drive, Suite 202
Sacramento, CA 95834

Bruce Gove, Project Manager
Jennifer Stewart, Environmental Planner
Frederik Venter, Transportation Engineer
Eddie Torres, Air Quality and Noise Specialist
Lane Simmons, GIS Specialist

ENPLAN

3179 Bechelli Lane
Redding, CA 96002

Donald Burk, Botanical Field Surveys
Darrin Doyle, Wildlife Evaluation
Wayne Waint, Archaeologist

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Appendix M
Mitigation Monitoring Plan

Mitigation Monitoring Plan

Introduction

Section 15097 of CEQA requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency, whenever approval involves the adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

As stated in Chapter 2 of the Final Initial Study, the AOC will implement the project in compliance with standard conditions and requirements for state or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the California Building Code, National Pollutant Discharge Elimination System (NPDES) permit system, Public Resources Code Section 5097 for discovery of unexpectedly encountered human remains, and Lake County Air Quality Management District (LCAQMD) Rules.

The AOC's plans for the project also include project design features - specific design elements that the AOC has incorporated into the project's construction and operation to prevent the occurrence of potential environmental effects or reduce the significance of potential environmental effects. The project design features are actions that conform to the California Trial Court Facilities Standards' specifications. For example, the parties implementing the proposed project will use best management practices and technologies aimed to limit the use of natural resources as well as the project's operating cost over the life of the building. Because the AOC is incorporating the project design features into the project, the design features do not constitute mitigation measures as defined by CEQA.

The AOC's proposed courthouse design will conform to the specifications of the California Trial Court Facilities Standards, including the standard that the AOC shall design and construct court buildings using proven best practices and technology with careful use of natural resources. To implement this standard, the project's project manager will include specifications that design efforts and construction operations implement best management practices and other measures throughout the construction phase to avoid or minimize potential impacts. These project design features, best management practices, and other measures will include:

- General measures:
  - Designate a contact person for public interaction.
  - Inform the Lakeport community through the use of a website that identifies the upcoming work and potential impacts to the surrounding communities.
- Storm water, water quality, and soil erosion management measures:
  - The AOC's construction contract will include provisions that require the construction contractor to obtain the Central Valley Regional Water Quality Control Board's (RWQCB) approval of a Storm Water Pollution Prevention Plan (SWPPP). Prior to

the start of construction, the AOC will ensure that the construction contractor prepared a SWPPP and secured the RWQCB's approval of the plan.

- The construction contractor will incorporate BMPs consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction (California Stormwater Quality Association, 2003).
- For construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, and/or other measures.
- Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.

- Air quality management measures. The construction contractor will:
  - Provide an asbestos-dust-hazard mitigation plan (also referred to a serpentine dust control plan) prior to any construction activities on-site. The Plan should include provisions for dust control measures to achieve no visible emissions, prevent material track-out onto the public road, provide for worker notification of the plan requirements and asbestos hazards, the posting of an asbestos warning notice at the site, and the covering of all disturbed serpentine surfaces subject to traffic wear or wind erosion with non-asbestos containing materials. Exposed serpentine surfaces that may be subject to vehicular traffic should have restricted access (fencing or other effective barriers) until such time as the surface is adequately covered with non-asbestos material.
  - When necessary, apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times a day to prevent generation of dust plumes.
  - Moisten or cover excavated soil piles to avoid fugitive dust emissions.
  - Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions, trackout, or nuisance conditions. The construction contractor will be required to stop work until corrective measures are in place.
  - Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site.
  - Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions.
  - Ensure that all construction and grading equipment is properly maintained.
  - Ensure that construction personnel turn off equipment when equipment is not in use.
  - Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.

- When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
- Suspend heavy-equipment operations during first-stage and second-stage smog alerts.

- Noise and vibration measures. The construction contractor will:
  - Equip construction equipment with the best available noise attenuation device such as mufflers or noise attenuation shields.
  - When feasible, for construction operations use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

The intent of this Mitigation Monitoring Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures to reduce or avoid significant environmental impacts. Mitigation measures identified in this Mitigation Monitoring Plan are in the Initial Study prepared for the proposed project. AOC representatives will use this Mitigation Monitoring Plan to ensure compliance with mitigation measures during project implementation.

The following table provides a summary of all mitigation and monitoring that will be conducted for the project. It also identifies the responsible monitoring agency and implementation phase.

New Lakeport Courthouse
Mitigation Monitoring Plan

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
AIR QUALITY				
Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**AQ- 1:** During construction operations, excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following best management practices: • Limit on-site vehicle speed to 15 miles per hour. • Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water three times daily with complete coverage, preferably in the late morning and after work is done for the day. • Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust. • Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust. • Indicate these control techniques in project specifications. Compliance with the measure shall be subject to periodic site inspections by the city.	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable measures are implemented / enforced during construction	AOC construction inspector	During construction activities / operations

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	• Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible. • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). • Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.			
Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**AQ-2:** The project applicant shall notify the Lake County Air Quality Management District of intended operations 30 days prior to construction activity. The project applicant shall file and receive approval of an asbestos-dust-hazard mitigation plan (also referred to as a serpentine dust control plan) prior to any construction activity at the project site. The plan shall address and include mitigation for: excavation, roads, yards, driveways, parking areas, hauling and tracking of material onto adjacent roadways. All	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that the Lake County Air Quality Management District is notified of intended operations. Ensure that an asbestos-dust-hazard mitigation plan / serpentine dust control plan is filed and approved prior to any construction activity.	AOC project manager	30 days prior to commencement of construction activity

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	material shall be transported in a manner minimizing dust emissions. In no instance shall the dust from such operations exceed five percent opacity 20-feet from the traveled surface. The applicant shall inform employees working at the project site of the potential health risk of airborne asbestos and the requirements of the asbestos-dust-hazard mitigation plan. The plan shall be consistent with the California Air Resources Board Section 93105, *Final Regulation Order – Asbestos Air Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*.	Ensure that applicable air quality measures are implemented / enforced during construction	AOC construction inspector	During construction activities / operations
BIOLOGICAL RESOURCES				
Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?	**BIO-1:** Following the development of a site plan and prior to the commencement of construction activities, the AOC shall prepare a Mitigation Plan to offset impacts to the on-site serpentine herb community and the following three special-status plants species: 1) Colusa layia; 2) serpentine cryptantha; and 3) bent-flowered fiddleneck. Tracy's clarkia shall also be avoided/protected where possible.	Incorporate biological resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Prepare a Mitigation Plan to offset impacts to the on-site serpentine herb community and the following three special-status plants species: 1) Colusa layia; 2) serpentine	AOC CEQA project manager	After development of a site plan and prior to the commencement of construction activities

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	As discussed with California Department of Fish and Game (CDFG) staff, the highest priority for mitigation shall be to avoid and protect the existing on-site populations of the special-status plants to the extent feasible. Secondly, if suitable habitat will be temporarily disturbed but will remain viable in the long term, an effort shall be made to re-establish special-status plant populations in these areas upon completion of construction. If CDFG determines that the available on-site options for plant protection and re-establishment do not fully compensate for the project impacts, off-site mitigation shall be provided. This can be accomplished through preservation or enhancement of off-site serpentine habitats and special-status plant populations, restoration of degraded habitats on other local sites capable of supporting the sensitive resources, creation of new habitats capable of supporting the sensitive resources, and/or purchase of appropriate credits at a qualifying mitigation bank (if available).	cryptantha; and 3) bent-flowered fiddleneck. Tracy's clarkia shall also be avoided/ protected where possible.		
		Ensure that the Mitigation Plan is submitted to the California Department of Fish and Game for review, and approved in writing by the California Department of Fish and Game	AOC CEQA project manager	Prior to commencement of construction activities
		Ensure that applicable biological resource measures are enforced during construction	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	The Mitigation Plan shall be submitted to CDFG for review, and shall be approved in writing by CDFG prior to initiation of construction activities. The Plan shall identify the mitigation site(s); methods to be employed to protect, restore, enhance, and/or create serpentine-herb habitat and the associated special-status plant populations; an implementation schedule; success criteria; monitoring and reporting requirements; long-term maintenance provisions; remedial measures to be undertaken if the success criteria are not fully met; and/or other pertinent data to ensure successful mitigation.			
Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?	**BIO-2:** Vegetation removal shall be conducted between August 1 and February 28, if feasible. If vegetation removal must be conducted between March 1 and July 31, a nesting bird survey shall be conducted within two weeks prior to initiation of work. If active nests are present, work within 500 feet of the nest(s) shall be postponed until the young have fledged, unless a smaller next buffer zone is authorized by the California	Incorporate biological resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable biological resource measures are enforced during construction	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	Department of Fish and Game.			
CULTURAL RESOURCES				
Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	**CUL-1:** If previously unevaluated cultural resources are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist and a Native American representative can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant,	Incorporate cultural resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Document incorporation of cultural resource measures into project's contract specifications to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to completion of contract specifications
		Document the identity and professional qualifications of qualified archaeological monitor(s) to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to start of construction
		If an archaeological monitor prepares management recommendations for a discovered resource, the monitor shall document completion of the management recommendations as soon as practical to the AOC's project	AOC project manager, construction inspector, and environmental analyst	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	they will notify the AOC. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources. In considering any suggested mitigation proposed by the archaeologist and Native American representative, the AOC will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.	manager, construction inspector, and environmental analyst		
		Ensure that applicable cultural resource measures are enforced during construction	AOC construction inspector	During construction
Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**CUL-2:** In the event that paleontological resources are discovered during ground disturbing activities, grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional paleontologist	Incorporate paleontological resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Document incorporation of paleontological	AOC project manager and environmental analyst	Prior to completion of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	as appropriate. A qualified professional paleontologist shall then make recommendations for measures necessary to protect the find, or to undertake data recovery, excavation, analysis, and curation of paleontological materials as appropriate.	resource measures into project's contract specifications to AOC's environmental analyst		
		Document the identity and professional qualifications of qualified paleontological monitor(s) to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to start of construction
		If a paleontological monitor prepares management recommendations for a discovered resource, the monitor shall document completion of the management recommendations as soon as practical to the AOC's project manager, construction inspector, and environmental analyst	AOC project manager, construction inspector, and environmental analyst	During construction
		Ensure that applicable measures are enforced during construction	AOC construction inspector	During construction
Would the proposed project disturb any human remains,	**CUL-3:** If human remains are encountered unexpectedly during	Incorporate cultural resource measures into	AOC project manager	During preparation of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
including those interred outside of formal cemeteries?	construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Lake County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.	project's contract specifications		
		Document incorporation of cultural resource measures into project's contract specifications to AOC's environmental analyst	AOC project manager and environmental analyst	Prior to completion of contract specifications
		If human remains are discovered, the Lake County Coroner shall be contacted immediately, and no further disturbance shall take place	AOC project manager and construction inspector, and environmental analyst	During construction
		Ensure that applicable cultural resource measures are enforced during construction	AOC construction inspector	During construction
NOISE				
Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**NOI-1:** Construction shall commence no earlier than 7:00 a.m. and cease no later than 6:00 p.m. on weekdays. Construction work might occur on Saturdays; if so, it shall commence no earlier than 9:00 a.m. and cease no later than 6:00 p.m.	Incorporate noise measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable measures are implemented	AOC construction inspector	During construction
Would the project result in exposure of persons to, or	**NOI-2:** To reduce noise impacts due to construction, the project applicant	Incorporate noise measures into project's	AOC project manager	During preparation of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	shall require construction contractors to implement the following measures which shall be ongoing through grading and construction: • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a	contract specification		
		Ensure that applicable noise measures are implemented	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.			
Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**NOI-3:** Prior to any ground disturbance activities, the AOC shall develop a list of measures to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures shall include the following: • A procedure and phone numbers for notifying the AOC project manager and the construction contractor (during regular construction hours and off-hours); • A sign posted on-site pertaining the permitted construction days and hours and complaint	Incorporate noise measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that applicable measures are implemented	AOC construction inspector	During construction

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	procedures and who to notify in the event of a problem. The sign shall also include a listing of the construction contractor's telephone numbers (during regular construction hours and off-hours); • The designation of an on-site construction complaint and enforcement manager for the project. The manager shall act as a liaison between the project and its neighbors. The manager's responsibilities and authority shall include the following: o An active role in monitoring project compliance with respect to noise; o Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers; o Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and o Intervening or discussing mitigation options with			

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
	contractors. • Notification of adjacent property owners and occupants at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and • A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.			
TRANSPORTATION AND TRAFFIC				
Would the proposed project conflict with an applicable plan, ordinance or policy, or congestion management policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not	**TRANS-1:** Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the following intersections: Highway 29 SB Ramps/ Lakeport Boulevard; Highway 29 NB Ramps / Lakeport Boulevard; Bevins Street / Lakeport Boulevard; and Main Street / Lakeport Boulevard.	Incorporate transportation and traffic measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that the City of Lakeport receives the proposed project's fair share contribution	AOC project manager and AOC CEQA project manager	Prior to occupancy and the operation of the courthouse

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**TRANS-2:** Prior to occupancy and the operation of the courthouse, the AOC would be required to pay the City of Lakeport the proposed project's fair share contribution towards improving the sight distance at the Bevins Street / Lakeport Boulevard intersection.	Incorporate transportation and traffic measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that the City of Lakeport receives the proposed project's fair share contribution	AOC project manager and AOC CEQA project manager	Prior to occupancy and the operation of the courthouse
Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	**TRANS-3:** Prior to occupancy and operation of the courthouse, bus stops shall be constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards, in order to provide direct access from the local bus system and indirect access from the regional bus system to and from the proposed project.	Incorporate transportation and traffic measures into project's contract specifications	AOC project manager	During preparation of contract specifications
		Ensure that bus stops are constructed immediately east and west of the Larrecou Lane / Lakeport Boulevard intersection per Lake Transit standards	AOC project manager and construction inspector	Prior to occupancy and the operation of the courthouse
Would the proposed project conflict with adopted policies, plans, or programs regarding	**TRANS-4:** Prior to occupancy and operation of the courthouse, high visibility crosswalks shall be installed	Incorporate transportation and traffic measures into	AOC project manager	During preparation of contract specifications

Impact Statement	Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	to provide safe access for pedestrians to and from the bus stops. In addition, pedestrian access should be provided throughout the proposed project with links to the existing pedestrian pathways and sidewalks.	project's contract specifications		
		Ensure that high visibility crosswalks are installed for pedestrians to and from the bus stops. Ensure pedestrian access is provided throughout the proposed project with links to existing pathways and sidewalks.	AOC project manager and construction inspector	Prior to occupancy and the operation of the courthouse