INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

FOR THE

CITY OF LAKEPORT WATER AND WASTEWATER PROJECTS

CITY OF LAKEPORT
225 Park Street
Lakeport, CA 95453

Prepared with the Technical Assistance of:

environmental PLANNING PARTNERS, INC.

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April 2012

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
FOR THE CITY OF LAKEPORT WATER AND WASTEWATER PROJECTS

To: Interested Persons

From: City of Lakeport
225 Park Street
Lakeport, CA 95453
Phone: (707) 263-5613
rknoll@cityoflakeport.com

Contact: Richard Knoll

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration

The City of Lakeport is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) for the proposed City of Lakeport Water and Wastewater Projects and intends to adopt a Mitigated Negative Declaration for the project. The proposed project includes a four-phase water system improvement program and six independent projects to improve and repair the City's wastewater system as described in the attached Initial Study/Mitigated Negative Declaration (IS/MND).

The proposed IS/MND is available for public review from 8:00 a.m. to 5:30 p.m., Monday through Thursday, at the offices of the City of Lakeport (address listed above). The public comment period on the IS/MND closes on May 24, 2012. Comments may be submitted to Richard Knoll at the above address. Emailed comments should be submitted to rknoll@cityoflakeport.com and should include the phrase "Water and Wastewater Projects IS/MND" in the subject line.

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INITIAL STUDY AND ENVIRONMENTAL EVALUATION

Project Title: City of Lakeport Water and Wastewater Projects

Entitlement Requested: Approval of Construction Contracts

Lead Agency Name and Address: City of Lakeport
225 Park Street
Lakeport, CA 95453

Contact Person and Phone Number: Richard Knoll
Phone: (707) 263-5613
rknoll@cityoflakeport.com

Existing General Plan Designation: Various

Existing Zoning: Various

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This Initial Study focuses on whether the proposed project may cause significant effects on the environment. In particular, consistent with Public Resources Code §21083.3 (the California Environmental Quality Act or CEQA), this Initial Study is intended to assess any effects on the environment that are peculiar to the proposed project, or to the parcels on which the project would be located. The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the State CEQA Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines §§15064 and 15064.4 in its determination of the significance of environmental effects. According to §15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an Environmental Impact Report (EIR).

2. DESCRIPTION OF PROJECT

INTRODUCTION

The City of Lakeport proposes to implement a four-phase water system improvement program and six independent projects to improve and repair the City's wastewater system. The City of Lakeport is the Lead Agency pursuant to CEQA for the proposed City of Lakeport Water and Wastewater Projects

PROJECT LOCATION

The City of Lakeport Water and Wastewater Projects is located in the City of Lakeport (City) area. Lakeport lies on the west bank of Clear Lake, in Lake County, approximately 42 miles north of Santa Rosa and 91 miles north of San Francisco (see Figure 1). The project area limits incorporate 10 water/wastewater improvements that are located predominantly within the City, with several improvements located outside the City limits (see Figure 2). The project is located predominantly in Sections 13, 23-26, and 36, Township 14 North, Range 10 West, Mount Diablo Base and Meridian.

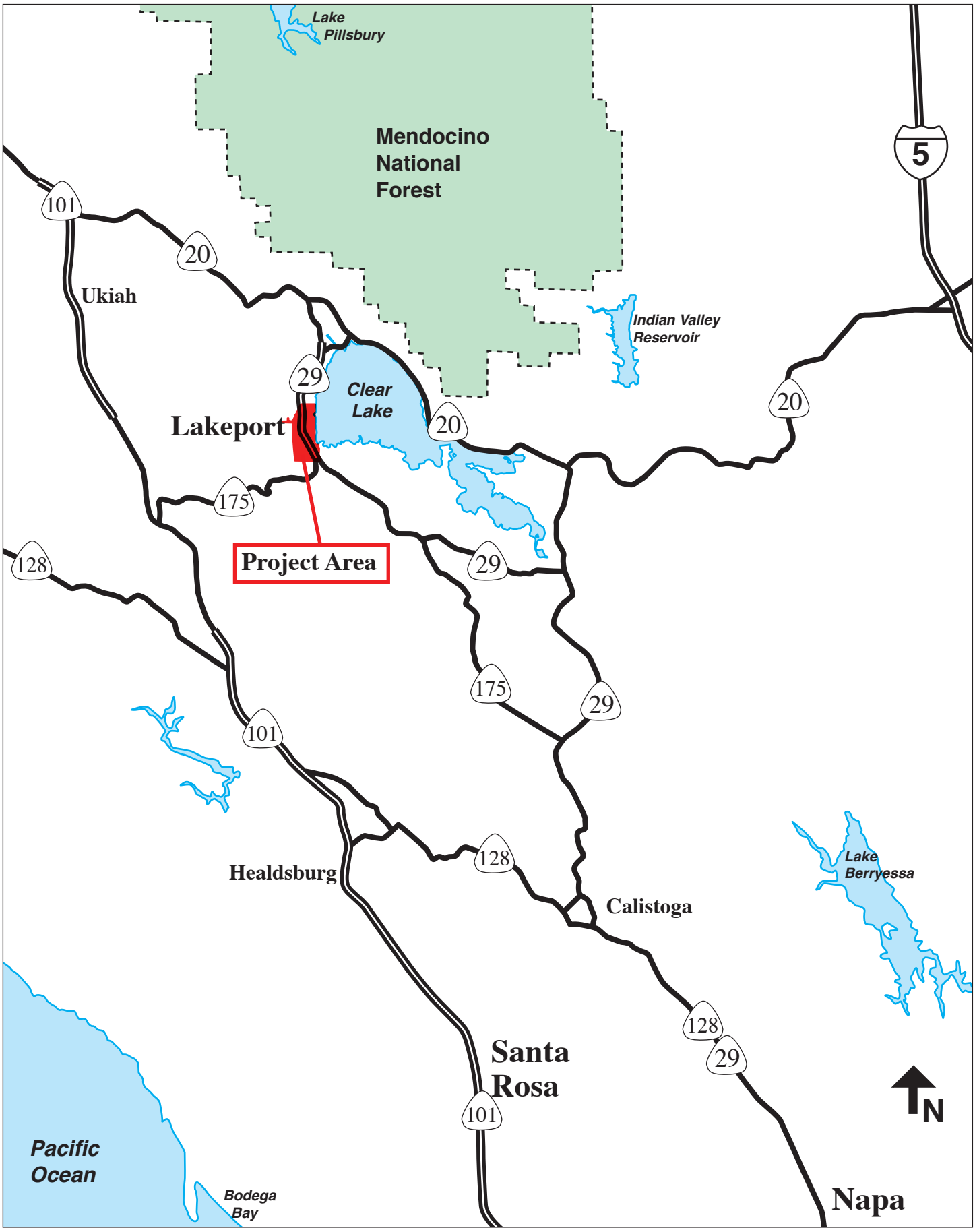
EXISTING CONDITIONS

Water System

The City owns and operates its water treatment, storage, and distribution system to serve City residents and commercial users. The water system is supplied by two wells located on Scotts Creek, two wells located on Green Ranch, and Clear Lake. Following treatment at the Water Treatment Plant (WTP), water is stored in a 1.0 million gallon (MG) tank and a 1.5 MG storage tank. According to the most recent California Department of Public Health (CDPH) Domestic Water Supply Permit issued December 29, 2011, the service area of the City has a population of approximately 5,200, consisting primarily of residential homes and commercial properties. The City updated its Master Water Plan (MWP) in 2008. A number of immediate, near-term, and long-term improvements were recommended in the 2008 MWP in order to correct water supply, treatment, and distribution system deficiencies. (PACE 2012)

Wastewater System

The City of Lakeport Municipal Sewer District owns and operates the wastewater collection and treatment system that serves the City and a portion of Lake County. The Lakeport Wastewater Treatment Plant (WWTP) currently operates under Waste Discharge Requirements (WDR) Order No. 98-207. The City's wastewater system is in need of improvements. The City received a Notice of Violation (NOV) in 2006 and Cease and Desist Order (CDO) No. R5-2007-0010 in 2007 from the California Regional Water Quality Control Board (CRWQCB). The NOV and CDO were in response to numerous sewer system overflows, inflow and infiltration problems, groundwater contamination, and storage capacity violations. As required by the CDO, the City updated its Master Sewer Plan (MSP) in 2008 (PACE, 2008). A number of near-term, intermediate, and long-term improvements were recommended in the 2008 MSP in order to correct sewage collection and treatment system deficiencies. (PACE 2012b)

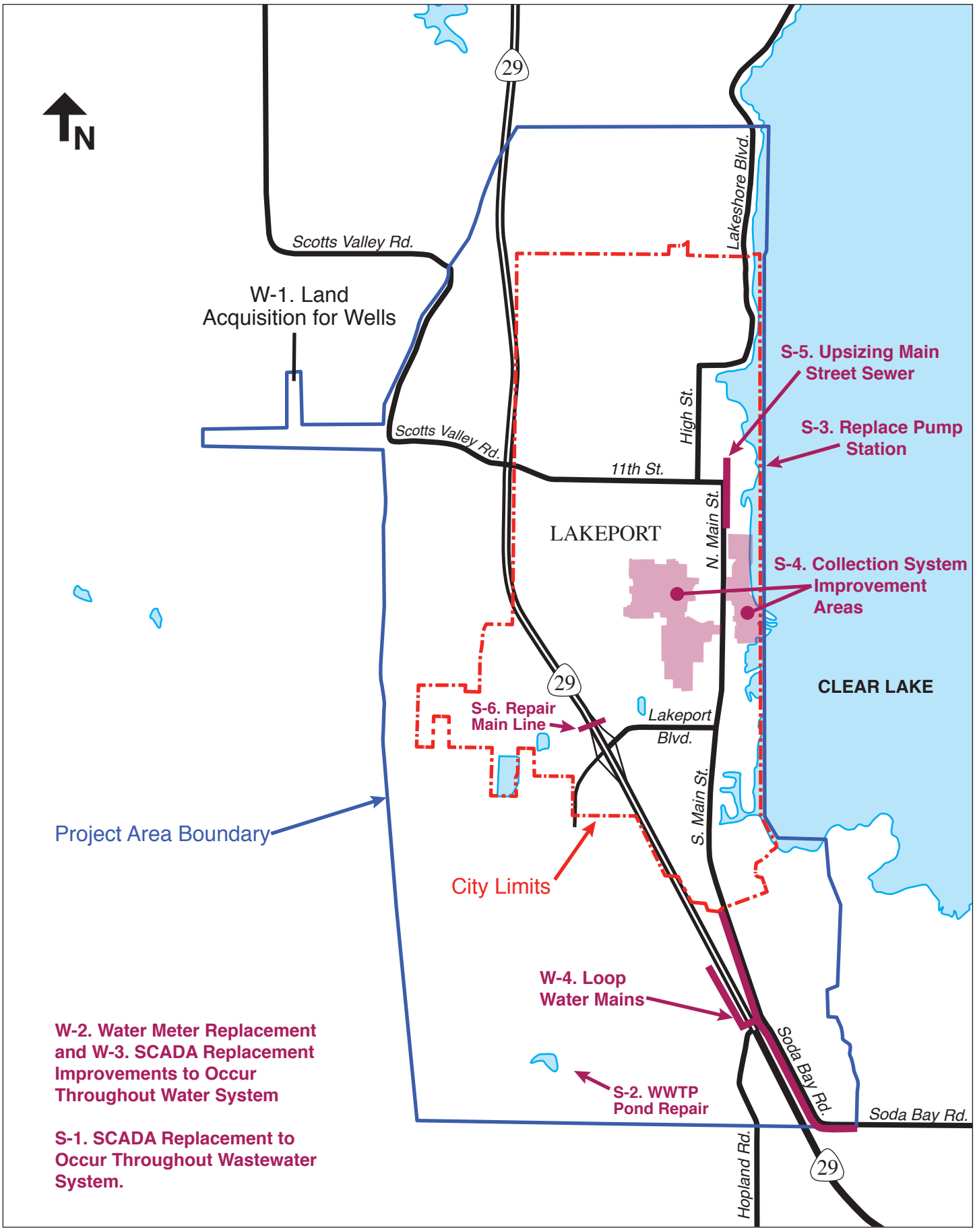


SOURCE: Planning Partners, April 2012

City of Lakeport IS

Figure 1

Regional Location



SOURCE: Planning Partners, April 2012

City of Lakeport IS

Figure 2
Project Area

DESCRIPTION OF THE PROPOSED ACTION

Water System Improvement Program

The City of Lakeport has identified a four-phase water system improvement program that is needed to secure water quality and continued quantity. These phases include: groundwater well site acquisition; installation of a water metering system; replacement of the Supervisory Control and Data Acquisition (SCADA) system; and extension to complete loop of water mains. Below is a description of each phase.

W-1. Land acquisition for existing groundwater wells. The City of Lakeport maintains two existing groundwater wells on approximately 4.7 acres of leased property, known as the Green Ranch. The proposed project would acquire the property on which the wells are developed. No construction or other new or modified activities would occur with this project component.

City's Identified Need for the Project Component: According to the City's 2008 MWP, the wells at the site account for 50 percent of the City's pumping capacity and provide the majority of the City's potable water during the months of November through April. The lease governing the City's right to the wells expires in 2014 and there is no option to renew the lease. Loss of this water source would threaten the water supply of the entire community.

W-2. Water meter replacement. The proposed project would replace the existing 2,291 water meters with an upgraded smart meter throughout the City's distribution system. The concrete meter boxes are normally located immediately behind the sidewalk or the curb. Where meter boxes are in poor condition, the box itself would be replaced, together with the meter.

City's Identified Need for the Project Component: The current water metering devices do not meet the standards of the Safe Drinking Water Act that specify safe levels of lead in a device. The Safe Drinking Water Act requires devices to contain less than 8 percent lead. Furthermore, the current distribution system is inefficient. The replacement of existing water meters to the new standard would reduce the potential for lead leaching from the meters and increase the accuracy and efficiency of the meter reading process.

W-3. SCADA system replacement. The proposed project would replace the existing failing SCADA system at existing water facilities with an updated system. Potential new construction would be limited to additions to existing electrical panels at existing water facilities, such as the water treatment plant, storage tanks, wells, and pressurization stations.

City's Identified Need for the Project Component: The SCADA system in place was engineered and procured over 12 years ago and lacks the ability to incorporate new processes for monitoring, control, and remote alarming. An updated system would ensure trouble free operations around the clock in order to meet the health and safety concerns of the City's citizens.

W-4. Loop water mains. The 14-inch water mains on Parallel Drive and South Main Street in South Lakeport would be extended and looped. Approximately 6,500 feet of 14-inch water mains would be installed on these roadways beyond S. Main Street and continuing on Soda Bay Road to the City's Sphere of Influence Boundary, approximately 400-500 feet beyond the point where Soda Bay Road bends to the east. The City's hope is that, for the portion of the loop main project within S. Main Street/Soda Bay Road, construction of the loop main would be coincident with the street-widening project to be pursued by Lake County. To

connect the S. Main Street segment of the line to the Parallel Drive segment, the line would be passed under State Route (SR) 29 near the S. Main Street interchange by boring and jacking under the freeway.

City's Identified Need for the Project Component: It is City policy that water mains be looped to ensure system reliability, minimize pipe size needed to adequately serve domestic and fire flow needs, and to minimize the number of people affected by a system shutdown. The City's 2008 Water Master Plan identified the need to extend and loop the mains on Parallel Drive and South Main Street. The Master Plan specifically states that the current mains cannot meet "Fire Department's fire flow requirements in large portions of the existing" Main Street area "during heavy demand periods." The extension is necessary to complete the loop that would adequately serve current and future customers in a safe and efficient manner.

Wastewater System Improvements

The City of Lakeport has identified six independent projects needed to secure the community's sewer efficiency and continued health and sanitation. The City's wastewater system is in disrepair and need of improvements. The current deteriorating state of the wastewater system led to the City receiving a NOV in 2006 and a CDO in 2007 from the CRWQCB. To address some of the issues and violations listed in the NOV and CDO, and to ensure the health and safety of community residents, the City must complete the following project components: replace controls and communications systems; rehabilitate treatment ponds; replace pump station and controls; replace portions of sewer collection system; upsize a sewer collection pipe in central area of the City; and inspect and repair a main line along the tunnel portion of SR 29. Below is a detailed description of each of these components.

S-1. SCADA system replacement. The proposed project would replace the existing failing SCADA system at existing wastewater facilities with an updated system. Potential new construction would be limited to additions to existing electrical panels at the treatment plant, storage reservoir, and pump stations.

City's Identified Need for the Project Component: The City installed the current Supervisory Control and Data Acquisition system (SCADA) in 1991. The manufacturer and technical support staff are unable to repair or maintain the system's operation. New systems must be installed in order to meet current standards and operate reliably while unmanned. A new system would increase the City's ability to detect potential problems and alarm officials of health and safety threats. The new system is necessary to allow the City to control and monitor the wastewater system's facilities and infrastructure.

S-2. WWTP pond repair. This project component consists of increasing the armored area of the levees confining the wastewater treatment ponds at the City's Wastewater Treatment Plant (WWTP). This project component proposes to remove the sediment lining the ponds' existing concrete walls and install slope protection. This would require taking the ponds out of operation for an overall 3-month period to complete removal, testing, and disposing of the sludge and grit lining the concrete apron. The existing concrete apron protecting the walls of the pond would be removed and sent to a concrete recycler for reuse. The pond walls would be re-sloped and a footing would be built up at the base of the slope. A new concrete apron extending from the new footing to the top of the slope would be constructed.

City's Identified Need for the Project Component: The current ponds show signs of the concrete of the slope's protective apron deteriorating and failing, mainly caused by wind and wave erosion. This failure in the concrete is causing the earthen banks behind it to erode, thereby threatening the release of partially treated sewage onto the ground around the ponds and into a nearby waterway. Fortifying the slopes of the treatment ponds would protect them from current and wave erosion, and reduce the risk of groundwater contamination. These storage capacity and groundwater contamination violations were cited in the CDO. The City's 2008 Sewer Master Plan identified this project as needed to alleviate further erosion of the earthen slopes and to restore the full capacity of the treatment ponds.

S-3. Replace pump station. This project component consists of replacing a wastewater pump station currently located within a paved street at Clear Lake Avenue. The pump station would be moved to near the adjacent existing electrical panel south of the street gravel/paved parking lot. A package pump station would be installed in a pit at this new location. The new pump station's surface manifestation would be a raised manhole approximately 2 feet in height (to be above the 100-year flood zone). Trenching would be conducted from the existing location to the new proposed location to connect the new pump station to the existing collection network. The pumps would also be placed on a rail system to assist in the safe installation and removal.

City's Identified Need for the Project Component: This project is needed to fix a failing and over-capacity pump. The current pump requires operators to perform confined space entry when repairing the pumps and wet well equipment. The current entry point's location may potentially lead to leakage of raw, untreated sewage into the lake during flood periods. To alleviate this hazard, the City must raise the point of entry above the 100-year flood elevation. These improvements and additions to the pump station would protect against contamination and ensure the health and safety of community residents.

S-4. Collection system improvements. The proposed improvements would consist of lining existing collection pipes, and resetting and sealing existing manholes in public right-of-way in order to alleviate unpermitted sanitary sewer overflows (SSOs).

City's Identified Need for the Project Component: The City has high levels of Inflow & Infiltration (I&I) within the collection system. The Cease and Desist Order (R5-2007-0010) and 2006 Notice of Violation identify that the City has a significant problem with I&I which is known to impact the load capacity of its collection system and leads to SSOs. In response to the violations cited in the CDO and NOV, the sewer master plan included this improvement as a solution to correcting load capacity problems and SSOs. Improvements would alleviate these issues and avert danger of any surcharge or seepage that may occur.

S-5. Upsizing Main Street sewer. Approximately 1,400 feet of 8-inch sewer main would be replaced with a 12-inch pipe located on Main Street between 10th and 6th street with a trench-less replacement process. The construction process would begin with the excavation of two work pits, approximately 20 feet long by 4 feet wide, adjacent to existing manholes at each end of the segment to be replaced. Equipment would be placed in each pit to operate over the approximate 1-week construction period. During that period, a device larger than the existing pipe would be pulled through the existing sewer main, thereby bursting it; this bursting device would be immediately followed by new pipe inserted into the void created. Once the expanded pipe is in place, additional excavation, again in the paved street would occur to reconnect each service connection to the new pipe.

The existing pipe is over capacity and unable to support current flows. The existing pipe results in surcharges in the winter months and is expected to show signs of overflow in the near future without any improvements. The NOV identified a section of sewer main located on Main Street between 10th and 6th street to be undersized, and required a timeline for the replacement of the undersized section of sewer main. Due to the subsequent CDO, the monies reserved for this project were exhausted. To address the NOV and spill violations of the CDO (CDO page 2), the city proposes to increase the pipe size in this area. This would increase capacity and minimize the potential of future SSOs.

S-6. Repair the main line along SR 29. This proposed project component would include inspection and repair of a 72-inch culvert running under SR 29 that serves as a carrier for three sewer main pipes. A new 30-inch culvert would be jacked and bored underneath the freeway immediately to the south of the existing 72-inch culvert. The two forcemains within the existing culvert would be relocated to the new culvert. After removal of the forcemains, sufficient room would be created within the existing 72-inch culvert to allow construction necessary to stabilize the culvert. The existing gravity sewer main would remain within the reconstructed 72-inch culvert. The freeway in this area is raised above grade and constructed on fill. The new culvert would be constructed using a bore and jack process within the fill adjacent to the existing culvert.

City's Identified Need for the Project Component: There is extensive corrosion within the 72-inch culvert, leading to deterioration of the sewer pipes and the bracing that supports them. Failure of the culvert would pose a major risk of damaging the sewer mains within the culvert, thereby leading to a leak of untreated sewage. This project is a critical portion to improving the City's wastewater system.

CONSTRUCTION

The proposed water and wastewater system improvements would be constructed at existing facilities or adjacent to existing pipelines within existing roads and/or utility easements. Trench dewatering may be required during construction. It is anticipated sewer main installation would not involve open-cut trenches over 8 feet in depth. Access to businesses and residences along the project component alignments would be maintained at all times during construction. The following includes a summary of construction activities for each project component:

- W-2: Replacement of water meters assumes there would be two crews replacing 16 meters per day over 90 days. Each crew requires a pickup truck.
- W-3: Limited construction requiring a pickup truck over 30 days.
- W-4: Water main extension assumes an estimated 31 days wherein 200 feet of pipe are installed per day for 31 days. Heavy equipment includes excavator, loader, Bobcat loader, watering truck, backhoe, two pickup trucks, walk-behind compactor, submersible pump, and two truck & transfers hauling backfill and removing excavated spoils for disposal.
- S-1: Limited construction requiring a pickup truck.
- S-2: Repair of treatment ponds first would require draining Pond 1 down to the sludge, then dewatering the sludge over 20 days using a truck mounted centrifuge to result in 20% solids. The sludge would be stockpiled until a sufficient amount is collected and then hauled in 20 cubic yard (CY) truck & transfer loads to a licensed land disposal site near Sacramento. The sludge would then be tilled into the land as regulated by USEPA

biosolids application rules. With the pond now empty, an excavator working from the dike would remove approximately 120 CY of existing failed shotcrete erosion protection. The failed shotcrete would be stockpiled onsite for future recycling under another contract. Once shotcrete was removed, an excavator would be used to shape and compact the sideslope. A trencher would be used to cut in upper anchor and lower footing foundations prior to placement of 500 CY of shotcrete. Pond 2 would then be dewatered into Pond 1, and the entire process repeated. Repair of each pond would take 30 working days depending on equipment staffing.

- S-3: Replacement of the Clear Lake Avenue Lift Station over a 20-day project would require a vibratory compactor to repair pavement, Bobcat loader for excavated material placement, backhoe, pickup, and submersible pump for dewatering efforts.
- S-4: Collection system improvements would take place over a 70-day period assuming 200 feet of pipe are replaced per day. Various pieces of pipe trenching and compaction equipment would be utilized to install new sewer pipe and repair manholes.
- S-5: Approximately 1,450 feet of 8-inch sewer main on Main Street would be replaced using pipe bursting methods with a 12-inch HDPE pipe in three, 500-foot long segments over a 15-day period. Sewer laterals from each customer would first be excavated and made ready to be replaced on the day the replacement pipe segment would be pulled into place. A 4-foot wide by 20-foot long pipe launch pit would be constructed requiring conventional excavation techniques. The new pipe would be pulled through the existing pipe between the launch pit and receiving manhole. Laterals would be replaced to the property line. Excavations would then be backfilled and pavement patched.
- S-6: Construction over 20 days of a new 16-inch force main is recommended for safety and redundancy concerns. Excavation of launch and receiving pits would first constructed using standard excavation techniques. A 30-inch x 0.25-inch wall steel casing would be installed using directional drilling or bore and jack technologies. A new 16-inch ductile iron force main would be installed using skids into the 30-inch steel casing. Valve clusters and interties would be constructed between the existing force mains and the new force main. Once the new 16-inch force mains were in service, the City would begin planning to replace the original force mains with a single force main in the existing 72-inch CMP.

REQUIRED APPROVALS, OTHER PROCESSES, AND CONSULTATIONS

A listing and brief description of the regulatory permits and approvals required to implement the proposed project are provided below. This environmental document is intended to address the environmental impacts associated with all of the following decision actions and approvals.

CITY OF LAKEPORT AND OTHER LOCAL AND REGIONAL AGENCIES

City of Lakeport

The City has the following permitting authority related to the proposed City of Lakeport Water and Wastewater Projects:

- Preparation and approval of an Initial Study / Mitigated Negative Declaration: The City of Lakeport will act as the lead agency as defined by the California Environmental Quality Act, and will have authority to determine if the Initial Study / Mitigated Negative Declaration is adequate under CEQA.

- Encroachment Permit: The City of Lakeport Department of Public Works would require an Encroachment Permit for construction of improvements on local roadways within the City of Lakeport.

Regional Water Quality Control Board (RWQCB)

- Discharges into waters of the U.S. under Section 404 also require a water quality certification from the RWQCB, pursuant to Section 401 of the Clean Water Act. The RWQCB may opt to waive the water quality certification and instead issue waste discharge requirements pursuant to their authority under the Porter - Cologne Act.

STATE OF CALIFORNIA

State agencies have the following permitting authority related to the proposed City of Lakeport Water and Wastewater Projects:

California Department of Transportation

- Encroachment Permit: The California Department of Transportation (Caltrans) would require an Encroachment Permit for construction of improvements on state roadways.

State Water Resources Control Board

- General Construction Activity: The State Water Resources Control Board (SWRCB) has adopted a General Permit for Discharges of Storm Water Associated with Construction Activity, including clearing, grading, excavation, reconstruction, and dredge and fill activities that result in the disturbance of at least one acre of total land area, or whose projects disturb less than one acre but are part of a large common plan of development that disturbs one or more acres. Effective July 1, 2010, all dischargers are required to obtain coverage under the Construction General Permit Order 2009-0009-DWQ adopted on September 2, 2009. This General Permit has developed specific Best Management Practices (BMP) in order to achieve these state and federal standards. In addition, the General Permit requires a Storm Water Pollution Prevention Plan (SWPPP) and Rain Event Action Plan (REAP) (another dynamic, site-specific plan) to be developed.

State Office of Historic Preservation

- Project effects on cultural resources require Section 106 clearance (federal) by the SHPO. Review and approval clearance includes determination of eligibility for the National Register of Historic Places, as well as potential effects and mitigation requirements. Likewise, SHPO must review resources under the California Register of Historical Resources criteria for eligibility.

California Department of Fish and Game

- The drainages in the project area are regulated by the CDFG under Section 1602 of the Fish and Game Code. Impacts to these drainages would require a Streambed Alteration Agreement from CDFG.

FEDERAL GOVERNMENT

United States Army Corps of Engineers (USACE)

- Waters of the U.S. are regulated by the USACE under Section 404 of the Clean Water Act. It is expected that the discharges into waters of the U.S. from the project would be authorized under Nationwide Permits 14 – Linear Transportation Projects and 33 – Temporary Construction, Access, and Dewatering.

PROJECT PHASING

Construction of the proposed expansion is scheduled to begin during winter 2014 and would occur over an approximate 9-month period. The project would be constructed in a single phase.

3. PURPOSE AND LEGAL BASIS FOR THE INITIAL STUDY

As a public disclosure document, this Initial Study provides local decision makers and the public with information regarding the environmental impacts associated with the project. According to §15063 of the California Environmental Quality Act Guidelines, the purpose of an Initial Study is to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts, before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required, by:
   a. Focusing the EIR on the effects determined to be significant,
   b. Identifying the effects determined not to be significant,
   c. Explaining the reasons for determining that potentially significant effects would not be significant, and
   d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

4. INITIAL ENVIRONMENTAL CHECKLIST

Following each major category in the Initial Study are four determinations by which to judge the project's impact. These categories and their meanings are shown below:

"No impact" means that it is anticipated that the project will not affect the physical environment on or around the project site. It therefore does not warrant mitigation measures.

"Less than significant" means the project is anticipated to affect the physical environment on and around the project site, however to a less-than-significant degree, therefore not warranting mitigation measures.

"Less than significant with mitigation incorporated" applies to impacts where the incorporation of mitigation measures into a project has reduced an effect from "Potentially significant" to "Less than significant." In such cases, and with such projects, mitigation measures will be provided, including a brief explanation of how they reduce the effect to a less-than-significant level.

"Potentially significant impact" means there is substantial evidence that an effect is significant, and no mitigation is possible.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially significant impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geological/Soils
☐ Greenhouse Gases	☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☒ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

ENVIRONMENTAL SETTING AND EVALUATION OF POTENTIAL IMPACTS

Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment, either individually or cumulatively with other projects. All phases of project planning, implementation, and operation are considered. Mandatory Findings of Significance are located in Section XVIII below.

In order to facilitate the analysis of potential effects from implementation of the water and wastewater improvement projects, the 10 project components have been grouped into three environmental effect categories:

- Type 1 – No possibility of effect.
- Type 2 – Potential for limited effects.
- Type 3 – Known potentially significant effect.

Project components categorized as Type 1 generally consist of projects that entail limited construction activities, such as the replacement of existing electronic equipment and water meters. Type 2 project components entail some construction activities, but involve repair or replacement of existing facilities, and are predominantly located within urbanized and developed areas of the City. Type 3 project components entail more extensive construction and would result in a known potentially significant impact. The project components would be separated into the categories as follows:

Type 1 – No Effect	Type 2 – Limited Effects	Type 3 – Known Effects
W-2. Water Meter Replacement	S-2. WWTP Pond Repair	W-4. Loop Water Mains
W-3. SCADA System Replacement	S-3. Replace pump station.	
S-1. SCADA System Replacement	S-4. Collection system improvements.	
	S-5. Upsizing Main Street sewer.	
	S-6. Repair a main line along SR 29.	

The W-1 component of the project entails land acquisition to secure ownership of two City groundwater wells. The two wells are already developed and operating, and the proposed project component is merely to acquire the property upon which the wells are developed. The only action is a change of property title from the current private owner to the City. Because no construction or other new or modified activities would occur with this project component, no impacts would occur, and this project component will not be analyzed further.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
I.	**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?			✓	
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 day or nighttime views in the area?				✓

The City of Lakeport area is located on the western edge of Clear Lake. The City sits in a valley within the Northern California Coast Range at the relatively low elevation of 1,343 feet. The areas to the north, west, and south are generally characterized by open land containing grazing, oak woodlands, field crops, vineyards, orchards, and other agricultural uses (City of Lakeport 2008). The existing water and wastewater facilities are located within developed areas of the City, within existing roads and/or utility easements, or at established water and wastewater facilities.

Question (a) Scenic Vistas: Less than significant.

Scenic views in the City include elevated views of Clear Lake and mountain ranges in the background.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in a change in the visual environment. No impacts to scenic views or vistas would result.

Type 2 and Type 3: Implementation of these improvements would occur at existing water and wastewater facilities. Project activities would include improvements that would be contained within the existing horizontal and vertical alignments. No impacts to scenic views or vistas would result.

Implementation of the proposed water and wastewater projects would not have a substantial adverse effect on a scenic vista. This would be a less-than-significant impact, and no mitigation would be necessary.

Question (b) Scenic Highways: Less than significant.

According to the California Scenic Highway Program, there are no state or locally designated scenic highways within Lake County, though SR 29 is eligible to be designated in the future (Caltrans 2011). There are also no scenic resources, such as trees, rock outcroppings, or historic buildings within the project alignments.

Type 1: No state or locally designated scenic highways are located at these project activities. No impact would occur for these project components.

Type 2 and Type 3: W-4 and S-6 include water and wastewater improvements involving SR 29, an eligible scenic highway. W-4 would pass the 14-inch water line under SR 29 by boring and jacking under the freeway. S-6 would include repair of sewer mainline within a 72-inch culvert running under SR 29, and a new 30-inch culvert would be jacked and bored underneath the freeway adjacent to the existing 72-inch culvert. No trees or other vegetation would be modified by construction at these locations, and the construction area would be restored to its existing condition after completion of the improvements. Therefore, no adverse effects to scenic resources within this eligible scenic highway would occur.

Thus, implementation of the project would not adversely affect scenic resources within a designated scenic highway. This would be a less-than-significant impact.

Question (c) Visual Character: Less than significant.

The visual character of the project area is defined by Clear Lake, the surrounding mountains, lakeside parks, agricultural land, and residential and commercial areas (City of Lakeport 2008). The visual character of the project water and wastewater system components is defined by developed and urbanized uses, including roadways and sewer treatment ponds.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in a change in visual character.

Type 2 and Type 3: Project activities would include improvements that would be contained within the existing water and wastewater facilities. Water and sewer pipeline construction would occur below grade in existing paved roadways and/or utility easements. Improvements to the wastewater treatment pond would occur over the existing footprint. While S-3 would result in relocating an existing pump station to near the adjacent existing electrical panel south of the street gravel/paved

parking lot within a raised manhole 2 feet in height, these changes would not affect the overall urbanized nature of the project area. No changes to the visual character would result.

Implementation of the proposed water and wastewater projects would not substantially change visual character. This would be a less-than-significant impact, and no mitigation would be necessary.

Question (d) Light and Glare: No Impact.

None of the proposed project components would introduce new sources of light and glare to the area. No impact would result, and no mitigation would be necessary.

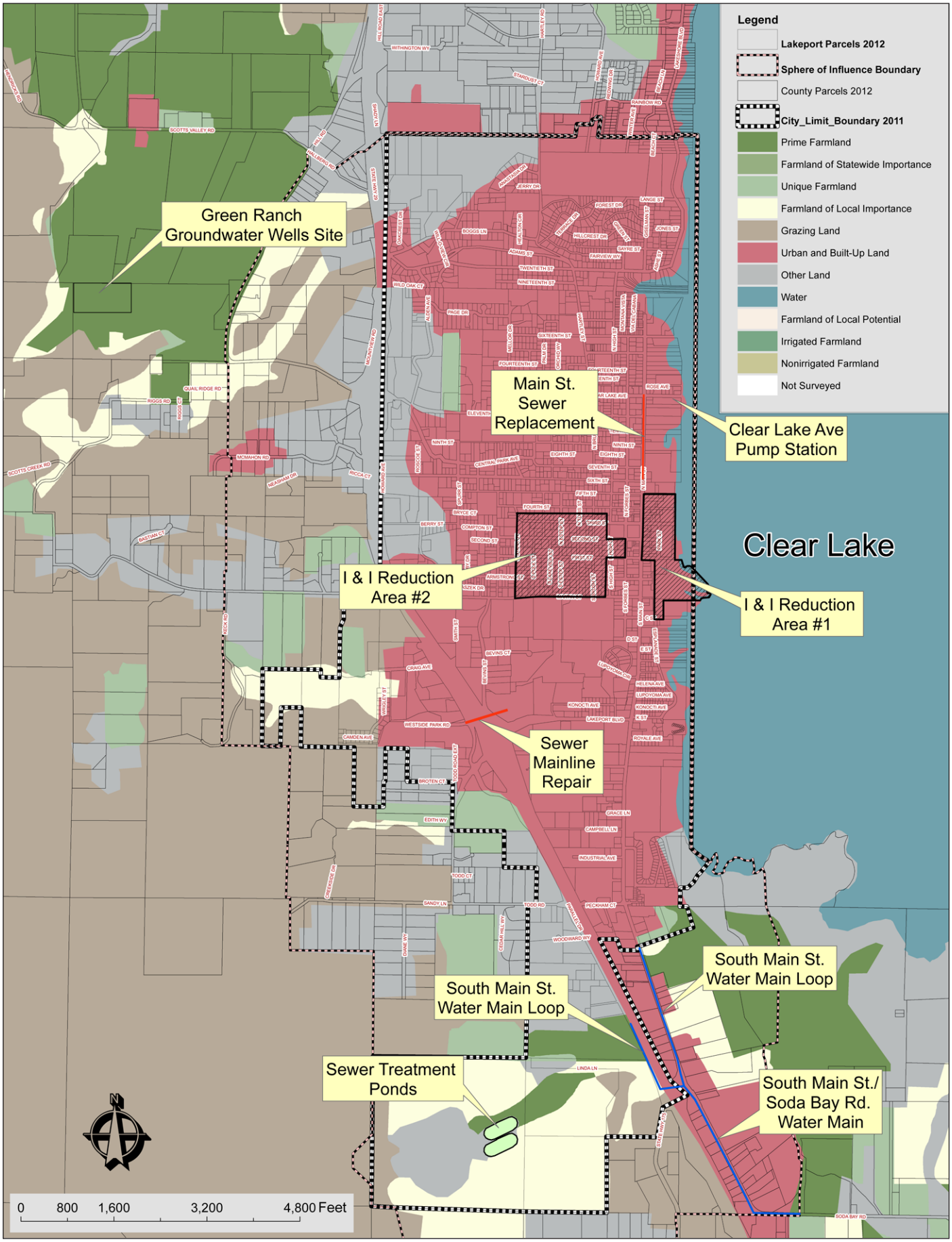
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
II.	**AGRICULTURE AND FOREST RESOURCES**				
	Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
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)	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agriculture use or conversion of forest land to non-forest use?			✓	

The project area currently consists of predominantly developed urbanized uses. According to the FMMP, the City of Lakeport is classified as Urban and Built-Up Land and contains no agricultural land. The City's two groundwater wells (W-1) and a portion of Soda Bay Road (W-4) are the only project components located in areas designated as prime farmland.

Question (a)(e) Farmland: Less than significant.

According to the City's GIS Important Farmlands Map, the majority of the project area is classified as Urban and Built-Up Land (see Figure 3). The City's two groundwater wells (W-1) and a portion of Soda Bay Road (W-4) are the only project components located in areas designated as prime farmland. Prime Farmland consists of the best combination of physical and chemical features able to sustain long-term agricultural production.

Type 1 and Type 2: There are no project component areas designated as Important Farmlands, and no conversion of agricultural uses would occur with implementation of the project components.



City of Lakeport IS

SOURCE: City of Lakeport GIS, March 2012

Figure 3

Important Farmland in the Project Area

Type 3: Several parcels designated as prime farmland are located adjacent to Soda Bay Road. The City's intends to construct the portion of the loop main project within S. Main Street/Soda Bay Road coincident with the previously approved Lake County street widening project. As evaluated in the South Main Street and Soda Bay Road Widening and Bike Lanes Project Environmental Assessment (May 2011), a maximum of 1.13 acres of active and inactive farmland would be converted to a non-agricultural use as a result of direct and indirect conversion. The loss of these agricultural lands was evaluated based on the USDA, NRCS Farmland Conversion Impact Rating System (Form AD-1006). It was determined that the road-widening project would not considerably affect agricultural soils or productivity according to NRCS thresholds. The losses would all occur along the edge of the roadway and would be considered "sliver" losses. These losses occur in a very narrow strip adjacent to the roadway and would not have any substantial effect on the agricultural operations for affected parcels.

The proposed water main extension and looping would not result in any additional conversion of farmland beyond that previously analyzed in the road-widening project, and the proposed project component impact on the conversion of important farmlands to non-agricultural uses would be less than significant. Further, the proposed project is not expected to involve other changes in the existing environment that could result in conversion of farmland to non-agriculture use, or the conversion of forest land to non-forest use. Therefore, a less-than-significant impact would occur, and no mitigation would be necessary.

Question (b) Agricultural Zoning/Williamson Act: Less than significant.

Type1, Type 2, and Type 3: The project components are located in areas designated for urban uses along existing right-of-way, utility easements, and developed water and wastewater facilities owned by the City. None of the project site parcels are currently under a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for an agricultural use, nor a Williamson Act contract. A less-than-significant impact would occur, and no mitigation would be necessary.

Questions (c)(d) Forest Land: No Impact.

No timber management activities occur in the project areas, nor is the site designated for timberland uses. Because the project area is not zoned as forest land, timberland, or for timberland production, and there are no forest resources located on the project sites, no impacts would occur and no mitigation would be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
III.	**AIR QUALITY**				
	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 air 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?			✓	

Setting

The project site is located in Lake County, which lies within Lake County Air Basin (Basin). Air quality in the Basin is regulated by the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), and the Lake County Air Quality Management District (LCAQMD). Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. The state and federal agencies have set ambient air quality standards for certain air pollutants to protect the public health and welfare.

National Ambient Air Quality Standards (NAAQS) have been established for the following pollutants, identified as criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The California Ambient Air Quality Standards (CAAQS) for these criteria pollutants are the same or are more stringent than the corresponding federal standards. The CAAQS also includes standards for sulfates, hydrogen sulfide, and visibility.

If an area has not achieved the NAAQS or CAAQS for any criteria pollutant, the U.S. Environmental Protection Agency and CARB classifies it as a nonattainment area for the respective criteria pollutant. A nonattainment area is required to have an air quality plan to attain and maintain the required standards. Lake County is designated as a federal and state attainment area for all pollutants, as shown in Table 1.

Table 1 Air Pollutant Attainment for the Lake County Air Basin (including Lakeport)		
Pollutant	**Attainment Status**	
	Federal	**State**
Ozone –1 Hour	No Federal Standard	Attainment
Ozone – 8 Hour	Attainment	Attainment
PM10	Attainment	Attainment
PM2.5	Attainment	Attainment
CO	Attainment	Attainment
NO2	Attainment	Attainment
SO2	Attainment	Attainment
Pb	No Designation	Attainment
All Others	Attainment/Unclassified	Attainment/Unclassified

Source: California Air Resources Board, 2012a.

Question (a) Air Quality Plans:

Air quality plans are required for areas that do not meet the federal and/or state ambient air quality standards. Those plans describe the steps that will be taken to reduce air emissions and bring the area into attainment with the standards.

Although most areas of California exceed at least one of the state or federal ambient air quality standards, Lake County is an exception in that it meets all federal and state standards. Consequently, no air quality plans have been prepared for the Basin. Therefore, the project would not conflict with or obstruct implementation of any applicable air quality plan because no such plan exists.

Questions (b)(c)(d) Air Quality Standards/Nonattainment Pollutants/Sensitive Receptors:

Type 1, Type 2, and Type 3: Project activities would generate air emissions from on-road vehicle trips and off-road construction equipment. Type 1 activities would generate emissions from employee commute trips and on-road pickup truck trips associated with replacing SCADA computer equipment and water meters. These on-road trips would generate a minimal amount of emissions. Type 2 and 3 activities would generate emissions from both on-road trips and off-road construction equipment.

Table 2 summarizes daily and annual emissions associated with Type 1, 2, and 3 activities. The daily emission estimates represent worst-case conditions by assuming that all components would start on the same date. However, because most project components are independent of each other, actual daily emissions would likely be lower than shown in Table 2. Due to the short-term nature of the construction activities (the longest project component S-4 would last 70 days), and the existing excellent air quality conditions in Lake County, the project's emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, the project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the region is non-attainment because the Lake County Air Basin is in attainment for all criteria air pollutants. This is a less-than-significant impact.

With one exception, the project would not expose sensitive receptors to substantial pollutant concentrations. That exception is the potential to disturb serpentine soils containing naturally occurring asbestos (NOA). Although the project includes water trucks that would be used to minimize the generation of fugitive dust, additional controls may be required to control the release of NOA. As summarized in Section VII, *Hazards and Hazardous Materials*, Mitigation Measure HAZ-1 requires preparation of a Serpentine Dust Control Plan prior to the start of any ground disturbing activities. Mitigation Measure HAZ-1 would reduce potential NOA exposure of sensitive receptors to a less-than-significant level.

Table 2 Summary of Project Air Emissions

		ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Total Type 1	ppd	0.1	0.2	2.2	0.0	0.0	0.0
	tpy	0.0	0.0	0.1	0.0	0.0	0.0
Total Type 2	ppd	7.9	95.4	44.9	0.3	12.5	3.9
	tpy	0.1	1.2	0.6	0.0	0.1	0.0
Total Type 3	ppd	2.7	24.9	14.3	0.0	1.3	1.0
	tpy	0.0	0.4	0.2	0.0	0.0	0.0
Total Types 1, 2, & 3	ppd	10.7	120.5	61.4	0.3	13.8	5.0
	tpy	0.1	1.6	0.9	0.0	0.2	0.1

Notes: ppd - pounds per day; tpy – tons per year
On-road emissions estimated using the California Air Resources Board's EMFAC2011 model (California Air Resources Board 2012b.) Off-road emissions estimated using the URBEMIS2007 model and City of Lakeport wastewater system improvements project construction equipment activities summary (California Air Resources Board, 2011).
Daily air emissions represent worst-case conditions by assuming that all project components start on the same date. However, actual daily emissions would be substantially lower because most of the project components are independent of each other.

Source: URS Corporation, Inc., 2012.

Question (e) Odors:

Type 1: Project activities would include replacement of existing electronic equipment and water meters. The only emissions associated with these activities would be generated by light duty autos and trucks, which would not cause odor impacts. The impact would be less than significant.

Type 2 and 3: Construction activities associated with Type 2 and 3 components would include diesel-powered off-road construction equipment. Use of this equipment would not generate objectionable odors because construction activities would be temporary and because all diesel fuel in California is now ultra-low sulfur diesel, which minimizes odors. Consequently, odor impacts associated with off-road equipment emissions would be less than significant.

Repair of the wastewater treatment ponds also has the potential to result in odor impacts generated by sludge decomposition. However, sludge would be trucked to an off site location near Sacramento. Consequently, odor impacts associated with sludge would be less than significant, and no mitigation would be required.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 the 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, and regulations or by the California Department of Fish and Game or the 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?				✓

A reconnaissance-level biological survey of the project sites was conducted on March 22, 2012 to assess biological resources and potential biological constraints (see Appendix A, *Biological Resources Reconnaissance Survey and CEQA Analysis)*. Prior to the field survey, a query of the California Natural Diversity Database (CNDDB 2012) and Biogeographic Information & Observation System (BIOS) (2012) was conducted to identify occurrences of special-status plant and animal species in the vicinity of the proposed project site.

Vegetation

The project sites occur primarily within commercially developed areas within roadways. The elevation of the project sites ranges from approximately 1,350 to 1,400 feet mean sea level (msl). The cover types observed include the following:

- **Ruderal/Developed Lands**. The dominant cover type within the project site is ruderal roadside vegetation along roadsides. Vegetation within this cover type consists primarily

of non-native annual grasses and non-native herbaceous species including yellow star-thistle (*Centaurea solstitialis*), soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), Bermuda grass (*Cynodon dactylon*), Harding grass (*Phalaris aquatica*), vetch (*Vicia* sp.), and wild mustard (*Brassica* sp.). It may be necessary to remove one oak tree (*Quercus* sp.) to successfully complete project component S-3 (pump station replacement). Ruderal vegetation is intermingled with ornamental plantings along the roadsides of project component W-4; however, no trees or vegetation would be removed.

- **Ornamental**. This cover type includes areas landscaped with turf grasses, groundcovers, shrubs, and trees. Common species include blue gum *(Eucalyptus globulus*), Monterey pine (*Pinus radiata*), Bishop pine (*Pinus muricata*), and native oaks (*Quercus* sp.). Ornamental plantings are located throughout the city and along roadsides.

Wildlife

Wildlife species observed were typical of an urban setting. Wildlife density and diversity was low. For a list of wildlife species observed along the project site, see Table 1 in Appendix A.

- **Ruderal/Developed Lands**. Within commercial areas, habitat components, such as roosting and nesting sites, escape cover, migration and/or travel corridors, and foraging habitat, are lost or altered as a result of land use conversions. Consequently, the changes to the abiotic and biotic environments result in very low species populations and diversity. These areas favor inhabitation of those species that tolerate human presence, and are able to exploit human food resources, and use buildings or other human structures for cover and nesting. Typical species found in developed areas include a number of native species such as mourning dove (*Zenaida macroura*), western scrub-jay (*Aphelocoma californica*), northern mockingbird (*Mimus polyglottos*), American robin (*Turdus migratorius*), Brewer's blackbird, house finch (*Carpodacus mexicanus*), California ground squirrel (*Spermophilus beecheyi*), striped skunk (*Mephitis mephitis*), and Virginia opossum (*Didelphis virginiana*). Dominant introduced and pest species in the urban landscape include rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), Norway rat (*Rattus norvegicus*), and house mice (*Mus musculus*).
- **Open Water**. The wastewater treatment ponds at project component S-2 provide open water habitat for wildlife. Land immediately adjacent to the ponds consists of aggregate rock. The ponds are enclosed by chain-link fencing; however, small gaps between the fencing and the ground are present. Wastewater treatment ponds can provide a place for migrating waterfowl and other birds to stop-over during long flights. Many waterfowl species were observed utilizing the ponds during a field survey on March 22, 2012, including mallard (*Anas platyrhynchos*), ruddy duck (*Oxyura jamaicensis*), and wood duck (*Aix sponsa*). For additional species observed within the ponds, see Table 1 in Appendix A.

Special-Status Species

No special-status wildlife or plant species were observed during surveys. Habitat on site consists of primarily developed land with some ruderal and ornamental vegetation in an urban setting, which does not provide quality habitat for special-status wildlife or plant species of the region. Further, except for project component S-6 (sewer pond project), all sewer and water projects are to take place within existing roadways or developed areas. Therefore, it is unlikely that special-status species occur on the project site due to lack of potential habitat. For a map of Special Status Species in the vicinity of the project sites see Figures 3 and 4 of Appendix A. No federally listed special status

species have the potential to occur in the project area. State and CEQA identified special status species potentially occurring within the project areas are discussed below.

Special-Status Plants

Rare plant surveys were not conducted. A California Natural Diversity Data Base (CNDDB) query was conducted and other environmental reports were reviewed. Serpentine soil is present adjacent to South Main Street where project component W-4 occurs. Atypical soil types, such as serpentine, can contain rare plants that are adapted to growing within only that specific soil composition. According to Caltrans (2011), three species were observed during two focused plant surveys for the project within the serpentine soil adjacent to South Main Street. These species include: bent-flowered fiddleneck (*Amsinkia lunaris*), dwarf soaproot (*Chlorogalum pomeridianum* var. *minus*), and Colusa layia (*Layia sepentrionalis*). These three species, and additional species that could occur within the vicinity of the project site, are described below.

- Bent-flowered fiddleneck (*Amsinckia lunaris*) is a California Native Plant Society (CNPS) List 1B species. This species is associated with cismontane woodland and valley and foothill grassland habitats. It is an annual herbaceous species that blooms from March to June, and occurs at an elevation of 0 to 1,700 feet, msl (CNPS, 2001). There are two occurrences of this species within the Lakeport quadrangle (CNDDB 2012).
- Colusa layia (*Layia septentrionalis*) is a CNPS List 1B species. This species is associated with chaparral, cismontane woodland, and valley and foothill grassland habitat often on sandy or serpentine soils. It is an annual herbaceous species that blooms from April to May, and occurs at an elevation of 325 to 3,600 feet msl (CNPS 2001). There are three occurrences of this species within the Lakeport quadrangle (CNDDB 2012).
- Dwarf soaproot (*Chlorogalum pomeridianum* var. *minus*) is a CNPS list 1B species. This species is associated with chaparral habitat on serpentine soil. It is a perennial herb that blooms May through August, and occurs at an elevation between 1,000 and 3,280 feet msl (CNPS 2001). Although this species was documented by Caltrans (2011), there are no occurrences of this species within the Lakeport quadrangle (CNDDB 2012).
- Grandular western flax (*Hesperolinon adenophyllum*) is a CNPS list 1B species. This species is associated with chaparral, cismontane woodland, and valley and foothill grassland habitat often on serpentine soils. It is an annual herbaceous species that blooms from May to August, and occurs at an elevation of 490 to 4,315 feet msl (CNPS 2001). There are three occurrences of this species within the Lakeport quadrangle (CNDDB 2012).
- Serpentine cryptantha (*Cryptantha dissita)* is a CNPS list 1B species. This species is associated with chaparral habitat on serpentine soil. It is an annual herbaceous species that blooms from April to June, and occurs at an elevation of 1,295 to 1,900 feet msl (CNPS 2001). There are four occurrences of this species within the Lakeport quadrangle, all over 20 years ago (CNDDB 2012).

Special-Status Wildlife

The following is a description of the sensitive wildlife species that have the potential to exist within or adjacent to the project areas. These species were identified by a CNDDB query, BIOS, Caltrans (2011), and surveys conducted for this project.

- Clear Lake Hitch (*Lavinia exilicauda chi)*. The Clear Lake hitch is a California Species of Special Concern. This fish species occurs in Clear Lake and nearby water bodies such as

Thurston Lake and Lampson Pond. Clear Lake hitch spend most of the year in the lake except for spring spawning, which occurs mainly in Kelsey, Seigler Canyon, Adobe, Middle, Scotts, Cole and Manning creeks. A tributary of Manning Creek flows underneath project component W-4, and Forbes Creek is adjacent to project components S-4 and S-6. Potential Clear Lake hitch spawning could take place within these watercourses. The only occurrences of Clear Lake hitch indentified within CNDDB for the Lakeport quadrangle occurs in Clear Lake.

- Northern Pacific pond turtle (*Actinemys marmorata marmorata*) (NPPT) is a California Species of Special Concern. The NPPT occurs primarily in foothills west of the Cascade-Sierra crest throughout California. NPPT are semi-aquatic, inhabiting streams, marshes, ponds, and irrigation ditches within woodland, grassland, and open forest communities, but require upland sites for nesting and over-wintering. This species inhabits stream as well as pond habitats. Preferred depth in pond habitat is between three to five feet with mud substrate. Dense inshore vegetation is especially critical for hatchlings where they spend the first few years of life. There are no reported occurrences of this species within the Lakeport quadrangle. However, according to Pradomeza (2012), turtles have been observed within the sewer ponds in project component S-2. These turtles were not identified to species. No turtles were observed during field surveys.
- Tricolored blackbird (*Agelaius tricolor*) (TCBB) is a California Species of Special Concern and a USFWS Bird of Conservation Concern. The TCBB is a nomadic resident of the Sacramento and San Joaquin valleys and lower foothills of the Sierra Nevada and Coast ranges. This species typically nests near freshwater in dense cattails and bulrush, but can also nest in thickets of willow, blackberry, wild rose, and tall herbs. Estimates for colony size can range from 15 to 47,000 birds. Flooded lands, pond margins, grass fields, and agricultural fields constitute typical foraging habitat. There are two recorded occurrences of TCBB in the Lakeport quadrangle; however, the occurrences were from 1936 and 1972 (CNDDB 2012). A large patch of Himalaya blackberry was observed near project component W-4 on Parallel Drive and Linda Lane, which could provide habitat for TCBB.
- Loggerhead shrike (*Lanius ludovicianus*) is a California Species of Special Concern and a USFWS Bird of Conservation Concern. The loggerhead shrike inhabits semi-open country throughout most of the lower areas of the state. It occurs along woodland edges and in grassland with scattered trees, shrubs, or other hunting perches. This species was not observed during field surveys; however, the project site could provide breeding habitat in adjacent trees.
- Nesting Raptors**.** Several species of raptors have the potential to nest within trees adjacent to project components W-4, S-2, S-3, S-4, S-5, and S-6. Species such as Cooper's hawk (*Accipiter cooperii*), osprey (*Pandion haliaetus*), golden eagle (*Aquila chrysaetos*), and sharp-shinned hawk (*Accipiter striatus*) are CDFG watchlist species. Additionally, the white-tailed kite (*Elanus leucurus*) and golden eagle are California fully protected species.

Wetlands and Regulated Habitats

Because of the wide distribution of the projects, roadside ditches are present adjacent to many of the project components. Additionally, Forbes Creek flows adjacent to project components S-4 and S-6. A tributary to Manning Creek flows underneath project component W-4 in two locations. Currently, the water pipeline in project component W-4 is proposed to be suspended from the existing bridge of the tributary of Manning Creek. A map of adjacent wetland and waterways was developed by Caltrans for the South Main Street and Soda Bay Road Widening and Bike Lanes Project (Caltrans 2011). The road widening project occurs within the same portion of South Main and Soda Bay Road as project component W-4; therefore, the wetland map is attached as Figure 2 of Appendix A to depict these locations.

Vegetated roadside ditches and wetlands indicated above may be considered Waters of the United States (WoUS) or wetlands regulated by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act and the California Department of Fish and Game (CDFG) under Section 1600 of the California Fish and Game Code.

Potential Impacts to Biological Resources

Three of the project components would occur within existing roadways or sewer systems and would have very little impacts to biological resources. These project components include:

- *S-4. Replace portions of sewer collection system.* The intent of this project is to improve high levels of inflow and infiltration into the collection system. All work for this project would be conducted within existing wastewater collection pipes or manholes.
- *S-5. Upsize a sewer collection pipe in central area of the City.* This project involves upgrading an 8-inch sewer pipe to a 12-inch pipe by using a trenchless approach. This project would involve the excavation of two trenches at each end of the pipe within Main Street.
- *S-6. Inspect and repair a main line along the tunnel portion of SR 29.* This project involves installing a new 30-inch culvert adjacent to an existing 72-inch culvert under the above-grade freeway. Jack and bore method would be used to install the culvert. Pit locations would be within previously disturbed land adjacent to the freeway or existing hardscape. The western pit location has not been determined.

Two of the sewer projects have the potential to affect biological resources. These include:

- *S-2. Rehabilitate sewer treatment ponds.* This project involves the removal of the ponds' existing concrete walls and the installation of slope protection to reduce the potential risk of groundwater contamination.
- *S-3. Replace Clear Lake Avenue pump station and controls.* This project involves the relocation of the pump station to a new raised manhole station to a new location near the existing location. Trenching would be required for relocation.

Only one of the water project phases has the potential to affect biological resources.

- *W-4. Extension to loop the water mains located in South Lakeport.* To connect the S. Main Street segment to the Parallel Drive segment, the line would pass under SR 29 near the S. Main Street interchange by boring and jacking under the freeway. Water pipeline installation was just completed north of the end tie-in location on Parallel Drive while field surveys where being conducted.

Questions (a)(b)(c)(d)(e) Biological resources: Less than significant with mitigation incorporated.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in potential impacts to biological resources. Because these project components would have no effect on biological resources, these areas were not subject to biological resource investigations.

Type 2 and Type 3: Implementation of these project components could result in potential impacts to biological resources, including rare plants and protected species. Trees within or adjacent to project components W-4, S-2, S-3, S-4, S-5, and S-6 could provide potential nesting habitat for raptors and other nesting birds protected by the Migratory Bird Treaty Act (MBTA) and the CDFG Codes.

Potential wetlands and WoUS protected under Section 404 of the Clean Water Act and 1600 of the California Fish and Game (CF&G) Code were observed, but were not delineated. According to available project information, there would be no impacts to roadside ditches, wetlands, or watercourses. If impacts to a roadside ditches, Forbes Creek, or tributaries to Manning Creek are anticipated, a preliminary jurisdictional delineation is recommended to determine whether the area is subject to jurisdiction of the USACE under Section 404 of the Clean Water Act.

There are trees, including oaks, within and adjacent to the proposed project areas, but it is unknown at this time, if any oak removal would be required for the projects. The removal of one tree may be necessary to complete Project S-3. The following measures would be required to minimize potential impacts to biological resources:

Mitigation Measure BIO-1: Rare Plants.

Because of the presence of serpentine soils along project component W-4, rare plant surveys shall be conducted prior to vegetation removal along roadsides or staging areas. If rare plant species are observed, construction shall halt and CDFG will be contacted for guidance. If the alignment changes and vegetation removal will be required, rare plant surveys should be conducted within the blooming period of the sensitive plants that have the potential to occur (the plants found during surveys for the road widening project). If rare plants are discovered and cannot be avoided, CDFG should be consulted. CDFG will recommend their preferred method of mitigation to reduce impacts to the rare plants. Typically, CDFG will recommend rare plant seed collection or relocation of effected individuals. If neither of those options is feasible, they may require the purchase of offsite credits from a local mitigation bank.

Mitigation Measure BIO-2: North Pacific Pond Turtle Relocation.

No more than one week prior to the start of construction, a survey of the sewer ponds within project component S-2 shall be conducted to identify presence of turtles. If NPPTs are observed, an on site biological monitor must be present when the ponds are dewatered. The on site biological monitor shall relocate the turtles to the nearest accessible perennial water body based on coordination and approval of CDFG.

Mitigation Measure BIO-3: Birds Protected by the MBTA and CDFG.

Tree removal and/or ground-clearing activities could impact listed bird species and bird species protected under the MBTA and CDFG code. The MBTA prevents the removal of trees, shrubs, and other structures containing active nests of migratory bird species that may result in the loss of eggs or nestlings.

Trees located within and adjacent to the project sites provide potential nesting habitat for birds protected by MBTA. Removal of trees and/or construction activities conducted in the vicinity of potential nest trees in the adjacent riparian area, or ground-clearing activities could potentially impact tree and ground-nesting bird species that are protected under the MBTA and CD&G codes (Sections 3503, 3503.5, and 3800). The laws and regulations prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort could be considered a "take".

The following measures are identified to minimize or avoid project impacts to species protected by the MBTA:

1. Schedule tree removal and ground-clearing activities prior to the initiation of nesting activity (March 1) or after fledging (August 31).
2. If this is infeasible, conduct pre-construction surveys between March 1 and August 31 in potential nesting habitat to identify nest sites. If an active raptor nest is observed within 350 feet of the project site, establish a 350-foot buffer around the nest tree, and consult CDFG for recommendations. Prohibit construction activities in the buffer zone until the young have fledged. If any other birds protected by MBTA are found nesting within the project site or immediately adjacent to, consult USFWS for protection measures. Alternatively, USFWS could be contacted for recommendations to minimize potential impacts. Construction activities or disturbance within the buffer zone will be prohibited until the young have fledged or USFWS has made alternate recommendations.

Mitigation Measure BIO-4: Wetlands and Protected Waters.

If impacts to roadside ditches, Forbes Creek, or tributaries to Manning Creek are anticipated, a preliminary jurisdictional delineation is recommended to determine whether the area is subject to jurisdiction of the USACE under Section 404 of the Clean Water Act. If project impact areas are revised, a wetland delineation may be necessary for other portions of the project site as well, such as the western pit jack and bore pit location for project component S-6.

Mitigation Measure BIO-5: Protected Trees.

If any native tree will need removal, the Lakeport General Plan requirement of a 3:1 replacement for any native tree removed will be followed or a 5:1 for the removal of heritage trees.

Additionally, standard best management practices would be followed to prevent sediment from entering roadside ditches and adjacent watercourses, and would further minimize potential impacts to wetland areas. With implementation of the above mitigation measures, the proposed project would result in a less-than-significant impact to biological resources.

Question (f) Conservation Planning: No Impact.

The project site is not located in an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no conflict with any adopted conservation program would occur with project implementation. No significant impact would result, and no mitigation would be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
V.	**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 an archaeological resource as defined in §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?		✓		

State and federal legislation requires the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause "…physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment.

A cultural resources investigation was conducted for the project site (see Appendix C, *Cultural Resources Investigations [bound separately]*). The cultural resources investigation was conducted in compliance with CEQA Guideline requirements §15064.5 and is based on the results of two records searches conducted by the staff of the Northwest Information Center of the California Historical Resources Information System and field investigations of previously unsurveyed portions of the project areas. The following information summarizes cultural resources with the potential to occur within the proposed project area.

Question (a)(b)(c)(d) Cultural Resources: Less than significant with mitigation incorporated.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in potential impacts to cultural resources. Because these project components would have no effect on cultural resources, these areas were not subject to cultural resources investigations.

Type 2: Each of the project components and their potential impacts to cultural resources are evaluated below:

S-2. WWTP pond repair: The project area has been subject to previous cultural resources investigations. No cultural resources have been identified as a result of these investigations.

S-3. Replace pump station: This area has not been subject to comprehensive cultural resources investigations, but the presence of one archaeological resource (also included in S-5) has been documented within and adjacent to the pump station replacement area. The pump station project area at this time is completely covered by pavement. The potentially affected cultural resource has not been subject to previous evaluation and the exact of extent of the site area has not been determined by testing or other invasive procedures. Proposed ground disturbing activities during replacement of the pump station and controls have the potential for impacting possible subsurface archaeological deposits at this site.

S-4. Collection system improvements: There have been no project specific investigations, but one archaeological resource has been recorded. In addition to various archaeological studies, the City of Lakeport has been subject to an informal Historic Resources Inventory for identification of historic buildings—the Office of Historic Preservation Directory of Properties in the Historic Property Data File for Lake County lists 47 buildings that have been documented, only one of which is listed on the National Register of Historic Places, the Old Lake County Courthouse at 225 N. Main Street.

It is apparent that the potential environmental effects are very limited, as the work is to be conducted solely within existing wastewater collection pipes and at manholes. None of the above-referenced archaeological or historical resources should be affected by this project phase. However, if construction or marshalling impacts involving ground disturbance will occur, these activities could result in impact to previous unidentified subsurface archaeological deposits.

S-5. Upsizing Main Street sewer: No project specific archaeological survey has been conducted. Two prehistoric archaeological resources have been identified adjacent to the project area. The sewer collection pipe upsizing project is currently covered entirely by pavement. However, the project construction includes the proposed excavation of two work pits. Depending upon the location and depth of these pits, there is the potential for disturbance of possible subsurface archaeological remains associated with the sites referenced above.

S-6. Repair the main line along SR 29: No project specific cultural resources investigations have been conducted on this area and there are no recorded historical resources on or near the project area. Since the proposed work would be conducted under the highway in existing fill there appears to be no potential for impact to cultural resources. The project area cannot be examined since it is underground.

Type 3: This project component and its potential impacts to cultural resources are evaluated below.

W-4. Loop water mains. The area of direct impact of the project within the roadbed of South Main Street and Soda Bay Roads has been subject to previous cultural resources investigations, with the exception of one small segment of the project area at the intersection of Main Street, Soda Bay Road, and SR 29 where the water main loops west across the highway, continuing north on Parallel Road to terminate at Linda Lane. Seven prehistoric archaeological resources have been identified on or adjacent to the project area. Field investigation of the project area at the intersection of Main Street, Soda Bay Road, and SR 29 (where the water main loops west across the highway, continuing north on Parallel Road to terminate at Linda Lane) was

conducted on March 29, 2012. The exposed ground on both sides of the road was examined with negative results, but it should be noted that gravel fill and vegetation obscured most of this area.

The South Main Street and Soda Bay Road water main loop project has the potential to impact previously unevaluated portions of seven prehistoric archaeological resources that have been identified on/or adjacent to the project area. The excavation for the water main pipe would be confined to an area beneath the existing roadway, but since this area is obscured by pavement and cannot be subject to surface examination, the possibility exists that buried archaeological remains may be encountered during construction activities.

Conclusion: There is the potential for project-specific impacts to nine prehistoric archaeological resources located within or adjacent to the area of direct impacts of the proposed project components. Portions of these known, previously recorded cultural resources are presently inaccessible due to superincumbent pavement or concrete roads, concrete sidewalks, existing structures, lawns, or pasture grass, and could not be examined. The following measures would be required to minimize project impacts to potentially affected cultural resources.

Mitigation Measure CUL-1. Monitoring of Projects that have the Potential to Affect or Impact Cultural Resources:

Monitoring during excavation of access pits, water mains, and other ground disturbing activities shall be conducted by a fully qualified archaeologist who meets the Secretary of the Interior's Standards in Archaeology, and also by a Native American who will act as a co-monitor during project construction activities. The three project components that are the most likely to affect cultural resources are the following:

- √ **W-4.** Extension of Loop Water Mains Located within South Main Street and Soda Bay Roads (including bore under SR 29 and Parallel Drive reach)
- √ **S-3.** Clear Lake Avenue Pump Station Replacement
- √ **S-5.** Main Street Replacement and Upsizing of Sewer Collection Pipe Size

Mitigation Measure CUL-2. Procedure in the Event of Fortuitous Discovery of Previously Unidentified Archaeological or Historical Cultural Resources:

In the event that undiscovered cultural resources are found in the area of direct impact of the proposed project, for example, during trench excavation, the responsible field manager shall order discontinuation of all activities within a minimum of 30 meters of the discovery and promptly contact a qualified archaeologist regarding evaluation of the find. The archaeologist will consult with all interested parties, including Native Americans, and develop a recovery or mitigation plan, which the City shall implement. It is also recommended that project construction personnel receive pre-construction orientation regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discovery.

Mitigation Measure CUL-3. Procedure in the Event of Discovery of Human Remains:

In the event of discovery of human skeletal remains, however fragmentary or disturbed from their original context, the Lake County Coroner and the Native American Heritage Commission, Sacramento (916-653-4082), are to be notified of the discovery immediately, and all work in the vicinity of the find is to cease and there shall be no further excavation or

disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of that county in which the remains are discovered has determined whether the remains are those of a Native American.

If the remains are determined to be those of a Native American, the coroner must contact that California Native American Heritage Commission. CEQA Guidelines (Public Resources Code Section 5097) specify the procedure to be followed in the event of discovery of human remains on non-Federal land. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission. Upon request, the NAHC will provide project leaders with a list of Most Likely Descendants (MLDs), who will specify treatment and disposition of any Native American remains found within the Area of Potential Effects (APE) of a project. Human remains and associated grave goods are protected under Section 5097.94 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code.

With implementation of the above mitigation measures, the proposed project would result in a less-than-significant impact to cultural resources.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
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?			✓	
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 a 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 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 waste water disposal systems where sewers are not available for the disposal of waste water?			✓	

Geology and Soils

The City of Lakeport is located in the northern portion of the Coast Range geomorphic province, which extends from Point Arguello in the south, along the California coast to the Oregon border, ranging from 20 to 80 miles in width. The Coast Range geomorphic province is characterized by northwest trending mountain ranges, broad basins, and elongated valleys. The City of Lakeport lies on a shelf forming the western shore of Clear Lake. The surrounding area is mountainous, with valleys running southeast to northwest. Slopes range from 0.5 percent near the lake to 100 percent in the upper Forbes Creek watershed, but few areas have slopes over 40 percent, and most slopes are less than 15 percent. Elevation ranges from 1,326 feet above sea level at the lake to about 1,450 feet along SR 29; peaks to the west of the City rise to over 1,900 feet. Lakeport's bedrock consists of the marine Franciscan complex, typical of the Coast Range, overlaid with alluvium, lake and terrace deposits typical of the Clear Lake basin. (City of Lakeport 2008)

Faults and Seismicity

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 that 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. 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. The county is classified as "Seismic Zone 4" for building code purposes, indicating it is a highly active earthquake area with potential for significant events. (City of Lakeport 2008)

Seismic Hazards

Groundshaking. The most serious direct earthquake hazard is the damage or collapse of buildings and other structures caused by groundshaking. Groundshaking can cause such indirect effects as ground failure, seiche, and dam failure. (City of Lakeport 2008)

Liquefaction. Liquefaction is a phenomenon in which the strength and stiffness of the soil is reduced by earthquake shaking or other rapid loading. Liquefaction occurs in saturated soils, that is, soils in which the space between individual particles is completely filled with water. 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 lake shore, are susceptible to liquefaction during a seismic event. (City of Lakeport 2008)

Landslides. Landslides are a significant geologic constraint to development in the Lakeport Planning Area. The landslide potential of an area is a function of the area's hydrology, geology, and seismic characteristics. (City of Lakeport 2008)

Seiche and Dam Failure. Seiches are earthquake-generated waves within enclosed or restricted bodies of water. A significant earthquake has the potential to cause a seiche in Clear Lake. The risks associated with seiche are considered to be relatively low compared to the risks from earthquake and liquefaction within the Lakeport area. (City of Lakeport 2008)

The City of Lakeport Municipal Sewer District (CLMSD) maintains an earthen dam in the south west part of the Planning Area, near the intersection of SR 29 and 175, for the retention of treated wastewater. The possibility of catastrophic collapse of this dam is remote. (City of Lakeport 2008)

Expansive Soils. Expansive soils are those soils that shrink and swell in response to changes in moisture content potentially causing serious damage to overlying structures. The predominant soils in the Lakeport area in general have high shrink-swell potential. (City of Lakeport 2008)

Subsidence. Subsidence of the land surface can result from extraction of groundwater, gas, oil, and geothermal energy. The imported materials used as fill in the lakefront areas of downtown Lakeport tend to be poorly consolidated and subject to subsidence. (City of Lakeport 2008)

Question (a)(c)(d)(e) Geologic Hazards: Less than significant.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in a change in geologic hazards.

Type 2 and Type 3: Project activities would include improvements that would be contained within the existing water and wastewater facilities. Water and sewer pipeline construction would occur below grade in existing paved roadways and/or utility easements. Improvements to the wastewater treatment pond would occur within the existing footprint. All existing facilities are currently subject to the geologic and seismic hazards described above. None of the project components include buildings or structures designed for human habitation. Risks to project facilities would be considered similar to existing conditions after project completion. The proposed water and wastewater projects would comply with all County, State, and Federal regulations relating to seismic and geologic hazards. The proposed project would be designed and constructed in accordance with appropriate safety regulations such as Occupational Safety and Health Administration (OSHA) requirements for trenching, shoring, and safety equipment usage. The project plans, specifications, and special provisions would include project specific requirements for imported soil, embankment fill, structural section materials, and trench backfill. Thus, impacts from geologic hazards or to geophysical features would be less than significant, and no mitigation would be necessary.

Question (b) Soil Erosion: Less than significant.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in a change in geologic hazards.

Type 2 and Type 3: Implementation of the proposed project could result in temporary soil erosion and the loss of topsoil due to construction activities. Construction activities disturbing one or more acres are required by the State Water Resources Control Board (SWRCB) to obtain a General Construction Activity Stormwater Permit, which would require the proposed project to implement a Storm Water Pollution Prevention Plan (SWPPP). Project construction plans include the revegetation of disturbed areas with native species, grasses, and forbs. Revegetation efforts shall be in place prior to the return of the wet season and no later than October 15th of each season. Project compliance with SWRCB and City of Lakeport regulations to avoid erosion siltation effects would reduce this impact to less than significant, and no mitigation would be required (for a discussion of potential impacts due to runoff, see Section IX, *Hydrology and Water Quality)*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VII. 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?			✓	

Setting

Climate change results from the accumulation in the atmosphere of "greenhouse gases" produced primarily by the burning of fossil fuels for energy. Because greenhouse gases (CO_2, methane, and nitrous oxide) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere.

Anthropogenic emissions of greenhouse gases are widely accepted in the scientific community as contributing to global warming. Global average air and ocean temperatures, as well as global average sea level, are rising (Intergovernmental Panel on Climate Change [IPCC] 2007). Of the years 1995-2006, 11 years ranked as among the warmest on record since 1850. While some of the increase is explained by natural occurrences, the 2007 report asserts that the increase in temperature is very likely (greater than 90 percent) due to human activity, most notably the burning of fossil fuels.

For California, similar effects have been identified (California Climate Change Center 2006). Based on projections using state of the art climate modeling, temperatures in California are expected to rise between 3 and 10.5 °F (1.7 and 5.8 degrees Celsius [°C]) by the end of the century), depending on how much California and the rest of the globe are able to reduce their greenhouse gas (GHG) emissions. The report states that these temperature increases would negatively affect public health, water supply, agriculture, plant and animal species, and the coastline.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order was to reduce California's GHG emissions to: (1) 2000 levels by 2010; (2) 1990 levels by 2020; and (3) 80 percent below 1990 levels by 2050.

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan (including market mechanisms), and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team. CARB must adopt, no later than January 1, 2012, rules and regulations to implement the GHG emissions reductions.

Pursuant to AB 32, CARB adopted a Scoping Plan in 2008, outlining measures to meet the 2020 GHG reduction limits (CARB 2008). To meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions or about 15 percent from

today's levels. The Scoping Plan estimates a reduction of 174 million metric tons of carbon dioxide equivalents (CO_2e) from the transportation, energy, agriculture, forestry, and high global warming potential sections. CARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan. Some measures may require new legislation to implement, some would require subsidies, some have already been developed, and some would require additional effort to evaluate and quantify.

In 2007, Senate Bill 97 (SB 97) was adopted to provide greater certainty to lead agencies that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. Pursuant to SB 97, the state's Natural Resources Agency adopted amendments to the State CEQA Guidelines to address analysis and mitigation of the potential effects of GHG emissions in CEQA documents and processes. These amendments became effective on March 18, 2010. The two GHG checklist questions listed above are part of the additions to the CEQA checklist adopted by the Natural Resources Agency.

Question (a) Greenhouse Gas Emissions:

Table 3 summarizes the project's GHG emissions for each project type in metric tons per year. The emissions shown in Table 3 would result from project construction. The majority of the project's GHG emissions would be generated by the Type 2 components. The project's total annual GHG emissions would be approximately equal to that generated by 10 single-family residences. To date, no state agency or any California air district has developed significance thresholds for construction-related GHG emissions. The BAAQMD has established a GHG threshold of 1,100 metric tons CO_2e per year for operational emissions. Since the project's GHG emissions are considered minimal, it would not have a significant GHG-related impact on the environment.

Table 3 Greenhouse Gas Emissions

Type	CO_2 (metric tons/year)
Type 1	2.8
Type 2	123.6
Type 3	40.8
Total Types 1, 2, & 3	**167.2**

Notes: On-road emissions estimated using the California Air Resources Board's EMFAC2011 model (California Air Resources Board 2012b). Off-road emissions estimated using the URBEMIS2007 model and City of Lakeport wastewater system improvements project construction equipment activities summary.

Source: California Air Resources Board, 2011.

Question (b) Greenhouse Gas Reduction Plan:

There have been no locally generated GHG reduction plans for the Lake County Air Basin. The California Air Resources Board has developed a GHG Scoping Plan (CARB 2008). That plan focuses on reducing on-going operational emissions, and does not describe in detail measures to reduce emissions associated with construction-related GHG emissions. Since the proposed project would only generate construction emissions, it would not conflict with the CARB's GHG Scoping Plan. This impact would be less than significant, and no mitigation would be required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VII.	**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?				✓

According to the City of Lakeport General Plan EIR, no sites located within the planning area have been listed on the Comprehensive Environmental Response, Compensation, Liability Information System (CERCLIS), the National Priority List (NPL), or the Department of Toxic Substances Control Cortese List (City of Lakeport 2008). The Safety Element requires maintaining an effective emergency response system through cooperation with the County of Lake's Emergency Preparedness Plan, maintaining an updated Emergency Operations Plan, informing the public on proper emergency procedures, and designating emergency evacuation routes (City of Lakeport 2008).

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. Asbestos is classified as a known human carcinogen by state, federal, and international agencies. All types of asbestos are hazardous and may cause lung disease and

cancer. The primary risk of exposure to asbestos in Lakeport comes from the disruption of naturally occurring serpentine soil throughout the area. (City of Lakeport 2009)

Question (a)(b)(c)(d) Hazardous Materials: Less than significant with mitigation incorporated.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in hazards from hazardous materials.

Type 2 and Type 3: Construction activities of the proposed project components would involve the use, storage, transport, and disposal of oil, gasoline, diesel fuel, and other hazardous materials. During operations, no use or storage of hazardous materials would be expected from the proposed project components. If spilled, these substances could pose a risk to the environment and to human health. Both federal and state laws include provisions for the safe handling of hazardous substances. According to federal health and safety standards, applicable federal Occupational Safety and Health Administration (OSHA) requirements would be in place to ensure worker safety. Construction activity must also be in compliance with the California Occupational Safety and Health Administration regulations (Occupational Safety and Health Act of 1970).

As evaluated by the County in the South Main Street and Soda Bay Road Widening and Bike Lanes Project IS/EA (2011), it was determined that construction workers could be exposed to hazards from aerially-deposited lead (ADL) and lead-containing paint (LCP). LCP identified in yellow thermoplastic and/or paint striping has the potential to pose a hazard to workers or the environment during disturbance related to construction activities. Intact LCP would be considered a California and federal hazardous waste based on lead content if it were stripped, blasted, or otherwise separated from the substrate.

Although subsurface investigation work for the road widening indicated a low likelihood of encountering naturally occurring asbestos (NOA) or petroleum hydrocarbon-impacted soil and groundwater during construction activities, it cannot be discounted entirely. Soil contaminants and NOA could pose a hazard to worker safety or the environment during construction activities.

The following avoidance and minimization measures have been incorporated into the road widening project and would apply to Type 2 and Type 3 projects:

Mitigation Measure HAZ-1:

Employee lead exposure would be assessed and special health and safety procedures would be in effect for the workers working near lead contaminated areas, consistent with the provisions of CCR Title 8, §1532.1. California Code of Regulations Title 8, §1532.1 applies to all construction work where an employee may be exposed to lead and it: 1) establishes an 8 hour permissible exposure limit of 50 μg/m3; 2) requires an exposure assessment in all workplaces where an employee may be exposed to lead; 3) sets worker protection measures to minimize lead exposure. Safety and health procedures for the protection of workers exposed to lead contaminated soils or lead containing paint would be included in the project specific health and safety plan (HSP, described below).

Yellow thermoplastic and/or paint striping would be removed as an independent action and the waste generated during striping removal would be sampled, if necessary, handled, and disposed of as hazardous waste.

The contractor(s) would prepare a project-specific HSP for work involving handling soil and groundwater impacted by lead, petroleum hydrocarbons, volatile organic compounds (VOCs), and metals. The HSP would comply with the Safety and Health Program requirements outlined in Title 8 CCR (T8 CCR) §5192(b) Hazardous Waste Operations and Emergency Response, and worker training requirements of T8 CCR §5194 Hazard Communication. The HSP would include protocols for environmental and personnel monitoring requirements, personal protective equipment, and other health and safety practices and procedures required to minimize worker exposures during work involving soil and groundwater impacted by lead, petroleum hydrocarbons, VOCs, and metals.

If suspected impacted soil or groundwater is encountered, work would cease and the construction engineer or supervisor would contact the County Environmental Health Department to define the extent and magnitude of the impacted area. If determined that the impacted soil or groundwater poses a risk to human health or the environment, the contractor(s), in conjunction with the project engineer and the County Environmental Health representative, would develop a plan to remove and/or mitigate the impacted soil or groundwater to minimize impacts.

The County will ensure that a Serpentine Dust Control Plan is submitted to the Lake County Air Quality Management District (LCAQMD) at least 30 days before any ground disturbance commences. The dust control plan form, available through the LCAQMD, will document the measures that the contractor will implement to control dust during work in regulated serpentine areas.

Compliance with these requirements would reduce the risk of hazards to the public to a less-than-significant level.

Questions (e)(f) Airports: Less than significant.

The Lampson Field Airport is located less than one mile from the southwest portion of the City. This is the only public or private airport or airstrip located in the vicinity of the City.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements. The project does not include any people proposed to reside or work in the area, and would not expose people to hazards due to aircraft overflight. Thus, no significant impact would occur, and no mitigation would be necessary.

Question (g) Interference with an Emergency Response Plan: Less than significant.

Type 1: Type 1 projects would be constructed outside of paved roadways, and no construction effects to emergency access would be expected.

Type 2 and Type 3: With the exception of project component S-2 (WWTP pond repair), all Type 2 activities would be constructed in part or in whole within the paved sections of local roadways within the City of Lakeport. Construction of the proposed project components would result in temporary lane closure that could cause slight delays in traffic and emergency response. However, emergency vehicles would be expedited through the construction zone, and emergency service providers would be informed of the project so they could choose alternate routes as needed. All impacts related to lane closures would cease after project completion. No modification of area intersections is proposed by the project components, and the project component operations would not cause any traffic that could interfere with emergency response. Further, the proposed project

components would not result in an increased concentration of large numbers of persons in an at-risk location. As described in Section XVI, *Transportation/Traffic*, a detailed Traffic Management Plan would be prepared for construction to minimize traffic conflicts. Because construction effects on emergency circulation for Type 2 projects would be temporary and well managed, this would be a less-than-significant impact.

Question (h) Wildland Fire Hazards: No Impact.

The combination of vegetation, topography, climate, and population density create a significant potential for hazards from wildfires within the Lakeport area.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements. Project implementation would not increase the risk from wildland fire; no significant impact would occur, and no mitigation would be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IX.	**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 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 the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
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 hazard delineation map?			✓	
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?		✓		

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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) Inundation by seiche, tsunami, or mudflow?				✓

The City of Lakeport has a long history of flooding. Those portions of the city adjacent to Clear Lake and the areas adjoining the principal water tributaries to the lake have experienced frequent inundation and are identified by the Federal Emergency Management Agency (FEMA) as 100-year flood zones. (City of Lakeport 2008)

Two groundwater basins are adjacent to Lakeport: Scotts Valley to the northwest and Big Valley to the south. High groundwater levels normally range from 5 to 40 feet below the surface. In general, groundwater quality in the County is good to excellent. All storm drainage from Lakeport presently discharges to Clear Lake. A large portion of the watersheds is outside the city limits, with 68 percent of the land area presently under County jurisdiction. Due to the large portion of the watershed area under County jurisdiction, City-County cooperation is essential for the success of a flood control program in Lakeport. (City of Lakeport 2008)

Questions (a)(e)(f) Water Quality/Runoff: Less than significant after Mitigation.

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in impacts to water quality or stormwater runoff.

Type 2 and Type 3: Implementation of the proposed project could result in temporary soil erosion and the loss of topsoil due to construction activities. Construction activities disturbing one or more acres are required by the SWRCB to obtain coverage under the Discharges for Storm Water Associated with Construction Activity Construction General Permit Order, which would require the proposed project to implement a SWPPP. The SWPPP must contain Best Management Practices (BMPs) to reduce soil erosion and protect stormwater runoff. To ensure implementation of stormwater requirements and to avoid siltation effects, the following mitigation measure would be required.

Mitigation Measure HYD-1:

The project applicant shall be required to submit permit registration documents for the Construction General Permit Order 2009-0009-DWQ to the SWRCB, and comply with all requirements of the permit. The annual fees are based on total disturbed area of the construction project in acres. A Legally Responsible Person (LRP) shall electronically submit Permit Registration Documents (PRDs) prior to commencement of construction activities in the Stormwater Multi- Application Report Tracking System. PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the SWPPP, a signed certification statement by the LRP, and the first annual fee. All requirements of the site specific SWPPP shall be included in construction documents for the project.

The proposed project components are not expected to violate any water quality standards or waste discharge requirements and result in improvements to the water and wastewater systems. Compliance with applicable City of Lakeport development standards, stormwater guidelines, and

SWRCB requirements would minimize construction impacts to water quality. A less-than-significant impact would result, and no additional mitigation would be necessary.

Question (b) Groundwater Supply: Less than significant.

Type 1: Project activities would include replacement of existing electronic equipment, and would not result in a change in groundwater supply.

Type 2 and Type 3: Project activities would include improvements that would be contained within the existing water and wastewater facilities. There would be no increase in impervious surfaces beyond that currently existing at the project components, and construction and operation of the proposed project components would not substantially interfere with groundwater recharge. Thus, impacts would be less than significant, and no mitigation would be necessary.

Questions (c)(d) Drainage Pattern: Less than significant.

Type 1: Project activities would include replacement of existing electronic equipment, and would not result in a change in surface drainage patterns.

Type 2 and Type 3: Project activities would include improvements that would be contained within the existing water and wastewater facilities and along existing roadways. The project would not substantially change the area of impervious surfaces. The project components would not increase runoff that would exceed the capacity of the existing drainage systems. The proposed project is not expected to alter the existing drainage pattern in a manner that would result in substantial erosion or siltation, or flooding on- or off-site. A less-than-significant impact would result, and no mitigation would be required.

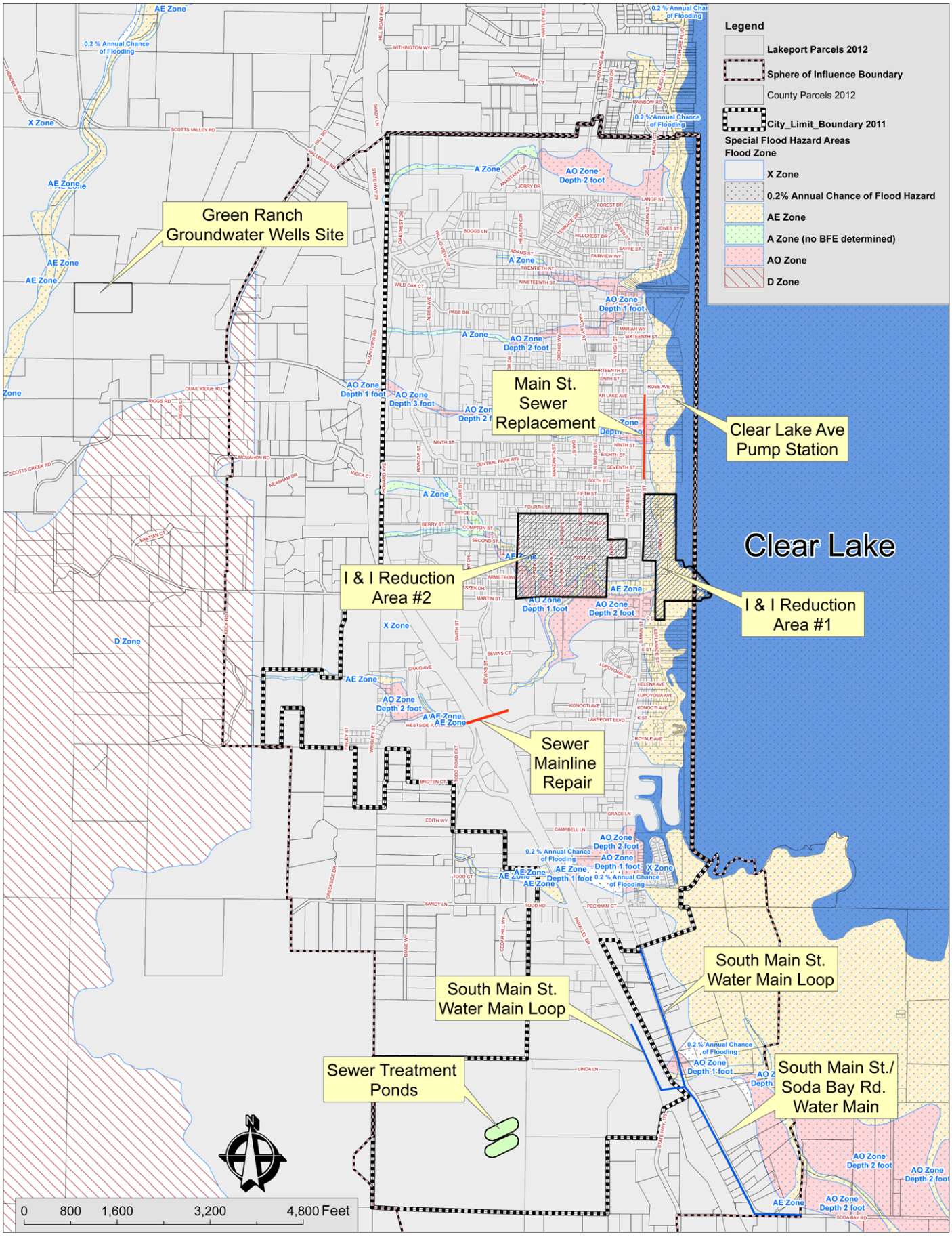
Questions (g)(i) Flooding: Less than significant.

There are several project components located within designated flood areas (see Figure 4).

- W-4. Loop water main: X Zone, AO Zone, AE Zone
- S-2. WWTP Ponds: X Zone
- S-3. Clearlake Ave sewer lift station: AE Zone
- S-4. Collection system: X Zone, AE Zone, and AO Zone
- S-5. Main Street Sewer Replacement: X Zone, AO Zone
- S-6. Repair main sewer line on SR 29: X Zone

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in a change in flood hazards.

Type 2 and Type 3: Project activities would include improvements that would be contained within the existing water and wastewater facilities, including flood-proofing existing facilities to reduce inflow and infiltration. The S-3 project component would move an existing pump station to be above the 100-year flood zone. Water and sewer pipeline construction would occur below grade in existing paved roadways and/or utility easements. Improvements to the wastewater treatment pond would occur within the existing footprint. The project components would not substantially change the facilities located within flood hazard zones, and no housing or occupied structures would be constructed by the project within floodplains. Because implementation of the project components would reduce adverse effects from flooding, the proposed project would result in a less-than-significant impact.



SOURCE: City of Lakeport GIS, March 2012

City of Lakeport IS

Figure 4

Flood Hazard Map

Questions (h) Flooding: Less than significant with mitigation incorporated.

There is one project component located within designated flood areas (see Figure 4) whose construction could redirect flood flows during times of flooding.

- W-4. Loop water main: X Zone, AO Zone, AE Zone

Type 1: Project activities would include replacement of existing electronic equipment and water meters, and would not result in a change in flood flows.

Type 2: Project activities would include improvements that would be contained within the existing water and wastewater facilities. Water and sewer pipeline construction would occur below grade in existing paved roadways and/or utility easements. Improvements to the wastewater treatment pond would occur within the existing footprint. The project components would not substantially change the facilities located within flood hazard zones. The S-3 project component would move an existing pump station to be above the 100-year flood zone. For these reasons, no Type 2 activities would act to redirect flood flows during flood events.

Type 3: The W-4 project component would result in the construction of an underground water pipeline within the 100-year flood zone. During construction, ground disturbance associated with both the widening of South Main Street/Soda Bay Road and the water main could result in the temporary rerouting of flood flows in the area of this components. Implementation of the following measure from the road widening project would be required to reduce this potential effect to below a level of significance:

Mitigation Measure HYD-2:

Project construction would occur during low-flow times to avoid flood-related impacts in the floodplain.

With implementation of the above mitigation measure, the proposed project would result in a less-than-significant impact due to flooding.

Question (j) Seiche, Tsunami, Mudflow: Less than significant.

As discussed in Section VI. *Geology and Soils*, a significant earthquake has the potential to cause a seiche in Clear Lake.

Type 1: Project activities would include replacement of existing electronic equipment, and would not result in a change in seismic hazards, including seiche.

Type 2 and Type 3: With the exception of project component S-2 (WWTP pond repair) that is located approximately 60 feet above the surface elevation of Clear Lake, all existing facilities are currently subject to potential hazards from seiche. None of the project components include buildings or structures designed for human habitation. Risks to project facilities would be considered similar to existing conditions after project completion. Thus, potential impacts from seiche would be less than significant, and no mitigation would be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
X.	**LAND USE AND PLANNING**				
	Would the project:				
a)	Physically divide an established community?				✓
b)	Conflict with 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?				✓

Land use in the project area is regulated by the City of Lakeport General Plan and the Zoning Ordinance. The primary land uses at the existing water and wastewater facilities included in the project are urbanized uses with various urbanized land use and zoning designations. The project components are located at existing water and wastewater system facilities, including underground water and sewer lines within existing right-of-way and/or utility easements.

Question (a) Physically Divide Community: No Impact.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements that would be constructed underground or within existing facilities, and would not result in the relocation of any businesses or residences. Therefore, the project would not divide a community, no adverse effects would result, and no mitigation would be necessary.

Question (b) Land Use Plan Conflict: No Impact.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements located at existing water and wastewater system facilities, including underground water and sewer lines within existing right-of-way and/or utility easements. The project represents a continuation of existing uses, and it would not conflict with applicable land use plans, policies, or regulations. No impact would result, and no mitigation would be necessary.

Question (c) Conservation Plan: No Impact.

Type 1, Type 2, and Type 3: Because the project components are not located in an area covered by an adopted Habitat Conservation Plan or Natural Community Conservation Plan, no conflict with any local conservation program would occur. No significant impact would result, and no mitigation would be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XI.	**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 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?				✓

There are no active mining or mineral extraction operations within the Lakeport city limits, Sphere of Influence, or expanded Sphere of Influence.

Questions (a)(b) Loss of Known or Locally-Important Mineral Resources: No Impact.

Type 1, Type 2, and Type 3: The City of Lakeport Water and Wastewater Projects sites are not located in an area of known mineral or aggregate resources. No important mineral deposits, Mineral Resource Zones (MRZ), or existing or previous mines are located in the project areas. Because none of these resources or resource protection zones are located in the project component areas, no adverse effects would result, and no mitigation would be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII.	**NOISE**				
	Would the project result in:				
a)	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)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d)	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, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project areas to excessive noise levels?				✓
f)	For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Potential noise impacts of the City of Lakeport Water and Wastewater Projects can be categorized as those resulting from construction and those from operational activities. Construction noise would

have a short-term effect; operational noise would continue throughout the lifetime of the project. Construction associated with the development of the project would increase noise levels temporarily during construction. There would be no operational noise associated with the implementation of the proposed improvements.

Some land uses are considered more sensitive to noise levels than other uses. Sensitive land uses can include residences, schools, nursing homes, hospitals, and some public facilities, such as libraries. Sensitive land uses also may include areas that contain threatened or endangered biological species, known to be sensitive to noise. The noise level experienced at a receptor depends on the distance between the source and the receptor, the presence or absence of noise barriers and other shielding devices, and the amount of noise attenuation (lessening) provided by the intervening terrain.

The principal source of noise in Lakeport is vehicular traffic, boats and personal watercraft on Clear Lake, and the Lakeport Speedway at the County fairgrounds. The City of Lakeport General Plan (2009) policies restrict the development of noise sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources that exceed the noise level standards contained within the Noise Element, unless the project design includes effective mitigation that results in the noise exposure which meets standards. Daytime exterior noise standards include a maximum of 60 dBA for residential uses, 70 dBA for commercial uses, and 75 dBA for industrial uses. Since the proposed project only involves water and wastewater system improvements at existing facilities and along existing right-of-way and/or utility alignments with no increase in operational noise, these standards are not applicable to the proposed project.

Questions (a)(b)(c)(d) Noise: Less than significant with mitigation incorporated.

Type 1: Project activities for the Type 1 project components would include replacement of existing electronic equipment, and would not require earthmoving or major construction activities. Large trucks and some mechanical equipment would be used for installation of the equipment, which could result in some amount of construction noise.

Type 2, and Type 3: Construction of the Type 2 and Type 3 project components would temporarily increase noise levels in the vicinity during the construction period. Construction activities would be considered an intermittent noise impact throughout the construction period of the project components. These activities could result in various effects on sensitive receptors, depending on the presence of intervening barriers or other insulating materials.

Noise sensitive land uses, including single-family residential land uses, are located adjacent to some project components that would potentially be exposed to construction noise impacts. Construction of the project is expected to require the use of heavy equipment, which would result in increased noise levels. All construction work would comply with the noise standards set forth in Section 17.28.010 A. of the Lakeport Zoning Ordinance. Under the Ordinance, to minimize noise impacts, work hours would be limited typically to 7 a.m. to 7 p.m. in residential areas unless special activities, i.e. tie-ins, are required at night during periods of low water demand. These hours are so defined because they include a period of time where noise sensitivity is at its lowest. While implementation of City standards would reduce potential noise effects to below a level of significance within the City, additional requirements would be necessary to meet County standards for construction of project component W-4 (S. Main Street looped water line) within the unincorporated area. To meet both City and Lake County noise standards during construction of project component W-4, the

following mitigation measure as identified in the South Main Street and Soda Bay Road Widening and Bike Lanes Project IS/EA would be required:

Mitigation Measure NSE-1

Implement the following measures during all phases of construction of project component W-4:

- The construction contractor would ensure that all general construction related activities are restricted to the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. to 7:00 p.m. on weekends.
- All internal combustion engines would be equipped with the manufacturer-recommended muffler. Internal combustion engines would not be operated on the construction site without the appropriate muffler.
- The project contractor would place all stationary construction equipment so that emitted noise is directed away from noise sensitive receptors nearest the active project site.
- To the extent feasible, the construction contractor would locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise sensitive receptors nearest the active project site during all project construction.

Therefore, because the majority of activity associated with the construction of the proposed project would occur during the day and would be consistent with the City's Noise Ordinance, impacts from construction noise would be considered less than significant, and no mitigation would be required.

Questions (e)(f) Airports: No Impact.

Lampson Field is located in the County outside of Lakeport's Sphere of Influence. It provides the principal air transportation facility in western Lake County.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements with no increase in operational noise. The project does not include any people proposed to reside or work in the area, and would not expose people to adverse levels of noise due to aircraft overflight. Thus, no significant impact would occur, and no mitigation would be necessary.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING Would the project:				
a) Induce substantial growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

Question (a) Growth-Inducement: Less than significant.

CEQA Guidelines §15126.2(d) requires that an EIR identify any growth-inducing impacts that may result from a project. The CEQA Guidelines define a growth-inducing impact as:

> … the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth… It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Induced growth as defined in this section of CEQA includes the direct employment, population, or housing growth of a project as well as the secondary or indirect growth that may occur. New employees from commercial development and new population from residential development represent direct growth and induce additional economic activity in a given area from the increase in aggregate spending generated as purchases of goods and services. New employment also adds to the demand for local housing, although since all employees employed in a given community will not necessarily live in that community, this housing demand increase will be less than the increase in employment. A project can induce growth indirectly by lowering or removing infrastructure or regulatory barriers to growth, such as modifying land use plans or policies, improving transportation access to an area, introducing a new use into an area, or by creating an amenity such as tourist-oriented facilities that would attract new population or economic activity.

Type 1: These types of project activities would include minor improvements to existing facilities without any increases in water or wastewater service capacities. Because only limited construction would occur with Type 1 projects, no additional construction employees would be required beyond those that could be accommodated by the local labor pool. Because implementation of Type 1 projects would not lead to either direct or indirect growth inducement, this would be a less-than-significant growth inducing impact.

Type 2: These types of project activities would include improvements to existing facilities without any increases in the overall service capacity of water or wastewater utilities. Because specialized construction would occur with Type 2 projects, it is unlikely that all needed construction employees could be accommodated by the local labor pool. Although specialized labor would be imported into the region, no permanent jobs would be created by Type 2 projects. Imported labor could be accommodated by existing permanent and transient housing resources, and no additional housing would be required to serve the construction needs of Type 2 projects. Thus, imported construction workers would be temporary community residents, and no direct growth inducement would occur.

Water and wastewater service capacities would not be increased with implementation of Type 2 projects, and no existing infrastructure barriers to growth would be removed. Similarly, no facet of any Type 2 project would remove or lower any planning or development policy that influences the location or rate of growth in the community. Therefore, no existing regulatory barrier to growth would be removed.

For the foregoing reasons, implementation of Type 2 projects would have a less-than-significant growth inducing impact.

Type 3: Because specialized construction would occur with the South Main looped water line project, it is unlikely that all needed construction employees could be accommodated by the local labor pool. Although specialized labor would be imported into the region, no permanent jobs would be created by this Type 3 project. Imported labor could be accommodated by existing permanent and transient housing resources, and no additional housing would be required to serve the construction needs of this project. Thus, imported construction workers would be temporary community residents, and no direct growth inducement would occur.

Construction and operation of the South Main Street looped water main project would not increase the capacity of the water system to serve urban uses; however, it would extend the area in which community water service could be made available. A portion of the area that could physically be served by the South Main Street looped water main is not within the City of Lakeport city limits; rather the area is within unincorporated Lake County, but within the Sphere of Influence (SOI) of the City of Lakeport. The City's SOI is a planning designation applied to the area by the Lake County Local Agency Formation Commission (LAFCo) delineating those areas adjacent to the City of Lakeport that area identified by LAFCo as appropriate for future urbanization and the expansion of the City, and which would be provided urban services by the City of Lakeport upon annexation.

This area includes all of South Main Street outside of the city limits, from south of Peckham Court to Soda Bay Road, east of SR 29 to Soda Bay Road, and Soda Bay Road from its northerly terminus to the City's SOI boundary. Much of this area, especially the strip between South Main Street and SR 29, is developed with commercial and other urban uses. While the area is provided with community wastewater collection and treatment services, no public water service is available and private property owners rely upon individual wells. The City currently has no adopted program to provide sewer or water services to potential customers who are not within city limits. Therefore, under current policies, all or portions of the area within the SOI would require annexation to the City before water service could be provided.

All other areas that could be served by the looped water line (adjacent to SR 29 and the area adjacent to Parallel Drive) are within the City and planned for a variety of urban uses (Lakeport 2008).

The proposed looped water main would be consistent with City of Lakeport land use plans and the Zoning Code, and no modification of land use and development policies would be necessary. Similarly, no facet of the South Main Street looped water line project would remove or lower any City-adopted planning or development policy that influences the location or rate of growth in the community.

Implementation of the project could lead to the lowering of one regulatory barrier to growth and future urbanization for those areas tributary to the water line but outside the City's city limits. Because the City provides the full range of urban services, including water service, within its City limits, it could be that LAFCo may view more favorably the City's request to annex all or portions of the area within the City's SOI. Under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code §56000 et. seq.), LAFCos generally favor the provision of urban services by a single multipurpose agency (GC §56001), rather than a multiplicity of single purpose or special districts.

Although implementation of the looped water line project could result in the lowering of both an infrastructure barrier (availability of community water), and a regulatory barrier (LAFCo preference

for multipurpose agencies to provide urban services), many barriers remain to impede unplanned development in the unincorporated portion of the looped water line project area. As noted above, much of the area through which the South Main Street/Soda Bay portion of the looped water line would be routed is adjacent to existing fully developed areas, and substantial redevelopment and intensification of land uses is unlikely. Additionally, although this portion of the project area is within the City's SOI, the actual provision of water service to the area would require annexation to the City before service could be provided. Annexation would require that the City establish land use plans and prezone the area to be annexed prior to making application to LAFCo for annexation. LAFCo would then have the authority to approve, disapprove, or approve with conditions the City's request. Only if the annexation were approved could the City provide water service to users now in the unincorporated County. Thus, substantial regulatory barriers would remain that would impede unplanned growth inducement within the unincorporated portion of the looped water line project area.

Although implementation of the looped water main component would provide the potential for community water service in areas not currently planned for urban development by the City, existing regulatory barriers to growth would remain since annexation into the city would be necessary to obtain water service. Thus, construction and operation of the looped water main project would result in a less-than-significant growth inducing impact.

Questions (b)(c) Housing Displacement/Population Displacement: No Impact.

Type 1, Type 2, and Type 3: Because the majority of planned facilities would be constructed underground, and those project features that would be above ground would be constructed at existing facilities within the Lakeport urban area, no feature of the proposed City of Lakeport Water and Wastewater Projects would result in the relocation of any residences or the establishment of a physical barrier within any community. Therefore, the project would not divide a community, and since neither housing units nor people would be displaced, no replacement housing would be required. There would be no impact, and no mitigation would be necessary.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives of any of the public services:				
Fire protection?				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

Urban services provided in the areas of the project components include fire, police, school, library, park services, and solid waste disposal. These public services are provided by various entities, including the City of Lakeport, Lake County, the Lakeport Unified School District, and the Lakeport Fire Protection District. Utility services are discussed in more detail in *Section XVII, Utilities and Service Systems.*

Question (a) Public Services: No impact.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements located at existing water and wastewater system facilities. Because no increase in population is expected to result from the proposed project, and no increases in the demands for public services such as police protection, schools, libraries, or other public facilities requiring the construction of new facilities are expected. Further, because there are no unique aspects of the project that would increase service demands or render the current service levels to be inadequate, no new public facilities would be necessary to serve the proposed use on the site. These impacts would be less than significant, and no mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XV. 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 facility would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

Questions (a)(b) Recreation: No Impact.

Type 1, Type 2, and Type 3: The proposed project consists of water and wastewater system improvements located at existing water and wastewater system facilities, including underground water and sewer lines within existing right-of-way and/or utility easements. No exiting park or recreation facilities would be directly affected by any of the proposed project components. No increase in population would occur with implementation of the project. Thus, there would be no increase in the demand for neighborhood or regional parks or other recreational facilities that would require the construction of new facilities or modification of existing recreation resources. No impact would occur, and mitigation would not be necessary.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVI.	**TRANSPORTATION/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, street, 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?			✓	

Questions (a)(b) Conflict with Transportation Plan/Congestion Management Plan: Less than significant.

Type 1, Type 2, and Type 3: No feature of the proposed City of Lakeport Water and Wastewater Projects would result in a permanent increase in traffic from current conditions. All roads would be reconstructed to their existing configurations (except for South Main Street, which is proposed to be widened under a separate project by Lake County). Because the proposed projects would not result in increased traffic levels or changes to any streets that would reduce their capacity to accommodate traffic, this would be a less-than-significant impact.

Question (c) Air Traffic: No impact.

Type 1, Type 2, and Type 3: Lampson Field is located in the County outside of Lakeport's Sphere of Influence. Because the majority of planned facilities would be constructed underground, and those project features that would be above ground would be constructed at existing facilities within the Lakeport urban area, no feature of the proposed City of Lakeport Water and Wastewater Projects would result in the modification of any air travel route. There would be no impact, and no mitigation would be required.

Question (d)(e) Safety Hazards/Emergency Access: Less than significant with mitigation incorporated.

Type 1: Type 1 projects would be constructed outside of paved roadways, and no construction effects to safety or emergency access would be expected. Thus, this impact would be less than significant for Type 1 project components.

Type 2: With the exception of project component S-2 (WWTP pond repair), all Type 2 activities would be constructed in part or in whole within the paved sections of local roadways within the City of Lakeport. Type 2 projects would require temporary lane closures during construction that could cause delays and queuing of vehicle traffic, and thereby interfere with emergency services. Temporary lane closures would be necessary in order to install underground utilities and/or improve existing underground utilities.

Traffic would be managed during the temporary lane closures via a two-way traffic control with the use of flaggers. Emergency vehicles would be expedited through the construction zone, and emergency service providers would be informed of the project so they could choose alternate routes as needed. All impacts related to lane closures would cease after project completion. (Type 2 includes boring and jacking a parallel culvert under SR 29 under project S-6. Because all work within Caltrans right of way would be conducted underground, no adverse construction effects to safety hazards or emergency access on SR 29 would occur.)

A detailed Traffic Management Plan (TMP) would be included as part of the Contractor's specification package to manage temporary construction delays due to one-lane traffic controls. The TMP would address all traffic-related aspects of construction including, but not limited to, the following: traffic handling during each stage of construction, maintaining emergency service provider access by, if necessary, providing alternate routes, repositioning emergency equipment, or coordinating with nearby service providers for coverage during construction closures, and maintenance of pedestrian safety/access, and bicycle safety/access. A component of the TMP would involve public dissemination of construction-related information through notices to the neighborhoods, press releases, and/or the use of changeable message signs. The project contractor will be required to notify all affected residences and businesses, post the construction impact schedule, and place articles and/or advertisements in appropriate local newspapers regarding construction impacts and schedules. No roadway or driveway access to residences or businesses is expected to be blocked during the construction of the project.

Because construction effects on traffic and emergency circulation for Type 2 projects would be temporary and well managed, this would be a less-than-significant impact.

Type 3: Construction of the South Main Street looped water line project would take place within roads under the jurisdiction of Lake County (South Main Street, Soda Bay Road), Caltrans (SR 29), and the City of Lakeport (Parallel Drive). Potential effects to circulation on Parallel Drive would be similar to those described for Type 2 projects, and a TMP would be required to be implemented by the construction contractor. The looped water main project includes boring and jacking the water main under SR 29. Because all work within Caltrans right of way would be conducted underground, no adverse construction effects to safety hazards or emergency access on SR 29 would occur.

The City is attempting to coordinate the construction of that portion of the looped water line in South Main Street and Soda Bay Road with Lake County's roadway widening project, so that the two project's construction schedules would be concurrent. In this way, the loop water main could be installed in the widened roadbed prior to paving of the widened roadway. Under this scenario, there would be no additional effects to traffic and emergency circulation beyond those identified for the road widening project. However, this coordination may not be possible, and if construction of the looped water main were to occur after completion of the widening project, impacts similar to those identified for Type 2 projects would be expected. Because this portion of the looped water line would take place within the jurisdiction of Lake County, additional coordination between the two jurisdictions may be necessary. Implementation of Mitigation Measure TR-1 would substantially reduce this potential effect.

Mitigation Measure TR-1:

Prior to the initiation of construction within any public roadway, the City of Lakeport shall obtain an encroachment permit from Lake County. As part of the City's application for an encroachment permit, the City's construction contractor shall prepare a Traffic Management Plan to be submitted to Lake County for coordination and approval. The TMP shall include all topics required of the City's TMP, including: traffic handling during each stage of construction, maintaining emergency service provider access by, if necessary, providing alternate routes, repositioning emergency equipment, or coordinating with nearby service providers for coverage during construction closures, pedestrian safety/access, and bicycle safety/access. A component of the TMP would involve public dissemination of construction-related information through notices to the neighborhoods, press releases, and/or the use of changeable message signs. The project contractor will be required to notify all affected residences and businesses, post the construction impact schedule, and place articles and/or advertisements in appropriate local newspapers regarding construction impacts and schedules.

With implementation of Mitigation Measure TR-1, because construction effects on traffic and emergency circulation for the looped water main would be temporary and well managed, this would be a less-than-significant impact.

Question (f) Public Transit/Bicycle/Pedestrian: Less than significant.

Type 1, Type 2, and Type 3: Because the majority of planned facilities would be constructed underground, and those project features that would be above ground would be constructed at existing facilities within the Lakeport urban area, no feature of the proposed City of Lakeport Water and Wastewater Projects would result in the modification of any bicycle or pedestrian travel route. There would be no impact, and no mitigation would be required. (For potential effects to bicycle or pedestrian circulation during the construction period, see Questions (d) and (e), above.)

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII.	**UTILITIES AND SERVICE SYSTEMS**				
	Would the project:				
a)	Exceed 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 water entitlements and resources, or are new or expanded entitlements needed?			✓	
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
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?			✓	

Questions (a)(b)(c)(d)(e)(f)(g) Utilities and Services: Less than significant.

Type 1: Project activities would include replacement of existing electronic equipment, and would not result in impacts to other utilities or services.

Type 2 and Type 3: Project activities would include improvements to existing water and wastewater facilities. Portions of the project components would be constructed within roadways and utility easements that contain varied utilities, including water and wastewater transmission lines, storm drains, electric and gas lines, and communication lines for telephone and cable television. Prior to initiating construction, the City through its contractors would consult with utility providers to determine the location of utilities that could conflict with proposed project components, and to obtain as-built specifications for these utilities. The locations of these utilities would be physically located and marked in the field prior to initiating construction to guide construction personnel and avoid conflicts. Because of these existing procedures and construction standards, no adverse effects to existing utilities would result, and no mitigation would be necessary.

Proposed improvements to the water and wastewater system would improve system performance for existing customers within the City of Lakeport. Meeting future service demands may require additional modification or improvement of the treatment and distribution system. Implementation

of the proposed project would not preclude or hinder these future modifications. No significant impacts to water and wastewater treatment or distribution would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the 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?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			✓	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

Question (a) Quality of Environment: Less than significant. As discussed above, the project has the potential to adversely affect biological resources or cultural resources. With the implementation of the City programs and mitigation measures identified in this report, potential impacts would be reduced to less-than-significant levels. No significant or potentially significant impacts would remain.

Question (b) Cumulative Impacts: Less than significant. While the project would contribute to cumulative impacts associated with increased urban development in region, these impacts have previously been evaluated by the City and considered in development of the City's General Plan. As discussed in this Initial Study, the City of Lakeport Water and Wastewater Projects have the potential to result in project-related impacts to biological resources, cultural resources, hazardous materials, hydrology and water quality, noise, and transportation and circulation. As set forth in the appropriate topical discussions of this Initial Study, cumulative and regional effects to these issue areas are all subject to the proposed mitigation measures and adopted regional plans to avoid, reduce, or mitigate such effects. The proposed City of Lakeport Water and Wastewater Projects would be consistent with, and would implement the requirements of all applicable regional mitigation and regulatory programs. Additionally, after mitigation, the project has been determined not to have significant project level or cumulative level effects for any environmental issue. Therefore, construction and operation of the proposed project would not make a cumulatively considerable contribution, and would result in a less-than-significant impact when viewed in connection to the effects of past and probable future projects.

Question (c) Human Beings: Less than significant with mitigation incorporated. Because of existing site conditions, City standards, and regulation of potential environmental impacts by other agencies, in addition to mitigation measures included in this Initial Study, the proposed City of Lakeport Water and Wastewater Projects would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study. Therefore, the proposed project would not result in a substantial adverse effect on the human environment.

5. PREPARERS OF THE INITIAL STUDY / NEGATIVE DECLARATION

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6. SUMMARY OF MITIGATION MEASURES

Mitigation Measure BIO-1: Rare Plants.

Because of the presence of serpentine soils along project component W-4, rare plant surveys shall be conducted prior to vegetation removal along roadsides or staging areas. If rare plant species are observed, construction shall halt and CDFG will be contacted for guidance. If the alignment changes and vegetation removal will be required, rare plant surveys should be conducted within the blooming period of the sensitive plants that have the potential to occur (the plants found during surveys for the road widening project). If rare plants are discovered and cannot be avoided, CDFG should be consulted. CDFG will recommend their preferred method of mitigation to reduce impacts to the rare plants. Typically, CDFG will recommend rare plant seed collection or relocation of effected individuals. If neither of those options is feasible, they may require the purchase of offsite credits from a local mitigation bank.

Mitigation Measure BIO-2: North Pacific Pond Turtle Relocation.

No more than one week prior to the start of construction, a survey of the sewer ponds within project component S-2 shall be conducted to identify presence of turtles. If NPPTs are observed, an on site biological monitor must be present when the ponds are dewatered. The on site biological monitor shall relocate the turtles to the nearest accessible perennial water body based on coordination and approval of CDFG.

Mitigation Measure BIO-3: Birds Protected by the MBTA and CDFG.

Tree removal and/or ground-clearing activities could impact listed bird species and bird species protected under the MBTA and CDFG code. The MBTA prevents the removal of trees, shrubs, and other structures containing active nests of migratory bird species that may result in the loss of eggs or nestlings.

Trees located within and adjacent to the project sites provide potential nesting habitat for birds protected by MBTA. Removal of trees and/or construction activities conducted in the vicinity of potential nest trees in the adjacent riparian area, or ground-clearing activities could potentially impact tree and ground-nesting bird species that are protected under the MBTA and CD&G codes (Sections 3503, 3503.5, and 3800). The laws and regulations prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort could be considered a "take".

The following measures are identified to minimize or avoid project impacts to species protected by the MBTA:

1. Schedule tree removal and ground-clearing activities prior to the initiation of nesting activity (March 1) or after fledging (August 31).
2. If this is infeasible, conduct pre-construction surveys between March 1 and August 31 in potential nesting habitat to identify nest sites. If an active raptor nest is observed within 350 feet of the project site, establish a 350-foot buffer around the nest tree, and consult CDFG for recommendations. Prohibit construction activities in the buffer zone until the young have fledged. If any other birds protected by MBTA are found nesting within the project site or immediately adjacent to, consult USFWS for protection measures. Alternatively, USFWS could be contacted for

recommendations to minimize potential impacts. Construction activities or disturbance within the buffer zone will be prohibited until the young have fledged or USFWS has made alternate recommendations.

Mitigation Measure BIO-4: Wetlands and Protected Waters.

If impacts to roadside ditches, Forbes Creek, or tributaries to Manning Creek are anticipated, a preliminary jurisdictional delineation is recommended to determine whether the area is subject to jurisdiction of the USACE under Section 404 of the Clean Water Act. If project impact areas are revised, a wetland delineation may be necessary for other portions of the project site as well, such as the western pit jack and bore pit location for project component S-6.

Mitigation Measure BIO-5: Protected Trees.

If any native tree will need removal, the Lakeport General Plan requirement of a 3:1 replacement for any native tree removed will be followed or a 5:1 for the removal of heritage trees.

Mitigation Measure CUL-1. Monitoring of Projects that have the Potential to Affect or Impact Cultural Resources:

Monitoring during excavation of access pits, water mains, and other ground disturbing activities shall be conducted by a fully qualified archaeologist who meets the Secretary of the Interior's Standards in Archaeology, and also by a Native American who will act as a co-monitor during project construction activities. The three project components that are the most likely to affect cultural resources are the following:

- √ **W-4.** Extension of Loop Water Mains Located within South Main Street and Soda Bay Roads (including bore under SR 29 and Parallel Drive reach)
- √ **S-3.** Clear Lake Avenue Pump Station Replacement
- √ **S-5.** Main Street Replacement and Upsizing of Sewer Collection Pipe Size

Mitigation Measure CUL-2. Procedure in the Event of Fortuitous Discovery of Previously Unidentified Archaeological or Historical Cultural Resources:

In the event that undiscovered cultural resources are found in the area of direct impact of the proposed project, for example, during trench excavation, the responsible field manager shall order discontinuation of all activities within a minimum of 30 meters of the discovery and promptly contact a qualified archaeologist regarding evaluation of the find. The archaeologist will consult with all interested parties, including Native Americans, and develop a recovery or mitigation plan, which the City shall implement. It is also recommended that project construction personnel receive pre-construction orientation regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discovery.

Mitigation Measure CUL-3. Procedure in the Event of Discovery of Human Remains:

In the event of discovery of human skeletal remains, however fragmentary or disturbed from their original context, the Lake County Coroner and the Native American Heritage Commission, Sacramento (916-653-4082), are to be notified of the discovery immediately, and all work in the vicinity of the find is to cease and there shall be no further excavation or

disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of that county in which the remains are discovered has determined whether the remains are those of a Native American.

If the remains are determined to be those of a Native American, the coroner must contact that California Native American Heritage Commission. CEQA Guidelines (Public Resources Code Section 5097) specify the procedure to be followed in the event of discovery of human remains on non-Federal land. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission. Upon request, the NAHC will provide project leaders with a list of Most Likely Descendants (MLDs), who will specify treatment and disposition of any Native American remains found within the Area of Potential Effects (APE) of a project. Human remains and associated grave goods are protected under Section 5097.94 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code.

Mitigation Measure HAZ-1:

Employee lead exposure would be assessed and special health and safety procedures would be in effect for the workers working near lead contaminated areas, consistent with the provisions of CCR Title 8, §1532.1. California Code of Regulations Title 8, §1532.1 applies to all construction work where an employee may be exposed to lead and it: 1) establishes an 8 hour permissible exposure limit of 50 μg/m3; 2) requires an exposure assessment in all workplaces where an employee may be exposed to lead; 3) sets worker protection measures to minimize lead exposure. Safety and health procedures for the protection of workers exposed to lead contaminated soils or lead containing paint would be included in the project specific health and safety plan (HSP, described below).

Yellow thermoplastic and/or paint striping would be removed as an independent action and the waste generated during striping removal would be sampled, if necessary, handled, and disposed of as hazardous waste.

The contractor(s) would prepare a project-specific HSP for work involving handling soil and groundwater impacted by lead, petroleum hydrocarbons, volatile organic compounds (VOCs), and metals. The HSP would comply with the Safety and Health Program requirements outlined in Title 8 CCR (T8 CCR) §5192(b) Hazardous Waste Operations and Emergency Response, and worker training requirements of T8 CCR §5194 Hazard Communication. The HSP would include protocols for environmental and personnel monitoring requirements, personal protective equipment, and other health and safety practices and procedures required to minimize worker exposures during work involving soil and groundwater impacted by lead, petroleum hydrocarbons, VOCs, and metals.

If suspected impacted soil or groundwater is encountered, work would cease and the construction engineer or supervisor would contact the County Environmental Health Department to define the extent and magnitude of the impacted area. If determined that the impacted soil or groundwater poses a risk to human health or the environment, the contractor(s), in conjunction with the project engineer and the County Environmental Health representative, would develop a plan to remove and/or mitigate the impacted soil or groundwater to minimize impacts.

The County will ensure that a Serpentine Dust Control Plan is submitted to the Lake County Air Quality Management District (LCAQMD) at least 30 days before any ground disturbance commences. The dust control plan form, available through the LCAQMD, will document the measures that the contractor will implement to control dust during work in regulated serpentine areas.

Mitigation Measure HYD-1:

The project applicant shall be required to submit permit registration documents for the Construction General Permit Order 2009-0009-DWQ to the SWRCB, and comply with all requirements of the permit. The annual fees are based on total disturbed area of the construction project in acres. A Legally Responsible Person (LRP) shall electronically submit Permit Registration Documents (PRDs) prior to commencement of construction activities in the Stormwater Multi- Application Report Tracking System. PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the SWPPP, a signed certification statement by the LRP, and the first annual fee. All requirements of the site specific SWPPP shall be included in construction documents for the project.

Mitigation Measure HYD-2:

Project construction would occur during low-flow times to avoid flood-related impacts in the floodplain.

Mitigation Measure NSE-1

Implement the following measures during all phases of construction of project component W-4:

- The construction contractor would ensure that all general construction related activities are restricted to the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. to 7:00 p.m. on weekends.
- All internal combustion engines would be equipped with the manufacturer-recommended muffler. Internal combustion engines would not be operated on the construction site without the appropriate muffler.
- The project contractor would place all stationary construction equipment so that emitted noise is directed away from noise sensitive receptors nearest the active project site.
- To the extent feasible, the construction contractor would locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise sensitive receptors nearest the active project site during all project construction.

Mitigation Measure TR-1:

Prior to the initiation of construction within any public roadway, the City of Lakeport shall obtain an encroachment permit from Lake County. As part of the City's application for an encroachment permit, the City's construction contractor shall prepare a Traffic Management Plan to be submitted to Lake County for coordination and approval. The TMP shall include all topics required of the City's TMP, including: traffic handling during each stage of construction, maintaining emergency service provider access by, if necessary, providing alternate routes, repositioning emergency equipment, or coordinating with nearby service providers for coverage during construction closures, pedestrian safety/access, and bicycle

safety/access. A component of the TMP would involve public dissemination of construction-related information through notices to the neighborhoods, press releases, and/or the use of changeable message signs. The project contractor will be required to notify all affected residences and businesses, post the construction impact schedule, and place articles and/or advertisements in appropriate local newspapers regarding construction impacts and schedules.

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U.S. Geological Survey. 7.5-minute Topographic Map of Lakeport Quadrangle.

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Printed Name

ENVIRONMENTAL REPORT (ER)

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