



COUNTY OF LAKE

COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division
Courthouse - 255 N. Forbes Street
Lakeport, California 95453
Telephone: (707) 263-2221 FAX: (707) 263-2225

July 24, 2026

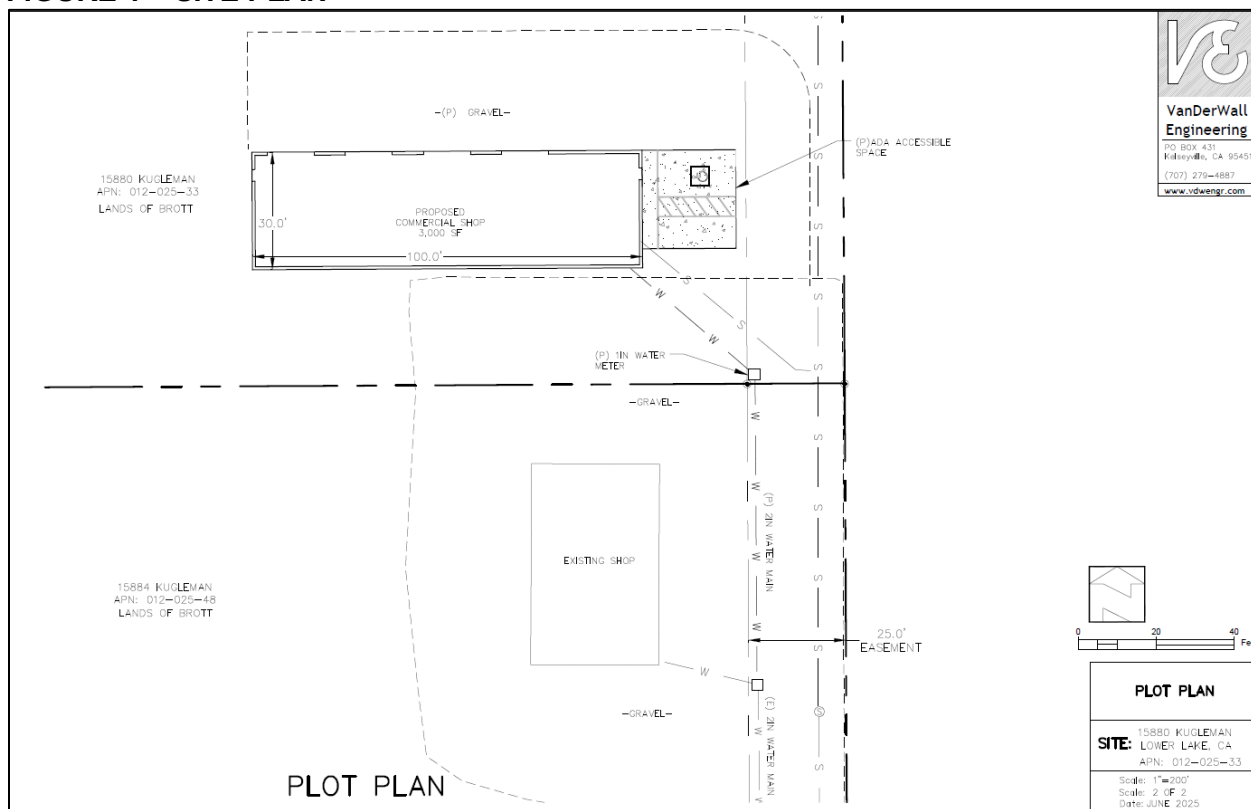
CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL CHECKLIST FORM INITIAL STUDY (PL-25-271)

1. Project Title: Kugelman Commercial Shop
2. Permit Numbers: Major Use Permit PL-25-271
3. Lead Agency Name and Address: County of Lake
Community Development Department
Courthouse, 3rd Floor, 255 North Forbes Street
Lakeport, CA 95453
4. Contact Person: Trish Turner, Associate Planner
(707) 263-2221
5. Project Location(s): 15880 Kugelman Street, Lower Lake
APN: 012-025-33
6. Project Sponsor's Name & Address: Gene Brott & John Lucchesi
941 Pepperwood Lane
Petaluma, CA 94952
7. General Plan Designation: Cc - Community Commercial
8. Zoning: "PDC" – Planned Development Commercial
9. Supervisor District: District One
10. Flood Zone: "X", Areas determined to be outside the 0.2% annual chance (500-year) floodplain
11. Slope: The average cross slope of the parcel is 3.59%
12. Hazards: Local Responsibility Area – High Fire Severity Zone
13. Earthquake Fault Zone: None mapped
14. Dam Failure Inundation Area: Not located within Dam Failure Inundation Area
15. Parcel Size: ±5.04 Acres
16. Description of Project:

Major Use Permit (PL-25-271) for the development of a 3,000 square foot (sf) single story shop building. The proposed building would be utilized for vehicle restoration and to provide auto repair services to the public. Services would include minor and major repairs, minor body work, and light fabrication, including some light sanding and welding; temporary storage of no more than ten vehicles, and the installation of auto parts and accessories. There would be no vehicle painting

or oil changes performed at the facility. Business operations would take place within the enclosed building and/or within a screened area on the lot.

FIGURE 1 – SITE PLAN



Source: Vanderwall Engineering, 2025 (Attachment 1)

Construction Details

Equipment

The following equipment is expected to be required to construct the proposed project facilities:

- Backhoe
- Dump Truck
- Compactor
- Cement trucks

Construction activities would occur 5-6 days per week, Monday through Saturday from 7:00 AM to 6:00 PM. Due to flat and level condition of the existing site there would be minimal grading required. Soil stripping, excavation, and recompacting of the building slab area would be required based on the results of the soil engineering report (Attachment 2 - Brunsing Associates Geotechnical Investigation Report). Temporary outdoor lighting would be installed over the future parking area. Downlit and shielded wall mounted lighting for security would be provided on the building.

During the construction phases it is estimated that the total number of construction-related personnel would vary from one to three people. Construction-related traffic would be last approximately three months and would be directly related to construction personnel and the delivery of construction and building materials. Delivery vehicle trips to and from the site would

also vary depending on the construction phase and activity, but would average one to two trips per day.

Dust would be controlled through the use of a handheld hose using on site water. Water would be sprayed on work travel areas as necessary to keep the dust down. The construction staging area would be to the north of the proposed building. A portable toilet would be placed near the staging area and would be available for use by construction personnel.

Construction Waste

Construction of the building foundation and the assembly of the metal structure would generate temporary solid waste, including soil spoils, wood scrap, metal scrap, and packaging materials. All non-recyclable construction would be hauled to the local waste facility. No demolition of existing structures are required. The volume of waste generated during the construction phase would be minimal and is not expected to affect daily permitted capacity of the receiving landfill.

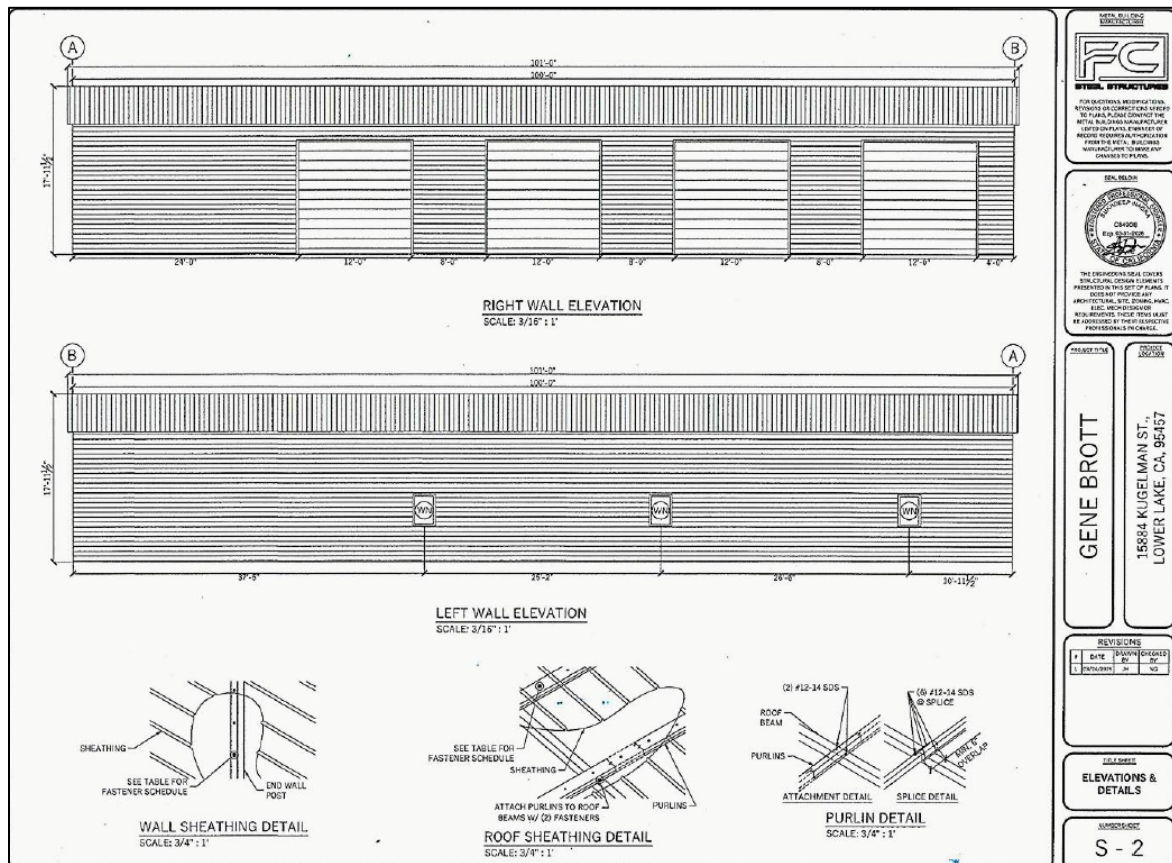
Grading Details

Based on the submitted geotechnical report (Attachment 2) and the grading questionnaire, approximately 600 cubic yards would be cut, with 600 cubic yards for fill, for clearing and stripping, and the structural building area preparation. The applicant would be required to obtain grading and air quality permits prior to ground disturbing activities. Best Management Practices (BMPs) would include silt fencing and linear fiber rolls for the.

Operations

Hours of operation would be Monday through Saturday from 8:00 AM to 6:00 PM. The total number of employees is estimated between one and two people daily. The commercial building space would generate two to five vehicle trips per day. Customer parking, including a van accessible - ADA space, is proposed for the east side, adjacent to the building. The accessible path of travel is shown directly adjacent to the front of the proposed office as noted on the site plan submittal. Three standard parking spaces with 24 feet of backup area would be provided on the north side of the building as depicted on the site plan.

Figure 2 – Building Elevations



Source: FC Steel Structures, 2025 (Attachment 3)

Energy Usage

The proposed 3,000-square-foot commercial building will utilize standard on-grid electrical power by connecting to existing PG&E utility lines located adjacent to the property.

Water Usage

Based on CA Department of Water Resources data for commercial service facilities, the project's estimated water demand is approximately 0.06 to 0.09 gallons per square foot per day, totaling approximately 175 to 265 gallons per day. This demand includes domestic use for employees and process water for restoration activities. The project would be required to comply with Cal Green requirements for high-efficiency plumbing fixtures and would implement Best Management Practices for water conservation.

Solid Waste Management

After the facility is constructed, day-to-day operations that generate waste would be disposed of at the local waste facility.

Wastewater Management

A sewer lateral would be extended southeast from the new building to the existing sewer line in accordance with Lake County Chapter 5 building code requirements. The water line would be 18 inches below grade and the sewer lateral would be installed 24 inches below grade to facilitate gravity flow of wastewater.

Stormwater Management

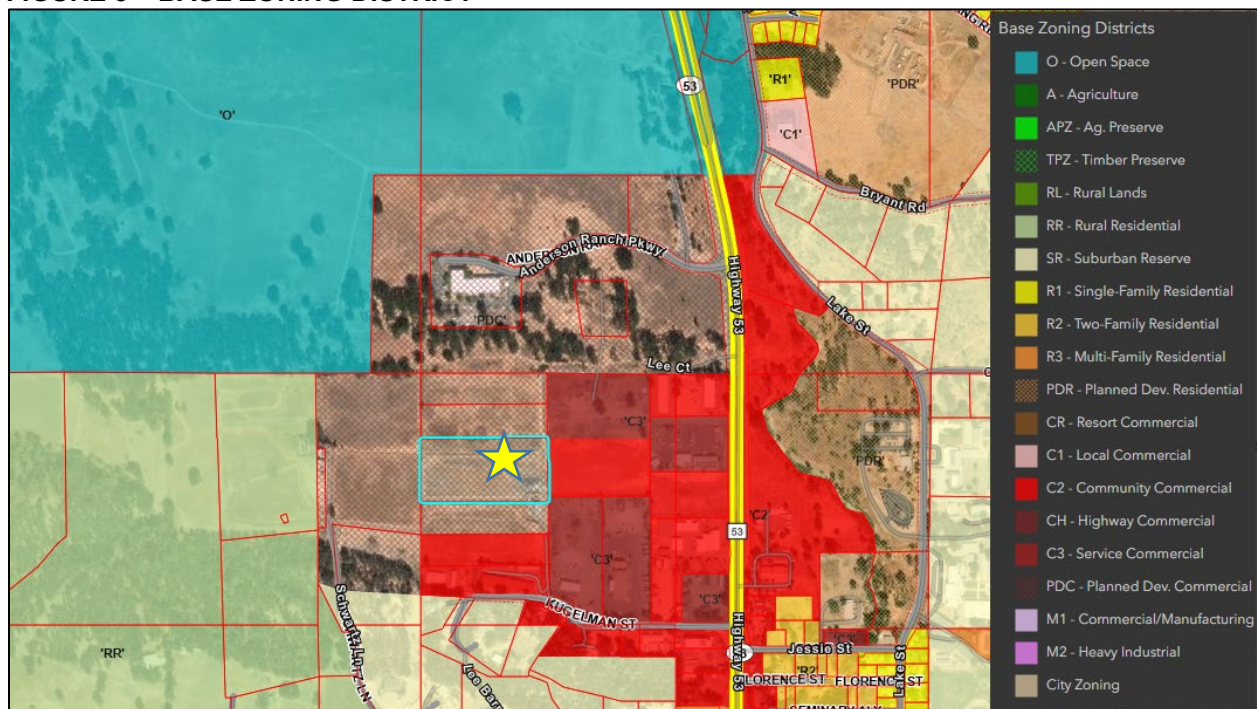
The applicant would be required to submit formal, engineered Drainage and Erosion Control Plans at the time of application for the grading permit and building permit. These final plans must show all proposed Best Management Practices (BMPs) for controlling erosion and sedimentation.

17. Surrounding Land Uses and Setting:

The sizes, zoning, and status of neighboring properties are as follows:

- North: “PDC”, Planned Development Commercial; the parcels to the north are mostly undeveloped, with the Lake County Department of Social Services and the Anderson Marsh State Historic Park on a few of those parcels.
- East: “C2” and “C3”, Community Commercial and Service Commercial; the parcels to the east are developed with Chernoh Construction Yard, County of Lake , Department of Public Works, Roads Yard, and C&S Waste Solutions.
- South: “PDC” and “C2”, Planned Development Commercial and Community Commercial: the parcels to the south have an existing shop and a storage facility.
- West: “PDC” and “RR”, Planned Development Commercial and Rural Residential; the two parcels east are mostly undeveloped except for the water storage tanks and facility of the Lower Lake Water Company.

FIGURE 3 – BASE ZONING DISTRICT



Source: County of Lake ArcGIS, 2026

18. Other public agencies whose approval is required (e.g., Permits, financing approval, or participation agreement).

The extent of this environmental review falls within the scope of the Lead Agency, the Lake County Community Development Department Planning Division, and its review for compliance with the Lake County General Plan, the Lower Lake Area Plan, the Lake County Zoning Ordinance, and the Lake County Municipal Code. Other organizations in the review process for permitting purposes, financial approval, or participation agreement can include but are not limited to:

- Lake County Community Development Department
- Lake County Building and Safety Division
- Lake County Resource Planning
- Lake County Department of Environmental Health
- Lake County Air Quality Management District
- Lake County Department of Public Works
- Lake County Sheriff Department
- Lake County Fire Protection District
- California Department of Forestry and Fire Protection (CAL FIRE)
- State Water Resources Control Board
- California Department of Fish & Wildlife (CDFW)
- California Department of Public Health
- California Department of Consumer Affairs

19. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Conducting consultation early in the California Environmental Quality Act (CEQA) process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process, per Public Resources Code §21080.3.2. Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3 (c) contains provisions specific to confidentiality.

In accordance with Public Resources Code (PRC) Section 21080.3.1 (Assembly Bill 52), the County of Lake, acting as the Lead Agency, distributed formal consultation notification letters to eleven traditionally and culturally affiliated California Native American tribes on October 6, 2025.

Two tribes requested formal consultation within the statutory 30-day response window: the Middletown Rancheria of Pomo Indians (requested October 8, 2025) and the Koi Nation of Northern California (requested October 16, 2025). The County disclosed to both parties that multiple consultation requests had been received, noting that the County, as the Lead Agency, does not possess the authority to arbitrate or make determinations regarding overlapping tribal territorial boundaries.

The County initiated and conducted consultations to discuss the project scope, potential environmental impacts, and the determination of significance regarding tribal cultural resources as follows:

- Middletown Rancheria: Consultation was initiated on October 21, 2025, and successfully concluded on May 4, 2026.
- Koi Nation: Consultation was initiated on October 28, 2025, and successfully concluded on March 16, 2026.

Through the consultation process, and in compliance with PRC Section 21080.3.2, potential adverse impacts to tribal cultural resources were identified and addressed. Mutually agreed-upon mitigation measures have been fully incorporated into the Project's Draft Mitigated Negative Declaration (MND). In accordance with PRC Section 21082.3(c), specific details regarding tribal cultural resources, sacred lands, and the substance of the consultation discussions remain strictly confidential to protect sensitive cultural data.

ATTACHMENTS:

Attachment 1: Site Plans

Attachment 2: Geotechnical Report

Attachment 3: Building Plans

Attachment 4: Biological Assessment

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

DETERMINATION: (To be completed by the lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- ☒ I find that although the proposed Project could have a significant effect on the environment, there would 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 would 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.

Initial Study Prepared By: Trish Turner, Associate Planner

Signature:  _____

Date: July 27, 2026

Mireya G. Turner, Director
Lake County Community Development Department

SECTION 1

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to Projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project would not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as Project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, and then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3) (D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a Project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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Except as provided in Public Resource Code Section 21099, 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 public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☒ | ☐ | ☐ |
| d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☒ | ☐ | ☐ |

Discussion:

- a) Within the Lake County General Plan and the Lower Lake Area Plan, scenic vistas are generally identified as views of Clear Lake, Mt. Konocti, Anderson Marsh, creeks, native trees, orchards and vineyards. While the proposed building would be visible from CA State Hwy 53, the project would not obstruct or substantially degrade views of Anderson Marsh or other identified scenic vistas. Furthermore, there are no creeks, unique native trees, orchards or vineyards located on the project site or within the immediate vicinity. Therefore, the project would not have a substantial adverse effect on a scenic vista.

Less than Significant Impact

- b) The project site is not located within a state scenic highway, as designated by the California Department of Transportation. Additionally, the project does not propose removal of trees, rock outcroppings or other scenic resources. Therefore, the project would not result in the damage of scenic resources within a state scenic highway.

Less Than Significant Impact

- c) The project site is surrounded by both rural and urbanized uses. Public visibility of the site is primarily limited to motorists traveling along CA State Highway 53, a four-lane highway corridor. The proposed building is designed to fit in with the existing surrounding commercial and industrial uses in the area. Furthermore, the project complies with all applicable local zoning ordinances. Therefore, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. However, temporary or unscreened outdoor storage of materials or equipment could create visual clutter visible from the Highway 53 corridor; implementation of Mitigation Measure AES-1 will ensure impacts remain less than significant.

AES-1: To protect the visual character of the surrounding area and minimize visual blight, the temporary outdoor storage of all vehicles awaiting service, restoration, or pickup (not to exceed ten vehicles at any one time) shall be completely screened from public view, including neighboring parcels.

- The applicant shall install a continuous, solid, sight-obscuring fencing, with a minimum height of six feet around the designated outdoor storage area. Chain link fencing with plastic slits are prohibited.
- No vehicles, parts, tires, or restoration materials shall be stacked, stored, or parked in a manner that exceeds the height of the screening fence.

Less Than Significant Impact with Mitigation Measure AES-1 incorporated

- d) The proposed auto restoration project has potential to introduce new sources of nighttime light and glare through security lighting and exterior operational lighting. However, with implementation of Mitigation Measure AES-2, which aligns with the glare and lighting performance standards of the Lake County Zoning Ordinance (Section 21-41.8), these potential impacts would be reduced to a less than significant impact.

AES-2: All lighting fixtures shall be shielded, downcast, and directed downward and inward toward the interior of the site to prevent light trespass onto public roadways or adjacent properties. No light source shall be directly visible from CA State Highway 53 or neighboring lots. All lighting shall comply with fixture recommendations found at <https://darksky.org/>.

Less Than Significant Impact with Mitigation Measure AES-2 incorporated

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

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

- a) The project site is zoned Planned Development Commercial (PDC), which permits a variety of different commercial and industrial uses, with a major use permit. The proposed auto restoration project does not include any agricultural activities, and neither the site or the immediate vicinity is currently used for agriculture. Furthermore, according to the California Department of Conservation's Farmland Mapping and Monitoring Program, the site is designated as farmland of Local Importance, and is not designated as Prime

Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the project would not result in the conversion of designated Farmland to non-agriculture uses.

No Impact

- b) The project site is located within an area designated as 'Planned Development Commercial (PDC)' by the Lake County General Plan and Zoning Ordinance. Surrounding parcels are also designated for various commercial uses, and none are zoned or currently utilized for agricultural production. Furthermore, neither the project parcel nor any adjacent properties are subject to a Williamson Act contract. Therefore, the project would not conflict with existing agricultural zoning or any Williamson Act contracts.

No Impact

- c) The project site is zoned Planned Development Commercial (PDC) and is not zoned for forestland or timberland, nor has it been used historically for timber production.

No Impact

- d) The project would not result in the loss or conversion of forest land to non-forest use since no timber production is occurring on the land.

No Impact

- e) As proposed, this project would not induce changes to existing farmland that would result in its conversion to non-agricultural use. The project site is not classified as farmland.

No Impact

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under and applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?	☐	☒	☐	☐

Discussion:

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

- a) The project site is located within the Lake County Air Basin, which is under the jurisdiction of the Lake County Air Quality Management District (LCAQMD). The LCAQMD applies air pollution regulations to all stationary pollution sources and monitors local air quality. The Lake County Air Basin is currently in attainment with both state and federal ambient air quality standards, which are established to protect public health and welfare. Because the basin is in attainment, the County is not currently required to maintain a separate non-attainment air quality plan. To evaluate potential project-level impacts, the LCAQMD utilizes the significance thresholds established by the Bay Area Air Quality Management District (BAAQMD).

Typically, short-term construction-related air quality impacts result from projects requiring a significant amount of grading, demolition, or heavy equipment operation that increases particulate emissions and fugitive dust. Long-term operational air quality impacts are typically associated with land uses that generate substantial vehicle trips or produce significant stationary emissions, dust, or airborne irritants.

The proposed project consists of an auto restoration business. According to the project description provided by the applicant, operations would be limited in scope, with no major body work (such as large-scale commercial paint spraying) and no heavy engine rebuilding occurring on-site. However, the commercial use of automotive solvents, cleaners, and touch-up coatings has the potential to release volatile organic compounds (VOCs) and localized contaminants. Standard construction-related emissions, such as fugitive dust and exhaust from heavy-duty equipment, would also be a primary source of temporary air quality impacts. To ensure that short-term construction dust and long-term operational emissions do not exceed applicable BAAQMD thresholds or conflict with regional air quality goals, implementation of Mitigation Measures AQ-1 through AQ-3 is required.

AQ-1: Prior to the issuance of a building permit or the initiation of commercial operations, the applicant shall submit the project plans to the Lake County Air Quality Management District (LCAQMD) for review and shall obtain an Authority to Construct permit or written verification of exemption. The project shall comply with all applicable air district rules regarding commercial solvent and coating use.

AQ-2: To minimize fugitive dust during construction, all ground-disturbing activities, unpaved staging areas, and active excavation sites shall be regularly watered to suppress dust plumes. The applicant shall maintain a dedicated water source, such as a high-volume water hose connected to a reliable on-site supply, capable of reaching all disturbed areas of the site during grading and construction. Water shall be applied continuously during active dirt-moving operations and as needed to exposed soils

AQ-3: If the applicant installs an emergency backup generator, the applicant must obtain all necessary permits and clearances for the operation of diesel generators from the Lake County Air Quality Management District prior to installation.

Less Than Significant Impact with mitigation measure AQ-1 through AQ-3 incorporated.

- b) The Project area is in the Lake County Air Basin, which is designated as in attainment for state and federal air quality standards for criteria pollutants (CO, SO₂, NO_x, O₃, PM₁₀, PM_{2.5}, VOC, ROG, Pb). Any Project with daily emissions that exceed any of the thresholds of significance for these criteria pollutants should be considered as having an individually and cumulatively significant impact on both a direct and cumulative basis.

Under the regional guidelines applied by the LCAQMD, any project with daily or annual emissions that exceed the established Bay Area Air Quality Management District (BAAQMD) thresholds of significance is considered to have an individually and cumulatively considerable impact on air quality.

Because the project is limited to light automotive restoration with no major paint spraying or engine rebuilding, it would not generate significant operational emissions of criteria pollutants. Short-term construction emissions during site preparation, grading for the foundation, and facility construction would be temporary and localized. To guarantee that minor operational activities and short-term construction dust do not combine to create a cumulatively considerable increase in regional pollutants, the project would be required to comply with Mitigation Measures AQ-1 through AQ-3. Therefore, cumulative air quality impacts would be less than significant with mitigation incorporated.

Less Than Significant Impact with Mitigation Measures AQ-1 through AQ-3 incorporated.

- c) Certain populations—such as children, senior citizens, and acutely or chronically ill individuals—are more susceptible to the adverse effects of air pollution than the general public. Land uses typically defined as sensitive receptors include residences, schools, playgrounds, childcare centers, hospitals, and convalescent facilities. The nearest sensitive receptors to the project site include a single-family residence located approximately 656 feet to the south, a school located approximately 2,156 feet to the east, and the nearest hospital facility located approximately 1.37 miles to the north.

Because the Lake County Air Quality Management District (LCAQMD) utilizes the Bay Area Air Quality Management District (BAAQMD) thresholds of significance, projects must be evaluated for localized operational and construction emissions (such as toxic air contaminants or diesel particulate matter).

Due to the limited scope of the auto restoration business, the project would not generate substantial or measurable pollutant concentrations. Short-term construction traffic is minor, estimated at up to six vehicle trips per day for the duration of building activities. Long-term operational traffic is similarly negligible, generating up to five daily vehicle trips. Given these low trip volumes and the physical separation distances to the nearest sensitive receptors, the project would not expose sensitive populations to substantial pollutant concentrations. Implementation of Mitigation Measures AQ-1 through AQ-3 would further ensure that localized dust and equipment emissions are minimized, keeping impacts at a less than significant level.

Less Than Significant Impact with Mitigation Measure AQ-1 through AQ-3 incorporated.

- d) The proposed project involves a light auto restoration business, which is not an industry type noted for creating widespread regional odors. While the localized use of automotive solvents, cleaners, and detail coatings can generate temporary chemical odors, these activities would occur entirely indoors and would be highly limited in scope.

According to the project description, no major commercial body paint spraying or heavy diesel engine rebuilding would occur on-site. Any minor operational odors or temporary construction equipment exhaust would be localized, intermittent, and quickly diluted by atmospheric dispersion. Furthermore, the nearest sensitive receptor (residence) is located over 650 feet away, ensuring that emissions would not affect a substantial number of people. Therefore, impacts related to objectionable odors or other adverse emissions would be less than significant with Mitigation Measures incorporated.

AQ-4: To ensure operational emissions remain below local air district thresholds and do not create a nuisance or public health hazard via particulate matter or odors, the facility shall strictly adhere to the following operational boundaries:

- No commercial or private vehicle spray-painting, clearcoating, or heavy automated paint-priming operations shall occur on the project site. Any minor cosmetic touchups or rust-sealing shall be restricted to compliant, retail-level aerosol applications. Any future addition of a commercial spray paint booth shall require separate an amendment to the Use Permit and a new air quality permit from the Lake County Air Quality Management District.
- All metal cutting, welding, light fabrication, and mechanical sanding shall be performed strictly within the fully enclosed workshop building. The shop must utilize localized dust-collection equipment or standard commercial filtration systems to capture airborne particulates before air is vented outdoor.

Less Than Significant Impact with Mitigation Measure AQ-1 through AQ-4 incorporated.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) Have a substantial adverse effect on state or federally protected wetlands (including, not limited to, marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☒ | ☐ | ☐ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☒ | ☐ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

Discussion:

In compliance with California Department of Fish and Wildlife (CDFW) protocols, a Biological Assessment (Attachment 4) for the proposed project was prepared by Graening and Associates, LLC (September 2025). The entire property (7.5 acres) was defined as the 'Study Area'. The initial biological assessment included a field reconnaissance survey conducted on August 30, 2025. A full coverage pedestrian survey was performed. All visible fauna and flora observed were recorded in a field notebook and identified to the lowest possible taxon. Survey efforts emphasized the search for any special-status species that had documented occurrences in the CNDDDB within the vicinity of the project area and those species on the USFWS species list. When a specimen could not be identified in the field, a photograph or voucher specimen (depending upon permit requirements) was taken and identified in the laboratory using a dissecting scope where necessary.

The locations of any special-status species sighted were marked on aerial photographs and/or georeferenced with a geographic positioning system (GPS) receiver. Habitat types occurring in the Project Area were mapped on aerial photographs, and information on habitat conditions and the suitability of the habitats to support special-status species was also recorded. The project area was also informally assessed for the presence of potentially-jurisdictional water features, including riparian zones, isolate wetlands and vernal pools, and other biologically-sensitive aquatic habitats. Below provides a summary of results from the study, as well as an analysis of impacts and proposed mitigation measures.

Critical Habitat. No critical habitat for any federally-listed species occurs within the Study Area. The CNDDDB reported no special-status habitats within the Study Area. No special-status habitats were detected within the Project Area during the field survey. The surrounding study area contains one special-status habitat: wetlands in the agricultural ditch, but the project is 100 feet away from the ditch (see below discussions in criterion b). As such, the project would not substantially impact any special-status habitats.

Plants. The pasture and non-native grasslands within the Project Area have a low potential for harboring special-status plant species due to the dominance of aggressive non-native grasses and forbs. As documented in the biological assessment, these fast-growing weeds crowd out delicate native plants early in the season, making the August survey sufficient to confirm the site lacks the natural conditions needed for sensitive spring species. There are permanent water resources within the Study Area that can sustain aquatic special-status species.

Nesting Birds and Avian Species. Implementation of the proposed project could potentially impact individual, foraging, and nesting migratory birds, and raptor species should they become established within the proposed project site or buffer area prior to project implementation. Impacts to these species could occur through crushing by construction equipment during implementation of project activities. Actively nesting birds could also be affected due to noise and vibration from project activities, if nests are located close enough to project activities. Project related noise and vibration could cause the abandonment of active nest sites. Impacts to these species would be considered significant.

The following mitigation measures are added to protect potentially sensitive raptors, birds, and/or bats:

BIO-1: If ground disturbing activities occur during the breeding and nesting season of nesting or roosting species (February 1st through September 15th), surveys for active nests would be conducted by a qualified biologist no more than 5 days prior to start of activities.

- Pre-construction nesting surveys shall be conducted for nesting migratory avian and raptor species in the project site and buffer area. Pre-construction biological surveys shall occur prior to the proposed project implementation, and during the appropriate survey periods for nesting activities for individual avian species. Surveys shall follow the required CDFW and USFWS protocols, where applicable. A qualified biologist shall survey suitable habitat for the presence of these species.
- If a migratory avian or raptor species is observed and suspected to be nesting, a buffer area shall be established to avoid impacts to the active nest site. Identified nests should be continuously surveyed for the first 24 hours prior to any construction-related activities to establish a behavioral baseline.
- If no nesting avian species are found, project activities may proceed, and no further Standard Construction Conditions measures shall be required.
- If active nesting sites are found, the following exclusion buffers shall be established, and no project activities shall occur within these buffer zones until young birds have fledged and are no longer reliant upon the nest or parental care for survival:
 - Minimum no disturbance of 250 feet around active nest of non-listed bird species and 250 foot no disturbance buffer around migratory birds;
 - Minimum no disturbance of 500 feet around active nest of non-listed raptor species; and 0.5-mile no disturbance buffer from listed species and fully protected species until breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

- Once work commences, all nests should be continuously monitored to detect any behavioral changes as a result of project activities. If behavioral changes are observed, the work causing that change should cease and the appropriate regulatory agencies (i.e. CDFW, USFWS, etc.) shall be consulted for additional avoidance and minimization measures.
- A variance from these no disturbance buffers may be implemented when there is compelling biological or ecological reason to do so, such as when the project area would be concealed from a nest site by topography. Any variance from these buffers shall be supported by a qualified wildlife biologist and CDFW shall be notified in advance of implementation of a no disturbance buffer variance.

Insects (Western Bumble Bee). According to a review of the California Natural Diversity Database (CNDDDB), the project site falls within the historical and geographic range of the Western Bumble Bee (*Bombus occidentalis*), a Candidate Threatened species under the California Endangered Species Act (CESA). Western bumble bees are generalist foragers that establish annual colonies underground, primarily utilizing abandoned small mammal/rodent burrows, hollow logs, or dense, thatched bunchgrasses for nesting and overwintering.

Ground-disturbing activities, such as grading the building foundation and access road preparation, have the potential to collapse underground nests, resulting in the direct mortality of the queen or an active colony. Removal of vegetation could also temporarily reduce localized foraging resources. Because nest destruction or direct mortality would conflict with CESA protections and constitute a significant adverse environmental impact, implementation of Mitigation Measure BIO-2 to mitigate that impact.

BIO-2: If ground disturbing activities or vegetation removal are scheduled to occur during the bumble bee active season (April 1st through September 1st), a qualified biologist shall conduct a minimum of three non-lethal, visual surveys prior to construction.

- The surveys shall be spaced two-to-four weeks apart to account for changing floral resources and colony activity.
- The final survey must be conducted within 72 hours prior to the initial start of construction or ground disturbance.
- The area to be surveyed shall be 50-foot buffer area around the proposed project area.
- If the Western Bumble Bee is observed strictly foraging on-site but no active nest is discovered, construction may proceed, and no additional operational restrictions are required.
- If an active Western Bumble Bee nest is discovered within the project footprint or within the 50-foot buffer zone, all ground-disturbing activities within the immediate area shall be suspended. The biologist shall establish a minimum 50-foot no-disturbance buffer around the nest entrance and notify CDFW within 48 hours.
- If active ground disturbing activities or grading ceases for a period greater than 14 days during active bee season, a follow-up nest survey shall be completed within 72 hours of resuming work. *Note: This survey requirement terminates once initial grading, excavation, and foundation trenching are completed and structural framing begins.*

Less Than Significant Impact with Mitigation Measures BIO-1 and BIO-2 incorporated

- b) According to local and regional environmental maps, there is no designated or mapped sensitive habitat located on or immediately adjacent to the project site. However, the project specific Biological Assessment identified a seasonal drainage feature that runs from west to east across the property, classifying it as a drainage wetland. This feature is localized drainage and not formally identified as a sensitive natural community or critical habitat corridor in any local or regional plans, policies, or agency regulations.

While the proposed project footprint sits away from this feature, active ground disturbing activities, clearing, and heavy equipment staging during construction could inadvertently encroach upon the drainage channel if the work zone is not clearly delineated. Furthermore, clearing the land and adding new impervious surfaces (such as building roof, parking, and driveway) can alter local drainage patterns, causing sediment-laden or containment-laden stormwater runoff to flow into the wetland feature. To ensure construction-phase barriers are utilized to protect the drainage channel and that stormwater Best Management Practices (BMPs) to eliminate post-development runoff impacts.

BIO-3: To protect the onsite drainage wetland from short-term construction impacts and long-term project related stormwater runoff, the applicant shall comply with the following:

- Prior to the initiation of any ground-disturbing activities, clearing, or equipment staging, a high visibility physical barrier (such as orange construction fencing) shall be installed along the construction perimeter facing the drainage wetland to clearly define the active work limits and prevent accidental equipment encroachment or material storage near the channel.
- During all ground-disturbing activities, the applicant shall implement erosion and sediment control BMPs – including, but not limited, to straw wattles, silt fencing, or fiber rolls – installed continuously along the construction side of the barrier fence. These controls shall be maintained throughout construction to ensure no sediment-laden runoff exits the active work site toward the drainage.
- To mitigate runoff from new impervious surfaces (such as the building roof, parking, and driveway), the project design shall incorporate post-construction stormwater controls. These shall include standard design features such as rock-lined swales, bioretention basins, or infiltration trenches designed to capture, slow, and filter all peak stormwater flows on-site, ensuring that post-development runoff patterns do not adversely impact the hydrology or water quality of the drainage wetland.

Less Than Significant Impact with Mitigation Measure BIO-3 incorporated

- c) According to the project-specific Biological Assessment, there are no federally protected wetlands (as defined by Section 404 of the Clean Water Act) located within the proposed project footprint. A seasonal drainage wetland feature does cross a portion of the property from west to east; however, this feature would not be directly impacted, filled, or removed by the proposed development.

Because the building, access road, and parking areas are physically separated from this feature, no direct hydrological interruption or direct filling of wetland habitat would occur. Potential indirect impacts during construction, such as localized erosion or sedimentation, would be fully mitigated through the installation of high-visibility fencing and active stormwater Best Management Practices (BMPs) as required by Mitigation Measure BIO-

3 under Section IV(b) above. Therefore, the project would not have a substantial adverse effect on state or federally protected wetlands, and impacts remain less than significant.

Less Than Significant Impact with Mitigation Measure BIO-3 incorporated

- d) According to the project-specific Biological Assessment and a review of regional habitat connectivity mapping, the project site is not identified as a regional wildlife migration corridor, critical linkage, or native wildlife nursery site. Wildlife movement in this portion of Lake County primarily occurs along larger, intact contiguous open space tracts and mapped riparian corridors, such as nearby major creek systems, rather than across this partially disturbed parcel.

While local wildlife species (such as black-tailed deer, small mammals, and urbanized raptors) may occasionally traverse the property for foraging, construction of the proposed auto restoration facility and its associated access road would not establish a substantial barrier to their movement. The seasonal drainage wetland feature that flows from west to east across the property would remain open and physically unobstructed, allowing minor localized wildlife travel to continue through the site.

Furthermore, short-term construction activities would be temporary, and long-term facility operations would be confined to the designated building footprint and parking areas. Therefore, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species, or conflict with established corridors. Impacts remain less than significant.

Less than Significant Impact

- e) The proposed project would be consistent with all Lake County ordinances and policies related to the protection of biological resources. While a seasonal drainage wetland crosses a portion of the property, the project-specific biological studies confirm that the development footprint is physically separated from this feature. The proposed project would not directly affect any protected wetlands, ephemeral drainages, or other sensitive habitats protected by the Lake County Code or Zoning Ordinance.

Furthermore, the proposed project does not include the removal of any mature trees, ensuring compliance with local tree preservation goals. The project scope does encompass non-native grass clearing activities within the designated work site.

Potential indirect impacts resulting from this grass clearing and construction staging would be managed in strict compliance with local regulations. Potential impacts to nesting birds and special-status invertebrates would be avoided through compliance with California Department of Fish and Wildlife (CDFW) protocols as required by Mitigation Measures BIO-1 and BIO-2. Short-term construction runoff would be contained on-site using high-visibility fencing and active stormwater Best Management Practices (BMPs) in accordance with the Lake County Grading Ordinance and Mitigation Measure BIO-3. Therefore, the project does not conflict with any local policies or ordinances protecting biological resources, and impacts remain less than significant.

Less than Significant Impact with Mitigation Measure BIO-1 through BIO-3 incorporated

- f) No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state habitat conservation plans have been adopted for the Project area and no impacts are anticipated.

No Impact

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion:

a) A Cultural Resources Evaluation (CRE) was prepared for this project by Wolf Creek Archeology dated June 24, 2025. Survey methods included a record search at the Sonoma State University office of the California Historical Resource Information System (CHRIS) and a Sacred Lands File search through the Native American Heritage Commission (NAHC). A field (pedestrian) survey was also completed on May 20, 2025. The field inspection involved a complete and intensive on-foot inspection of the ground surface across the entire parcel. The ground surface was examined for historic and prehistoric cultural materials. The field inspection discovered four isolated obsidian flakes. The Report notes that the isolated items do not meet the criteria to be considered a significant historic or cultural site as defined in the California Environmental Quality Act (CEQA)¹ or the California Public Resources Code.

However, because of the rich cultural heritage found in Lake County and in this area mitigation measures CUL-1 through CUL-3 are added as a precautionary measure in case of inadvertent discovery of significant items, relics, artifacts or remains.

Additionally, the County sent out an AB 52 notice for consultation to eleven local Tribes, in accordance with Public Resources Code (PRC) Section 21080.3.1 (Assembly Bill 52), the County of Lake, acting as the Lead Agency, distributed formal consultation notification letters

to eleven traditionally and culturally affiliated California Native American tribes on October 6, 2025. As discussed further in the Tribal Cultural Resources section of this Initial Study, consultation was completed with Middletown Rancheria and Koi Nation.

CUL-1: Should any archaeological, paleontological, or cultural materials be discovered during site development, all activity shall be halted within 100 feet of the find(s). A professional archaeologist certified by the Registry of Professional Archeologists (RPA) shall be notified and shall evaluate the find(s) and recommend mitigation procedures, if necessary. The findings and mitigation measures shall be reviewed and approved by the Lake County Community Development Director prior to commencing work.

CUL-2: All employees shall be trained in recognizing potentially significant archaeological, paleontological, or cultural materials that may be discovered during ground disturbance. Prior to ground disturbing activities, the Permittee shall submit a Cultural Resources Plan, identifying methods of sensitivity training for site workers, procedures in the event of an accidental discovery, and documentation and reporting procedures. Prior to ground disturbing activities, the Permittee shall submit verification that all site workers have reviewed the Cultural Resources Plan and received sensitivity training.

CUL-3: Should any human remains be encountered, the applicant shall halt all work within 100 feet, notify the Sheriff's Department, the culturally affiliated Tribe(s), and a qualified archaeologist for proper internment and Tribal rituals per Public Resources Code Section 5097.98 and Health and Safety Code 7050.5.

Less than Significant Impacts with Mitigation Measures CUL-1 through CUL-3 incorporated.

- b) Site disturbance would take place as part of construction and operation, so there is a potential for inadvertent discovery of cultural resources. Therefore, this impact is considered less than significant with mitigation measures incorporated.

Less than Significant Impact with Mitigation Measures CUL-1 through CUL-3 incorporated.

- c) The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. In the event that human remains are discovered on the Project site, the Project would be required to comply with the applicable provisions of Health and Safety Code §7050.5, Public Resources Code §5097 et. seq. and CEQA Guidelines §15064.5(e). California Health and Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code §5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner.

If the Coroner determines the remains to be Native American, the California Native American Heritage Commission must be contacted and the Native American Heritage Commission must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code §5097.98. Mandatory compliance with these requirements would ensure that potential impacts associated with the accidental discovery of human remains would be less than significant.

Less than Significant Impact with Mitigation Measures CUL-1 through CUL-3 incorporated.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resource, during construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion:

- a) The proposed project consists of a 3,000-square-foot auto restoration facility. Energy consumption associated with the project would occur in two distinct phases: short-term construction and long-term operations.

Construction Phase: Energy use during construction would be minor, temporary, and confined to the use of fuel for construction equipment, material delivery trucks, and worker vehicles. There are no unusual or highly inefficient construction practices proposed that would result in the wasteful or unnecessary consumption of fuel or energy resources.

Operational Phase: Long-term operations would utilize standard "on-grid" electrical power provided by Pacific Gas and Electric Company (PG&E). The facility would use electricity for interior/exterior lighting, climate control, and standard automotive restoration support equipment.

The County formally notified PG&E of the proposed project on October 6, 2025, to ensure regional infrastructure capacity is sufficient to serve the site. No adverse comments or capacity concerns have been received from PG&E to date. Because the facility represents a standard, low-intensity commercial operation that would utilize modern, energy-efficient equipment, it would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant.

Less than Significant Impact

- b) The proposed 3,000-square-foot commercial building is legally mandated to comply with the most current editions of the California Energy Code (California Code of Regulations, Title 24, Part 6) and the California Green Building Standards Code (CALGreen, Title 24, Part 11).

Enforced locally through the Lake County Building Department's plan check and inspection processes, compliance with Title 24 requires the integration of high-efficiency building insulation, modern HVAC systems, energy-saving LED lighting, and mandatory on-site solar photovoltaic (PV) generation systems for new non-residential structures. By adhering to these strict state-mandated efficiency frameworks, the project would inherently align with California's long-term renewable energy goals and greenhouse gas reduction strategies. The project does not conflict with or obstruct any local or state plans for renewable energy or energy efficiency; therefore, impacts are less than significant.

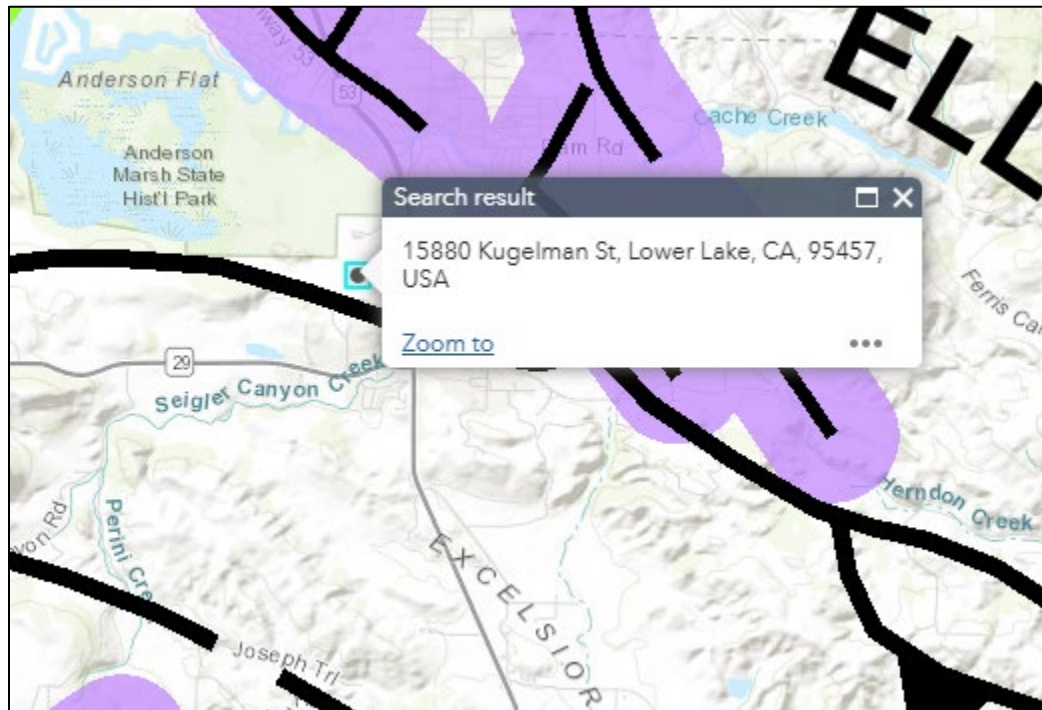
Less Than Significant Impact

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion:

Figure 4 – Lake County Fault Lines



Source: Fault Activity Map, California Department of Conservation, 2026

a) Earthquake Faults (i)

The project site located at 15880 Kugelman Street in Lower Lake is situated in a region characterized by active geologic and seismic conditions. Review of the mapped fault lines provided in Figure 4 – Lake County Fault Lines demonstrates that while the project parcel (identified by the blue box with the black dot) is located in close proximity to active fault traces associated with the local volcanic field system, the site boundary itself sits immediately outside the designated Alquist-Priolo Earthquake Fault Zone buffer (indicated by the purple shaded overlay area).

Because the mapped fault traces slice northeast of the property across Dam Road and Cache Creek, the potential for primary surface fault rupture directly traversing the proposed structural footprint is low. The project does not propose to place habitable structures or critical infrastructure directly over an active fault trace.

However, because of its proximity to the fault zone boundary, the site would be subject to strong seismic ground shaking during a regional event. Compliance with the latest California Building Code (CBC) seismic design requirements for Zone 4/High Seismic design categories would be mandatory for any proposed structures to minimize the risk of structural failure, ensuring that the project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death. Therefore, impacts related to surface fault rupture are considered less than significant

Strong seismic ground shaking (ii)

The project site is located in a highly active seismic region of Northern California, as evidenced by the numerous fault traces mapped immediately northeast of the property in Figure 4 – Lake County Fault Lines. While the parcel itself is not directly intersected by an

active fault line, any earthquake along the nearby local fault traces or regional systems—such as the Konocti Bay fault zone, the Maclay fault, or the larger San Andreas Fault system—would subject the project site to strong seismic ground shaking.

The intensity of ground shaking at the site would depend on the magnitude of the earthquake, the distance to the epicenter, and the underlying soil profile. Strong shaking could potentially result in structural damage to any proposed development, presenting a risk to human safety if structures are improperly designed.

However, the potential for substantial adverse effects or structural failure is minimized through mandatory compliance with standard regulatory frameworks. The project would be required to comply with the most recent edition of the California Building Code (CBC), which incorporates specific engineering design criteria for structures in high-seismic risk categories (Seismic Design Category D or E). Proper structural design, including appropriate foundation engineering and seismic bracing as dictated by the building permit process, ensures that proposed structures can withstand expected ground motion without experiencing catastrophic failure.

Because standard compliance with the CBC is a mandatory, legally binding requirement for all new development in Lake County, the project would not directly or indirectly cause a substantial risk of loss, injury, or death involving strong seismic ground shaking. Therefore, impacts are considered less than significant.

Seismic-Related Ground Failure, including liquefaction (iii)

Liquefaction occurs when loosely packed, water-saturated, unconsolidated sediments near the ground surface lose their structural strength during intense seismic shaking. This phenomenon is typically restricted to areas with high groundwater levels and loose alluvial soils, often located near active stream channels or on low-lying terraces.

According to the Natural Resources Conservation Service (NRCS) Soil Survey for Lake County, the project site is primarily underlain by 150 Kilaga Variant Loam, 0 to 5 percent slopes. This soil profile consists of deep, well-drained alluvial material deposited on low terraces. While the gentle topography (0-5% slope) minimizes risks associated with slope instability or rapid runoff, the alluvial origin of the Kilaga loam means it contains sand and silt fractions that could be susceptible to settlement or localized ground failure if subjected to the intense seismic ground shaking described in subsection a(ii). This potential is slightly elevated due to the site's proximity to Seigler Canyon Creek and Cache Creek, which may influence localized groundwater depths.

However, the risk of substantial adverse effects, including structural failure or injury due to liquefaction, is considered low and would be managed through standard regulatory compliance. The project is required to comply with California Building Code (CBC) seismic design standards.

Therefore, compliance with standard CBC requirements and local building regulations ensures that the project would not directly or indirectly cause substantial adverse effects involving seismic-related ground failure or liquefaction, reducing potential impacts to a less than significant level.

Landslides (iv)

The Project site exhibits flat topography in the area designated for tower placement. While the surrounding region has been classified as having a severe erosion hazard rating, the proposed project location itself is characterized by relatively level terrain that would require minimal grading activities. The absence of significant slopes at the project location substantially reduces potential landslide risks associated with the Project.

Less Than Significant Impact

- b) The project involves ground-disturbing activities—including grading, trenching, and clearing—that could temporarily expose underlying soils to wind and water erosion, potentially resulting in the loss of topsoil. According to the Natural Resources Conservation Service (NRCS), the site is underlain by 150 Kilaga Variant Loam (0 to 5 percent slopes). While the flat to gentle topography inherently presents a slight natural erosion hazard, the mechanical disruption of soil during construction creates a temporary risk of accelerated erosion, fugitive dust, and off-site sedimentation if stormwater runoff is left unmanaged.

GEO-1: Grading Permit and Engineered Grading and Erosion Control Plan: Prior to any ground disturbance, the applicant shall obtain a grading permit from the County. As part of this permit process, the applicant shall submit an engineered Grading and Erosion Control Plan, in accordance with Chapter 30 of the Lake County Municipal Code.

GEO-2: Stormwater Erosion Control Plan and Best Management Practices (BMPs): The applicant shall submit a comprehensive Stormwater Erosion Control Plan to the Lake County Building Division concurrently with the building permit application. This plan shall include:

- Detailed strategies for managing stormwater runoff and minimizing erosion.
- A Best Management Practices (BMP) Plan outlining specific measures to be implemented.

Less than Significant Impact with Mitigation Measures GEO-1 and GEO-2 and BIO-3 incorporated

- c) This analysis addresses whether the project's structural components or site modifications could cause the underlying geologic unit to become unstable, resulting in phenomena such as lateral spreading, subsidence, collapse, or localized liquefaction.

As noted in subsections a(iii) and a(iv), the project site is located on a stable alluvial terrace characterized by 150 Kilaga Variant Loam with a nearly flat topography of 0 to 5 percent slopes. Because the site lacks significant gradients, the potential for on- or off-site landslides or lateral spreading (the lateral movement of soil down a slope near a watercourse during an earthquake) is considered low. Additionally, Kilaga loam soils are deep and well-drained, reducing the baseline risk of sudden collapse or severe regional subsidence associated with organic or heavily compressible muck soils.

While the proximity to local faults and waterways creates a minor potential for localized seismic-related ground settlement or compaction, these issues are standard engineering challenges managed entirely through the local building permit process. The project would be required to comply with California Building Code (CBC) design parameters, which dictate proper foundation engineering, soil compaction requirements, and structural reinforcements based on the specific load-bearing capacity of the on-site soils.

Because standard compliance with the CBC is a mandatory requirement that prevents development from causing or being impacted by severe geologic instability, the project would not result in a significant hazard related to landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts are less than significant.

Less Than Significant Impact

- d) The expansive soils contain significant amounts of clay minerals that swell when they absorb water and shrink as they dry out. This cyclic volume change can exert significant upward and lateral pressure on foundations, concrete slabs, and subterranean utilities, potentially leading to structural cracking or uneven settlement over time.

According to the Natural Resources Conservation Service (NRCS) Soil Survey for Lake County, the project site is primarily underlain by 150 Kilaga Variant Loam, 0 to 5 percent slopes. Taxonomic analysis of the Kilaga series indicates that while the upper surface layer consists of a stable loam, the lower subsoil profiles (the Bt horizons) consist of heavy clay loam to clay textures with a total clay content ranging between 35 and 50 percent, giving the site a moderate shrink-swell potential.

To mitigate these expansive and structural soil properties, the project design must implement the specific engineering controls detailed in the submitted BAI Geotechnical Investigation Report. To counteract shrink-swell tendencies, Section 6.1.2 mandates that any imported or on-site fill material used to achieve planned grades must be free of perishable matter and rocks greater than 6 inches and must possess a strictly limited Expansion Index (EI) of less than 40, subject to BAI approval. Section 6.1.3 further requires finish pad surfaces to be graded to drain away from foundations at a minimum surface drainage gradient of 5 percent, and mandates that finished subgrade surfaces be maintained moist and free of shrinkage cracks until covered by permanent construction. If pad surfaces dry out and crack, they must be re-moisture conditioned and re-compacted prior to foundation installation.

The integration of these specific engineering recommendations into the final structural plans, paired with plan checks and mandatory on-site observations by the geotechnical engineer prior to the placement of reinforcing steel, ensures that the project would not create substantial risks to life or property from expansive soils. Therefore, impacts are less than significant.

Less Than Significant Impact

- e) This analysis evaluates whether the project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where public sewer systems are unavailable.

The proposed project does not include the installation, expansion, or use of septic tanks, leach fields, or alternative onsite wastewater treatment systems (OWTS). The development would connect directly to public sewer and water infrastructure for all wastewater disposal and potable water needs. Consequently, the soil profile's absorption and percolation capacities would not be utilized for wastewater treatment, and no direct or indirect impacts related to soil suitability for alternative wastewater disposal systems would occur. Therefore, the project would have no impact under this criterion.

No Impact

- f) According to the Archeological Survey Report submitted, the project site does not contain any known unique geologic features or paleontological resources that might otherwise require protection or avoidance.

Less than Significant Impact

VIII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion:

- a) The Project site is located within the Lake County Air Basin, under the jurisdiction of Lake County Air Quality Management District (LCAQMD). LCAQMD has not formally adopted standalone thresholds for significance for greenhouse gas (GHG) emissions. Therefore, impacts are evaluated based on guidance from the California Governor's Office of Land Use and Climate Innovation (LCI) – formerly the Office of Planning and Research (OPR) – and the CEQA Guidelines.

Climate change is a global cumulative impact caused by GHGs emitted into the atmosphere from a variety of sources, primarily the combustion of fuel for transportation and energy. Because the project is an auto restoration facility, its primary source of GHG emissions would be short-term construction exhaust and long-term operational mobile sources (vehicle trips).

To evaluate whether a projects transportation-related GHGs would have a significant impact, Lake County utilizes LCI/OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This guidance establishes that "small projects" generating fewer than 110 net new vehicle trips per day are statistically unlikely to have a significant environmental impact regarding Vehicle Miles Traveled (VMT) and associated GHG emission, and there for screened out from the detailed quantitative analysis.

Construction Emissions: Project construction traffic is estimated to generate a maximum of six vehicle trips daily, five days a week, for temporary duration. Due to this minimal volume, construction-related GHG emissions would be negligible.

Operation Emission: Once operational, the 3,000-sf facility would generate approximately five trips daily, six days a week.

Because the project's total maximum daily trips (five to six trips) fall substantially below the LCI screening threshold of 110 daily trips, the project's contribution to the mobile-source GHG emissions is considered minor. The project would not generate GHG emissions, either directly or indirectly.

Less than Significant Impact

b) For purposes of this analysis, the Project was evaluated against the following applicable plans, policies, and regulations:

- The Lake County General Plan
- The Lake County Air Quality Management District
- AB 32 Climate Change Scoping Plan
- AB 1346 Air Pollution: Small Off-Road Equipment

Policy HS-3.6 of the Lake County General Plan on Regional Agency Review of Development Proposals states that the "County shall solicit and consider comments from local and regional agencies on proposed projects that may affect regional air quality. The County shall continue to submit development proposals to the Lake County Air Quality Management District for review and comment, in compliance with the California Environmental Quality Act (CEQA) prior to consideration by the County." The proposed Project was sent out for review from the LCAQMD and the only concern was restricting the use of an onsite generator to emergency situations only.

The Lake County Air Basin is in attainment for all air pollutants with a high air quality level, and therefore the LCAQMD has not adopted an Air Quality Management Plan but rather uses its rules and regulations for the purpose of reducing the emissions of greenhouse gases. The proposed Project does not conflict with any existing LCAQMD rules or regulations and would therefore have a less than significant impact.

The 2017 AB Climate Change Scoping Plan recognizes that local government efforts to reduce emissions within their jurisdiction are critical to achieving the State's long term GHG goals, which includes a primary target of no more than six (6) metric tons CO₂e per capita by 2030 and no more than two (2) metric tons CO₂e per capita by 2050.

The Project's scale is extremely small, utilizing up to three construction workers short-term, and generating minimal daily occupancy (operated by the owner/limited staff) and only five (5) daily vehicle trips during operations. Because the Project's operational demands are negligible, its per-capita GHG footprint falls well below the state's screening thresholds and would not impede the progress of the California Scoping Plan.

Less than Significant Impact

IX. HAZARDS AND HAZARDOUS MATERIALS

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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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 reasonable 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 or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☒ | ☐ | ☐ |

Discussion:

- a) The project proposes a combined commercial auto repair facility with private vehicle restoration shop. While the project description explicitly prohibits routine commercial oil change services, the proposed major and minor mechanical repair operations would still necessitate the periodic handling of automotive fluids.

The applicant has stated that in the event of the drainage of fluids when necessary, all waste would be captured and stored indoors as per hazardous waste disposal regulations. No outdoor chemical or fluid storage is proposed. Furthermore, the project description specifies that all business operations would take place strictly within the enclosed building or within a screened area on the lot, ensuring that site maintenance and operations are contained.

To ensure the potential for accidental spills are properly managed and that the storage of captured waste fluids adheres strictly to state thresholds. Implementation of Mitigation Measure HAZ-1 through HAZ-3 is required.

HAZ-1: Develop and strictly adhere to a Spill Prevention, Control, and Countermeasure Plan that outlines procedures for preventing, containing, and cleaning up fuel spills.

HAZ-2: If the applicant stores hazardous materials equal to or greater than 55 gallons of a liquid, 500 pounds of a solid or 200 cubic feet of compressed gas, the applicant would be required to submit a Hazardous Materials Inventory Disclosure Statement/ Business Plan to the Environmental Health Division via the California Electronic Reporting System (CERS) and it shall be renewed and updated annually or if quantities increase. Fees and inspections as part of the California Unified Program Agency (CUPA) program would also be required. Note that additional CUPA program requirements may apply depending on the amounts of hazardous materials stored onsite.

HAZ-3: All captured waste fluids, automotive chemicals, and lubricants stored indoors shall be placed within an approved secondary containment system (such as containment pallets or a bunded area) capable of holding 110% of the volume of the largest single container, or 10% of the total volume of all containers, whichever is greater, to prevent any accidental discharge onto the structure's floor or into local drainage pathways.

Less Than Significant Impact with Mitigation Measures HAZ-1 through HAZ-3 incorporated

- b) The project involves mechanical repairs and vehicle restoration where accidental spills or upset conditions could occur during fluid drainage or transfers. However, because all business operations must take place strictly within the enclosed building or screened yard, and because the applicant has committed to capturing and storing all waste fluids indoors, the risk of an accidental release migrating off-site is minimal. To ensure that any potential equipment failure or accidental spill is immediately managed and contained on-site, implementation of Mitigation Measures HAZ-1 and HAZ-3 is required.

Less Than Significant Impact with Mitigation Measures HAZ-1 through HAZ-3 incorporated

- c) There are no schools located within one-quarter mile of the proposed Project site. The nearest school is located approximately 0.45 miles east of the project location in Lower Lake.

No Impact

- d) The California Environmental Protection Agency (CALEPA) has the responsibility for compiling information about sites that may contain hazardous materials, such as hazardous waste facilities, solid waste facilities where hazardous materials have been reported, leaking underground storage tanks and other sites where hazardous materials have been detected. Hazardous materials include all flammable, reactive, corrosive, or toxic substances that pose potential harm to the public or environment.

The following databases compiled pursuant to Government Code §65962.5 were checked for known hazardous materials contamination within ¼-mile of the project site:

- The SWRCB GeoTracker database
- The Department of Toxic Substances Control EnviroStor database
- The SWRCB list of solid waste disposal sites with waste constituents above hazardous waste levels outside the waste management unit.

The Project site is not listed in any of these databases as a site containing hazardous materials as described above.

No Impact

- e) The Project site is located about 15.96 miles southeast of Lampson Field, the nearest public airport. Lampson Field is administered by the Lake County Airport Land Use Commission, which has not adopted an Airport Land Use Compatibility Plan. There would be no hazard for people working in the Project area from a public airport.

No Impact

- f) The Project would not impair or interfere with an adopted emergency response or evacuation plan. Following construction, daily operations would generate a minimal increase of approximately 5 additional trips daily, and no modifications to the existing public road network. To ensure the access road provides adequate width, clearance, and turnaround space for the emergency equipment and structural fire suppression, the road must be fully compliant with SRA (State Responsibility Area/ Public Resources Code Section 4290) standards, as discussed later in this document in the Wildfire section.

Less Than Significant Impact

- g) The proposed commercial facility is located within a High Fire Hazard Severity Zone, as designated by the California Department of Forestry and Fire Protection (CAL FIRE). This designation indicates that the site is subject to increased wildfire risk. To minimize fire hazards, the commercial facility would be required to maintain defensible space and ensure the site access road meets mandatory SRA Fire Safe Regulations (Public Resources Code Section 4290 and 4291) standards. Furthermore, the proposed workshop building would be required to install a commercial fire sprinkler system. Any waste fluids captured and stored on-site must adhere to the containment protocols established in Mitigation Measures HAZ-1 through HAZ-3, minimizing the risk of combustible or flammable chemicals feeding a structure or wildland fire.

Less than Significant Impact with Mitigation Measure HAZ-1 through HAZ-3 incorporated

X. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:
- i) Result in substantial erosion or siltation on-site or off-site;
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; ☐ ☒ ☐ ☐
 - iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv) Impede or redirect flood flows?
- d) In any flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ☐ ☐ ☐ ☒

Discussion:

- a) Project activities could temporarily increase the potential for soil erosion and sedimentation. To address this, the applicant is required by Lake County Code to submit engineered Drainage and Erosion Control Plans prior to the issuance of grading and building permits. These plans would incorporate standard construction Best Management Practices (BMPs) such as straw wattles, silt fencing, and stabilized construction entrances—to prevent sediment from leaving the site.

Furthermore, hazardous materials associated with auto restoration (paints, solvents, oils) would be handled in strict compliance with the hazardous materials management protections outlined in the Hazards and Hazardous Materials section of this document (complying with standard features noted as HAZ-1 through HAZ-3, ensuring all chemical storage and work occur indoors with secondary containment). Because compliance with standard County grading ordinances and hazardous materials regulations is mandatory, the project would not violate water quality standards or degrade surface or groundwater.

Less than Significant Impact with Mitigation Measures GEO-1, GEO-2, HAZ-1 through HAZ-3 incorporated

- b) The long-term operations would require a minimal amount of water, limited to standard domestic uses for a small commercial shop (restroom and handwashing). The project would connect to the Lower Lake County Water Works District for its permanent water supply and would not rely on a private, onsite groundwater well. During the short-term construction phase, water would be sourced responsibly on-site or trucked in strictly for dust mitigation. Because the project draws from a public water system and features a small footprint that would not substantially interfere with regional groundwater recharge.

Less Than Significant Impact

- c) The project would introduce approximately 3,000 square feet of non-permeable (impervious) surface from the building roof, alongside the graded access driveway. While this alters the immediate surface micro-drainage of the parcel, it does not alter any natural streams or rivers.

Potential erosion and runoff impacts from site grading are fully addressed through the engineered design parameters and geotechnical compliance protocols enforced by the County's grading permit process. The final engineered drainage plans would require post-construction stormwater to be managed on-site (such as directing roof runoff to vegetated roadside swales or a small detention area) so that peak runoff flows match pre-project conditions. Mitigation Measures GEO-1 through GEO-3 required stormwater, erosion, and grading plans to be prepared to address these potential impacts. Additionally, Mitigation Measure BIO-3 requires additional stormwater and erosion measures to protect the onsite drainage wetland from short-term construction impacts and long-term project.

Less than Significant Impact with Mitigation Measures BIO-3, and GEO-1 through GEO-3 incorporated.

- d) The Project site is not located in an area that has the potential to be inundated by seiche or tsunami. The Project site is not located within a flood plain.

No impact

- e) The project does not involve groundwater extraction, direct groundwater recharge, or any industrial wastewater discharges to the ground. Operational water would be supplied by the Lower Lake County Water Works District, and storm runoff would be treated on-site through standard local compliance. Because the project does not heavily draft from or alter the local aquifer, it would not conflict with or obstruct any regional water quality control plans or sustainable groundwater management plans

No Impact

XI. LAND USE PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion:

- a) The Project property is located in the Lower Lake area. The proposed Project involves the construction of a single 3,000-square-foot auto restoration facility and the widening of an existing access road on an individual parcel. The project does not include any parcel maps, subdivisions, or changes to property boundaries that would alter the surrounding rural landscape or disrupt local access routes. Because the development is confined entirely within the property boundaries of a single lot and maintains all existing surrounding access, it would have no effect on the community structure and would not physically divide an established community.

No Impact

- b) The proposed auto restoration facility is consistent with the Lake County General Plan, the Lower Lake Area Plan, and the Lake County Zoning Ordinance. The property has a General Plan land use designation of Community Commercial and is zoned Planned Development Commercial (PDC). Because the PDC zoning is a flexible district designed to accommodate both commercial and industrial uses, an auto restoration shop is an allowable use, subject to a Use Permit. The project would not require a General Plan Amendment or a Rezone. Any potential operational impacts—such as noise, hours of operation, or screening—would be handled through standard conditions of approval attached to the land use permit. Because the project fits within the existing commercial framework and complies with all local development standards, it does not conflict with any plans or policies adopted to protect the environment, resulting in a less than significant impact.

Less than Significant Impact

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion:

- a) The site's soil is not suitable for gravel extraction, and it is not located within a mapped mineral resource area. Therefore, no significant impacts to mineral resources are anticipated.

No Impact

- b) The zoning of the site is Planned Development Commercial could allow mining. Type 150 soil does not contain minerals of any value, and no mining has occurred on this site or on the surrounding land.

No Impact

XIII. NOISE

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Result in the generation of excessive ground-borne vibration or ground-borne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

Discussion:

- a) Some noise during construction would occur, however construction hours are limited to 7:00 AM. to 7:00 AM Monday through Saturday, so the likelihood of noise-related impacts is minimal, particularly given the surrounding land, most of which is mixed-use, industrial, commercial, and residential. The project as proposed during normal business operations would not generate additional noise that is increased or above the noise threshold of the Lake County Zoning Ordinance Article 41.11.

Less than Significant Impact

- b) Based on the Project's limited scope and the absence of activities known to produce substantial ground-borne vibration or noise, such as pile driving or heavy equipment operation in close proximity to sensitive receptors, the Project is not expected to result in significant ground-borne vibration or noise impacts.

Less Than Significant Impact

- c) The project site's location approximately 15.84 miles from the nearest airport precludes the potential for significant noise impacts from air traffic. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from air travel.

No Impact

XIV. POPULATION AND HOUSING

Potentially Significant Impact	Less Than Significant With Mitigation Measures	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

Discussion:

- a) The Project would not generate population growth to the area.

No Impact

- b) The Project would not displace any existing housing.

No Impact

XV. PUBLIC SERVICES

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) 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 for any of the public services: | ☐ | ☐ | ☒ | ☐ |
| 1) Fire Protection? | | | | |
| 2) Police Protection? | | | | |
| 3) Schools? | | | | |
| 4) Parks? | | | | |
| 5) Other Public Facilities? | | | | |

Discussion:

- a) The project would not create a need for new or expanded public facilities. Fire protection would be maintained through standard compliance with the California Fire Code, which requires the new 3,000-square-foot commercial building to install a fire sprinkler system before opening. The Lake County Sheriff's Office would handle law enforcement services, and a small auto restoration shop would not significantly increase their daily service demands. Because the project is strictly commercial and includes no housing, it would have zero impact on local school enrollment or public park capacity. There are no other public facilities in the area that would be affected by this development, resulting in a less than significant impact on public services.

Less than Significant Impact

XVI. RECREATION

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

Discussion:

- a) The project places no demand on local parks.

No Impact

- b) The project does not include any recreational facilities and would not require the construction or expansion of existing recreational facilities.

No Impact

XVII. TRANSPORTATION

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) For a land use project, would the project conflict with or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)? | ☐ | ☐ | ☒ | ☐ |

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |

Discussion:

- a) The project site is accessed from Kugelman Road via a shared public access easement. To ensure the additional commercial traffic does not conflict with local circulation patterns or safety policies, the applicant would be required to improve the access road to meet California Public Resources Code (PRC) 4290 requirements. The project would not conflict with any local transit, bicycle, or pedestrian plans, resulting in a less than significant impact.

Less Than Significant Impact

- b) State CEQA Guidelines Section 15064.3, Subdivision (b) states that for land use projects, transportation impacts are to be measured by evaluating the proposed Project's VMT.

To date, the County has not yet formally adopted its transportation significance thresholds or its transportation impact analysis procedures. As a result, the project-related VMT impacts were assessed based on guidelines described by the California Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018. The OPR Technical Advisory identifies several criteria that may be used to identify certain types of projects that are unlikely to have a significant VMT impact and can be "screened" from further analysis. One of these screening criteria pertains to small projects, which OPR defines as those generating fewer than 110 new vehicle trips per day on average. OPR specifies that VMT should be based on a typical weekday and averaged over the course of the year to take into consideration seasonal fluctuations.

The proposed Project would not generate or attract more than 110 trips per day during construction and would generate up to five vehicle trips daily during operations.

Less Than Significant Impact

- c) The Project is not a transportation project. The proposed use would not conflict with and/or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(2).

No Impact

- d) The Project does not propose any changes to road alignment or other features, that would result in the introduction of any obstacles, nor does it involve incompatible uses that could increase traffic hazards. The access road is a private road.

No Impact

- e) The roadway would be widened to meet California Public Resources Code Sections 4290 and 4291 fire safety standards, which specify minimum road widths, turning radii, and grade requirements for emergency vehicle access. This compliance ensures adequate clearance and maneuverability for fire trucks and other emergency vehicles. Implementation of erosion control and stormwater BMPs would prevent roadway runoff and maintaining safe roadway conditions.

Less Than Significant Impact

XVIII. TRIBAL CULTURAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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Would the project Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

☐	☒	☐	☐
☐	☒	☐	☐

Discussion:

- a) As described in the Cultural Resources section of this Initial Study, an Archeological Survey Report was prepared for this project by Wolf Creek Archeology dated June 24, 2025.

The County sent out an AB 52 notice for consultation to 11 In accordance with Public Resources Code (PRC) Section 21080.3.1 (Assembly Bill 52), the County of Lake, acting as the Lead Agency, distributed formal consultation notification letters to eleven traditionally and culturally affiliated California Native American tribes on October 6, 2025.

Two tribes requested formal consultation within the statutory 30-day response window: the Middletown Rancheria of Pomo Indians (requested October 8, 2025) and the Koi Nation of Northern California (requested October 16, 2025). The County disclosed to both parties that multiple consultation requests had been received, noting that the County, as the Lead Agency, does not possess the authority to arbitrate or make determinations regarding overlapping tribal territorial boundaries.

The County initiated and conducted consultations to discuss the project scope, potential environmental impacts, and the determination of significance regarding tribal cultural resources as follows:

Middletown Rancheria: Consultation was initiated on October 21, 2025, and successfully concluded on May 4, 2026.

Koi Nation: Consultation was initiated on October 28, 2025, and successfully concluded on March 16, 2026.

Through this consultation process, and in compliance with PRC Section 21080.3.2, potential adverse impacts to tribal cultural resources were identified and addressed. Mutually agreed-upon mitigation measures have been fully incorporated into the Project's Draft Mitigated Negative Declaration (MND). In accordance with PRC Section 21082.3(c), specific details regarding tribal cultural resources, sacred lands, and the substance of the consultation discussions remain strictly confidential to protect sensitive cultural data.

Because of the rich Tribal heritage found in Lake County and in this area the following mitigation measures are added as a precautionary measures in case of inadvertent discovery of significant items, relics, artifacts or remains:

TCR-1: All on-site personnel of the project shall receive tribal cultural resource sensitivity training prior to initiation of ground disturbance activities on the project. The training must be according to the standards of the culturally affiliated tribe(s). Training would address the potential for exposing subsurface resources and procedures if a potential resource is identified. The training would also provide a process for, protection, treatment, care and handling of tribal cultural resources discovered or disturbed during ground disturbance activities of the Project. Tribal monitors would be required to participate in any necessary environmental and/or safety awareness training prior to engaging in any tribal monitoring activities for the project.

TCR-2: If previously unidentified tribal cultural resources are encountered during the project altering the materials and their stratigraphic context shall be avoided and work shall halt immediately. Project personnel shall not collect, move, or disturb cultural resources. A representative from a locally-affiliated tribe(s) shall be contacted to evaluate the resource and prepare a tribal cultural resources plan to allow for identification and further evaluation in determining the tribal cultural resource significance and appropriate treatment or disposition, in collaboration with an Archeologists.

TCR-3: Prior to commencement of ground disturbing activities, the permittee shall submit documentation to the Community Development Department demonstrating that they have engaged with the culturally-affiliated tribe(s) to provide cultural monitors and that cultural sensitivity training has been provided to site workers, in collaboration with Archeologists.

TCR-4: All ground disturbing activities shall be monitored by qualified tribal monitor(s). Qualified tribal monitor(s) are defined as qualified individual(s) who have experience with identification, collection, and treatment of tribal cultural resources of value to the Tribes. Such individuals would include those who:

- a) Possess the desired knowledge, skills, abilities, and experience established by the Native American Heritage Commission (NAHC) through the NAHC's Guidelines for Native American Monitors/ Consultants (2005) OR

- b) Representatives of culturally affiliated tribe(s) who:
- i. Are culturally affiliated with the project area, as determined by the NAHC; and
 - ii. Have been vetted by tribal officials of the culturally affiliated tribe(s) as having the desired knowledge, skills, abilities, and experience.

TCR-5: The permittee shall notify all culturally affiliated tribes at least 45 days prior to commencement of ground disturbance activities on the project. All cultural resources unearthed by Project activities shall be evaluated by the Archeologist and monitor(s). The culturally affiliated tribe(s) must have an opportunity to inspect and determine the nature of the resource and the best course of action for avoidance, protection and/or treatment of the resource to the extent permitted by law. If the resource is determined to be a tribal cultural resource of value to a tribe, that tribe would coordinate with the permittee to establish by which the tribe(s) may appropriately protect, treat, and dispose of the resource(s) with appropriate dignity, which may include reburial or preservation of resources. The permittee shall allow the Tribe(s) to facilitate and ensure that the treatment and disposition by the Tribe(s) is followed to the extent permitted by law.

Less than Significant Impact with Mitigation Measures TCR-1 through TCR-5 incorporated.

- a) No prehistoric archaeological sites or artifacts were discovered during the pedestrian field survey conducted for the Cultural Resources Evaluation (CRE). However, because the project site is located within a highly sensitive cultural landscape near Anderson Marsh State Historic Park, the Lead Agency has determined that there is a potential for buried or previously undiscovered tribal cultural resources to be present on-site. To ensure protection of these potential resources, the project would be subject to Mitigation Measures TCR-1 through TCR-5, which establish strict protocols for worker cultural sensitivity training, standard stop-work procedures in the event of an inadvertent discovery, and tribal monitoring during ground-disturbing activities. With the implementation of Mitigation Measures TCR-1 through TCR-5, potential impacts to tribal cultural resources would be less than significant.

Less than Significant Impact with Mitigation Measures TCR-1 and TCR-5 incorporated.

XIX. UTILITIES

	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) 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? | ☐ | ☐ | ☐ | ☒ |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☒ | ☐ | ☐ |

Discussion:

- a) The project involves construction a 3,000-sf commercial building with standard utility connections. It would connect to existing utility lines adjacent to the property for electrical, water, and sewer. Domestic wastewater from the restroom would be handled by Lake County Special Districts, water would be supplied by Lower Lake County Water Works, and electricity by PG&E.

No Impact

- b) Water service would be provided by the Lower Lake County Water Works District. Water usage would be minimal, limited to restroom use, handwashing, vehicle and parts cleaning. The project does not include heavy water consuming industrial processes, or commercial car wash bays. Because the business would consume a small amount of water, the existing public water district has sufficient capacity to serve the project during normal, dry, and multiple dry years without impacting local supplies.

No Impact

- c) The project site is located within the Lake County Sanitation District (LACOSAN) service area for sewer collection and treatment. LACOSAN has reviewed the project and confirmed they have adequate capacity to handle the wastewater demand, classifying the facility as a "Professional Building" type connection under Sewer Use Ordinance (SUO) Section 706A.1. Because the restroom would be private and limited to employees, the connection only requires a minimal half-SFDE (Single-Family Dwelling Equivalent) capacity fee of \$6,898.20. All industrial fluids and solvents from the auto shop would be captured in drums and hauled off-site, meaning no industrial waste would enter the sewer system. The applicant would be required to install a property line cleanout and pass a standard Special Districts inspection prior to operational hookup. Therefore, the district has adequate capacity, and the impact is less than significant.

No Impact

- d) Daily solid waste from the facility would consist of standard commercial trash and recyclable scrap metals. Regular waste collection would be provided by the local franchise hauler, and the minor volume generated by a single shop would not impact the capacity of regional facilities like the Eastlake Landfill.

Less Than Significant

- e) The project is required by law to comply with all applicable federal, state, and local regulations for solid and hazardous waste management. Standard commercial trash and recyclables would be managed through the local franchise hauler in compliance with state recycling mandates. All hazardous automotive waste—including used oil, coolants, solvents, and vehicle batteries—would be handled, stored, and disposed of according to hazardous waste disposal regulations.

Less Than Significant Impact with Mitigation Measures HAZ-1 through HAZ-3 incorporated

XX. WILDFIRE	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☒	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☒	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion:

- a) The Project site is in a High Fire Risk Area. The applicant would be required to keep a water tender on site during construction; this is required by mitigation measure WILD-1 below. The project would not impair an adopted emergency response plan or evacuation plan, and the requirement to improve the interior driveway to meet Public Resource Code 4290 standards for width, surface material and slope would aid on-site fire mitigation if needed. The applicant shall adhere to all regulations of California Code Regulations Title 14, Division 1.5, Chapter 7, Subchapter 2, and Article 1 through 5 shall apply to this project; and all regulations of California Building Code, Chapter 7A, Section 701A, 701A.3.2.A.

The following mitigation measures are required:

WILD-1: The applicant shall keep a water tender truck on site during site disturbance to reduce the impacts that might result from a spark creating a wildfire on site.

WILD-2: Prior to operation, the applicant shall improve the interior driveway to meet Public Resource Code 4290 driveway standards.

WILD-3: The applicant shall maintain the required defensible space as required by Public Resource Code 4291 standards.

Less Than Significant Impact with Mitigation Measures WILD-1 through WILD-3 incorporated.

- b) The Project site is located in a mapped High Fire Risk area and has some potential to have a risk of wildfire. Mitigation measures are in place that would enable the site to be accessed by emergency service providers, and a water tender truck would be on site during site preparation in the event of a spark from site disturbance.

Less Than Significant Impact with Mitigation Measures WILD-1 through WILD-3 incorporated.

- c) The infrastructure improvements for the project are limited to standard utility hookups and widening the private driveway off Kugelman Street to meet PRC 4290 fire safe standards. Construction equipment used during driveway grading and building installation carries a minor risk of generating sparks. Once completed, the widened driveway would function as an improved fuel break and emergency access route, reducing long-term fire risks.

Less Than Significant Impact with Mitigation Measures WILD-1 through WILD-3 incorporated.

- d) The project involves the construction of a commercial building a flat portion of the parcel. The site is not located at a base of a steep, unstable hillside, or within an area that has a post-fire debris or mudslide. Because the surrounding topography lacks steep slopes that would become unstable following a wildfire, clearing vegetation through fire would not expose the new structure or its employees to significant downstream flooding, rockfalls, or landslides.

Less Than Significant Impact

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of 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? (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 would cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☒ ☐ ☐

Discussion:

- a) Based on the biological and cultural evaluations conducted for the site, the project would not degrade the quality of the environment or threaten wildlife habitats when mitigation is applied. No special-status plant or animal species were identified within the development footprint. While the pedestrian archaeological survey discovered no surficial prehistoric resources, the site's proximity to Anderson Marsh State Historic Park indicates a highly sensitive cultural landscape.

Mitigation measures are listed herein to reduce impacts related to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, Tribal Cultural Resources, Utilities, and Wildfire to less than significant levels.

Less than significant impact with mitigation measures incorporated

- b) Potentially significant impacts have been identified related to to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, Tribal Cultural Resources, Utilities, and Wildfire to less than significant levels. These impacts in combination with the impacts of other past, present, and reasonably foreseeable future projects on the site could cumulatively contribute to significant effects on the environment.

Implementation of and compliance with the mitigation measures identified in each section as Project Conditions of Approval would avoid or reduce potential impacts to less than significant levels and would not result in any cumulatively considerable environmental impacts.

Less than significant impact with mitigation measures incorporated

- c) The proposed Project has the potential to result in adverse indirect or direct effects on human beings. In particular, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazardous and Hazardous Materials, Tribal Cultural Resources, Utilities, and Wildfire have the potential to impact human beings. Implementation of and compliance with the mitigation measures identified in each section as conditions of approval would not result in substantial adverse indirect or direct effects on human beings and impacts would be considered less than significant.

Less than significant with mitigation measures incorporated

Reference List

1. Lake County General Plan
2. Lake County GIS Database
3. Lake County Zoning Ordinance
4. Lower Lake Area Plan
5. Kugelman Project Submitted Material – Major Use Permit.
6. United State Geological Survey Topographic Maps
7. U.S.D.A. Lake County Soil Survey
8. Lake County Important Farmland Map, California Department of Conservation Farmland Mapping and Monitoring Program
9. Department of Transportation's Scenic Highway Mapping Program, (<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>)
10. Lake County Serpentine Soil Mapping
11. California Natural Diversity Database (<https://wildlife.ca.gov/Data/CNDDDB>)
12. U.S. Fish and Wildlife Service National Wetlands Inventory
13. Biological Resources Assessment (BA) of the Project Property, prepared by Graening Associates, September 2025.
14. Archeological Survey Report prepared by Wolf Creek Archeology, June 2025.
15. California Historical Resource Information Systems (CHRIS); Northwest Information Center, Sonoma State University; Rohnert Park, CA.
16. Water Resources Division, Lake County Department of Public Works Wetlands Mapping.
17. U.S.G.S. Geologic Map and Structure Sections of the Clear Lake Volcanic, Northern California, Miscellaneous Investigation Series, 1995
18. Official Alquist-Priolo Earthquake Fault Zone maps for Lake County
19. Landslide Hazards in the Eastern Clear Lake Area, Lake County, California, Landslide Hazard Identification Map No. 16, California Department of Conservation, Division of Mines and Geology, DMG Open –File Report 89-27, 1990
20. Lake County Emergency Management Plan
21. Lake County Hazardous Waste Management Plan, adopted 1989
22. Lake County Airport Land Use Compatibility Plan, adopted 1992
23. California Department of Forestry and Fire Protection - Fire Hazard Mapping
24. National Pollution Discharge Elimination System (NPDES)
25. FEMA Flood Hazard Maps
26. Lake County Aggregate Resource Management Plan
27. Lake County Bicycle Plan
28. Lake County Transit for Bus Routes
29. Lake County Environmental Health Division
30. Lake County Grading Ordinance
31. Lake County Natural Hazard database
32. Lake County Countywide Integrated Waste Management Plan and Siting Element, 1996
33. Lake County Water Resources
34. Lake County Waste Management Department
35. California Department of Transportation (Caltrans)
36. Lake County Air Quality Management District website
37. Lake County Fire Protection District
38. United States Department of Agriculture – Natural Resources Conservation Service Web Soil Survey
39. Hazardous Waste and Substances Sites List,

40. Lake County Groundwater Management Plan, March 31st, 2006.
41. Lake County Rules and Regulations (LCF) for On-Site Sewage Disposal
42. Lake County Municipal Code: Sanitary Disposal of Sewage (Chapter 9: Health and Sanitation, Article III)
43. Lake County Soil Survey