
General Plan 2025

City of Lakeport



Prepared for
City of Lakeport Community Development Department

August 2009



Quad Knopf

General Plan 2025

City of Lakeport

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I. INTRODUCTION

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The Lakeport General Plan is the official document used by decision makers and citizens to guide and interpret the City's long range plans for development of land and conservation of resources. All California cities and counties are required by State law to have a general plan that addresses seven specific topics, called elements, which include: Land Use; Transportation; Housing; Open Space; Conservation; Safety and Noise. General Plans may also include optional elements dealing, for example, with design and community identity. The Lakeport General Plan includes the seven mandatory Elements as well as three optional Elements including an Urban Boundary Element, Community Design Element and Economic Development Element.

The General Plan must contain a land use map that describes the location and boundaries of each land use designation, such as Industrial, Single Family Residential, or Park, and the specific restrictions that apply to each designation. In addition, the Plan contains policies and supporting information adequate to make informed decisions concerning the future of the community. The Plan identifies methods for improving public facilities and services to meet the anticipated growth, and establishes a framework for the implementation of the City's zoning, subdivision and other land use regulations.

The General Plan represents an agreement among the residents of Lakeport on basic community values, ideals, and aspirations to govern a shared environment. The Plan has a long-term horizon, addressing a 20-year time frame. At the same time, it brings a deliberate, overall direction to the day-to-day decisions of the City Council, Planning Commission, and city staff.

Public Participation

In 2004, the City decided to update its General Plan to provide the public decision-makers and private developers with clearer and more effective policy guidance. A General Plan Advisory Committee was established by the City and met a total of seven times in public sessions to review and fine-tune each element of the Draft General Plan.

The result of this effort is a General Plan built upon the ideas of Lakeport residents—a guide in text and maps to the opportunities and conditions for new development based on a balance among the social, environmental and economic needs of the community.

The Planning Area

The General Plan applies to both public and privately owned land within the City's boundaries and its Sphere of Influence (SOI). The SOI is unincorporated land representing the ultimate future boundaries of the City. This area is currently under County jurisdiction, and regulated by Lake County's General Plan and Zoning Ordinance. State law permits the City to plan for areas outside of its boundaries, if those areas have a direct relationship to the City's planning needs. Although the County is not bound by Lakeport's General Plan, the City will work with the County to assure that County land use decisions within the Lakeport SOI are compatible with this General Plan.

How to Use this General Plan

The General Plan will be used by the City Council and the Planning Commission to guide land use and planning-related decisions. The City's staff will use the Plan on a day-to-day basis to administer and regulate land use and development activity. The public can use this Plan to understand Lakeport's approach to land use planning and the community's standards with regard to urban design, conserving natural resources, future development and neighborhood conservation. The development community can use the Plan to analyze potential development patterns for proposed projects.

The General Plan is divided into chapters corresponding to the following plan elements: Land Use; Urban Boundary; Transportation; Community Design; Economic Development; Conservation; Open Space, Parks and Recreation; Noise; and Safety. The Housing Element was previously adopted in July, 2004 and certified by the State of California Department of Housing and Community Development (HCD). Each chapter starts with a discussion of purpose, existing and future conditions and the goals of the City as they related to the chapter. These are followed by a brief overview and analysis of the major factors related to the issues and goals. At the end of each chapter are policies and implementation programs that will guide the City's actions during the life of the Plan. Goals, policies, implementation programs and standards are defined below:

- **Goal:** a general expression of community values. It indicates, in a general manner, an ideal future or condition to which planning efforts are directed.
- **Policy:** a specific statement that guides decision making and how a goal will be implemented and may include standards, objectives, maps or a combination of these components. It indicates a clear commitment by the City Council.
- **Implementation Program:** a specific action, procedure or technique to carry out policies of the General Plan.
- **Standards:** policy statements which include a specific quantitative measure of performance.

The text of the Plan should be considered in relation to the Land Use Map. The boundaries of land use designations shown on this map are based on existing land use patterns and natural and man-made features. They are not precise legal boundaries. The Zoning Map provides the precise legal boundaries of the Zoning Districts that are consistent with the underlying General Plan Land Use designations.

The Organization and different topics covered by the General Plan are indicated in the Table of Contents. Many of the technical terms used in the Plan are defined in the Glossary (see Appendix A). Separate technical documents (bound separately) include the Background Report and the Environmental Impact Report.

Intent of the Plan

The General Plan takes a long range and comprehensive perspective to the year 2025. It also addresses immediate land-use related problems.

New and significant policies contained in the updated General Plan include the following:

- A proposed modification to the SOI that includes the proposed Specific Plan Area south of the current SOI, elimination of the area immediately north of the city, and minor modifications to the southwestern portion of the sphere to remove agricultural areas.
- Combining the low and medium density residential designations to allow for greater flexibility in considering re-zoning requests.
- General guidelines for how the proposed Specific Plan Area should be developed.
- An Economic Development Element.
- Significant revisions to the Community Design Element.
- New policies on human services and human care facilities such as child care centers and elderly care facilities.
- A change to the Land Use designation from major retail to office for several parcels located north of Eleventh Street adjacent to Hwy 29.
- Policies related to the use of Best Management Practices.
- An annexation to the south side of the city to the west of State Highway 29 that encompasses approximately 121 acres.

Administering the General Plan

Once adopted, the General Plan does not remain static. State law permits up to four General Plan Amendments per year (Government Code Section 65358). Most amendments propose a change in land use designation of a particular property. As time goes on, the City may determine that it is also necessary to revise portions of the text to reflect changing circumstances or philosophy.

State law provides direction on how Lakeport can maintain the plan as a contemporary policy guide: It requires the City's Community Development Department to report annually to the City Council on the "status of the plan and its implementation" (Government Code Section 65400[b]). In addition, the City should comprehensively review the Plan every five years to determine whether or not it is still in step with community values and conditions.

State law requires that any decision to amend the General Plan be based on factual information and analysis, termed "findings of fact." These findings are the rationale for making a decision

either to approve or deny a project. The following minimum findings should be made for each General Plan Amendment:

1. The proposed General Plan Amendment is deemed to be in the public interest.
2. The proposed General Plan Amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
3. The potential impacts of the proposed General Plan Amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.
4. The proposed General Plan Amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

City initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic processes and requirements described above to ensure compatibility and consistency with the General Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by a resolution of the City Council.

II. LAND USE ELEMENT

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Purpose

The Land Use Element functions as a guide for the ultimate pattern of development for the City at build-out. The Land Use Element has perhaps the broadest scope of the seven mandatory elements of the General Plan. It provides an overview of the land use characteristics, objectives, policies, and implementation programs for achieving the City's land use goals over the next 20 years. The General Plan Land Use Map, which is also a part of this Element, graphically represents the City's land use goals and objectives.

Existing Land Use

Existing land use information is essential to an understanding of current development patterns and acreages devoted to particular land uses. Existing land use information and a vacant and underutilized land use inventory for the Lakeport Planning Area was developed by the Lakeport Community Development Department. The information was then entered into a geographic information system at the parcel level, then used for statistical analysis and mapping.

General Plan Land Use Classification System

To translate objectives and policies of the Land Use Element into diagram or map form, a set of designations or classifications must be adopted to serve as a guide for general land use distribution. Determining the land use designation for any area is generally based on multiple criteria, which may include:

- Existing patterns of development when compatible with objectives, policies, and programs of the General Plan;
- Accessibility/Circulation;
- Availability of public services and facilities and potential for their expansion or extension;
- Geo-physical characteristics of the area such as slope, wetland or flood prone designation, soils, geography, vegetative cover, and biological significance;
- Existing parcel size;
- Desire to protect or buffer certain uses from other, incompatible uses.

The Land Use Element establishes 11 land use designations with which development must be consistent. For each designation, the uses allowed and the standards of density and intensity are specified. Other policies relating to these land use designations are found in the policy section of the Land Use Element and throughout the General Plan.

The boundaries of land use designations shown in [Figure 1](#) are based on existing land use patterns and natural and man-made features, and are not precise legal boundaries. To accurately interpret the General Plan Land Use Map, refer to the Zoning Map which provides the precise legal boundaries for the Zoning Districts consistent with the underlying General Plan Land Use designations.

The General Plan establishes designations for land both in the City and outside the City limits within the City's Sphere of Influence as defined by the Local Agency Formation Commission (LAFCO). The Sphere of Influence is the ultimate physical boundary of the City. Land within the Sphere of Influence is subject to land use designations assigned by Lake County. The General Plan Land Use Map will identify the City's pre-zone designation for land within the Sphere of Influence which may be annexed in the future.

General Plan Land Use Designations

RESIDENTIAL (R)

Designates areas suitable for single family dwellings up to 7.3 units per acre and multifamily developments comprising up to four units within a single structure at a maximum density of 19.3 dwelling units per acre. Consistent zoning districts include, but are not limited to, R-1 and R-2.

HIGH DENSITY RESIDENTIAL (HDR)

Designates areas suitable for multifamily residential development at a density of 19.4 to 29.0 dwelling units per acre. Senior multifamily¹ uses are permitted at a density not exceeding 45 dwelling units per acre. The high density residential designation allows convalescent and other hospital uses. Limited office uses would be permitted with a Conditional Use Permit pursuant to criteria contained in the Zoning Ordinance. Consistent zoning districts include, but are not limited to, R-3 and R-5.

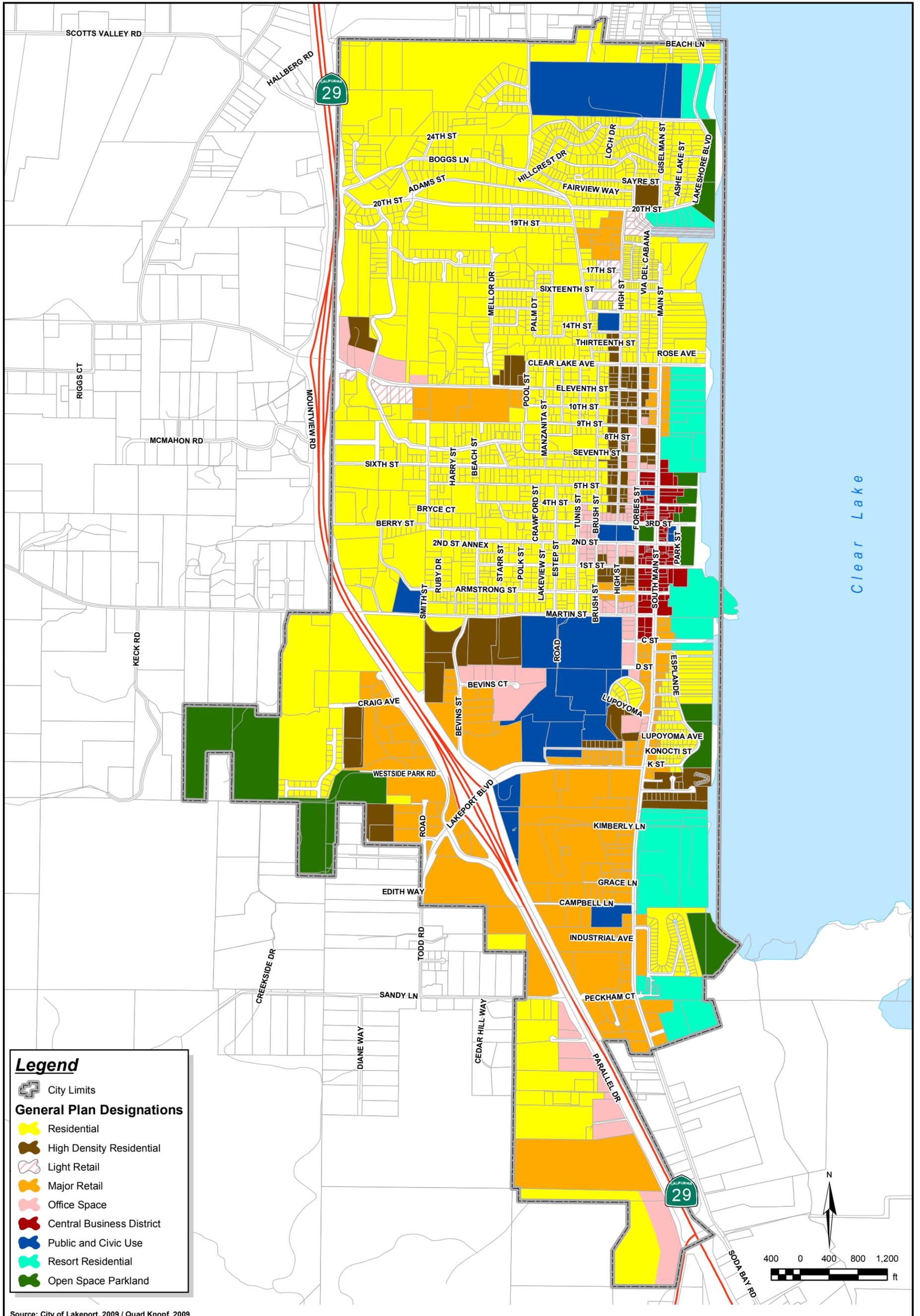
LIGHT RETAIL (LR)

This designation is intended to provide for small neighborhood oriented retail establishments, either on individual sites or in small shopping centers. Typical light retail uses include, but are not limited to: food markets; self-service laundries; variety shops; and the broad class of retail business known as convenience goods outlets. These sites typically provide required on-site parking on well-designed sites with good access. Maximum Floor Area Ratio (FAR) of 0.35. Consistent zoning districts include, but are not limited to, C-1.

MAJOR RETAIL (MR)

This designation is the principal retail designation for the Lakeport area; the place for regional and local serving retail establishments, specialty shops; banks; professional offices, motels; business and personal services. Other uses permitted in this designation include commercial

¹ Senior Multifamily uses are residential developments where at least the majority the residents are 55 years of age or older.



trade services, construction sales and services, warehousing and mini storage. This designation is typically assigned to larger parcels that can provide sufficient land for a shopping center; located on a major arterial street and established commercial areas with off-street parking and/or clusters of street- front stores. Maximum FAR of 0.45. Consistent zoning districts include, but are not limited to, C-1, C-2 and C-3.

RESORT RESIDENTIAL (RR)

Designates areas suitable for a mixture of resort uses, primarily along the shores of Clear Lake at a density of up to 87 units per acre for hotels, motels, and resorts and 43.5 units per acre for campground or overnight recreational vehicle uses, recreational vehicle, or tent equivalent to 1 unit. Residential uses are permitted at the High Density Residential density of 19.4 to 29 units per acre. Limited retail uses consistent and compatible with lakefront recreational uses are permitted in this designation. Commercial uses related to the lake-oriented, recreational characteristics of this designation are permitted at a maximum FAR of 0.35. Consistent zoning districts include, but are not limited to, R-5.

OFFICE SPACE (O)

This designation is intended to provide space for offices, encompassing general office uses, business, medical and professional offices, office buildings and office parks with ancillary commercial and retail services. Multifamily residential land uses are permitted at densities consistent with the High Density Residential designation provided that such housing has sufficient on-site parking, site improvements and landscaping to be attractive and compatible with surrounding land uses. Conversion of existing structures to office uses is encouraged when the character of the building and of the surrounding areas is maintained. Maximum FAR of 0.6. Consistent zoning districts include, but are not limited to, Professional Office (“PO”).

CENTRAL BUSINESS DISTRICT (CBD)

This designation has been established for the oldest commercial areas in the community comprising many historic structures and businesses. This designation permits office, commercial and retail uses, as well as mixed use developments. Residential uses are permitted at a density of up to 19 units per acre if combined with (and subservient to) commercial land uses, such as office and retail. Maximum FAR of 1.0. Consistent zoning districts include, but are not limited to, Central Business (“CB”).

INDUSTRIAL (I)

This designation is used for industrial activities and uses, provided such uses do not generate excessive adverse environmental impacts. Other uses permitted in this designation include offices, warehousing and agricultural products sales and services. Consistent zoning districts include, but are not limited to, I and C-3.

PARKLAND/OPEN SPACE (P/OS)

This designation applies to areas of land devoted to the preservation of natural resources, agriculture, outdoor recreation, existing and proposed parkland (both developed and undeveloped) and related uses such as golf courses. This designation is intended to assist and enhance public health and safety. Refer to the Conservation, Open Space and Parks Elements for detailed policies regarding parkland and open space areas. Consistent zoning districts include, but are not limited to, Open Space (“OS”).

PUBLIC AND CIVIC USES (PUB)

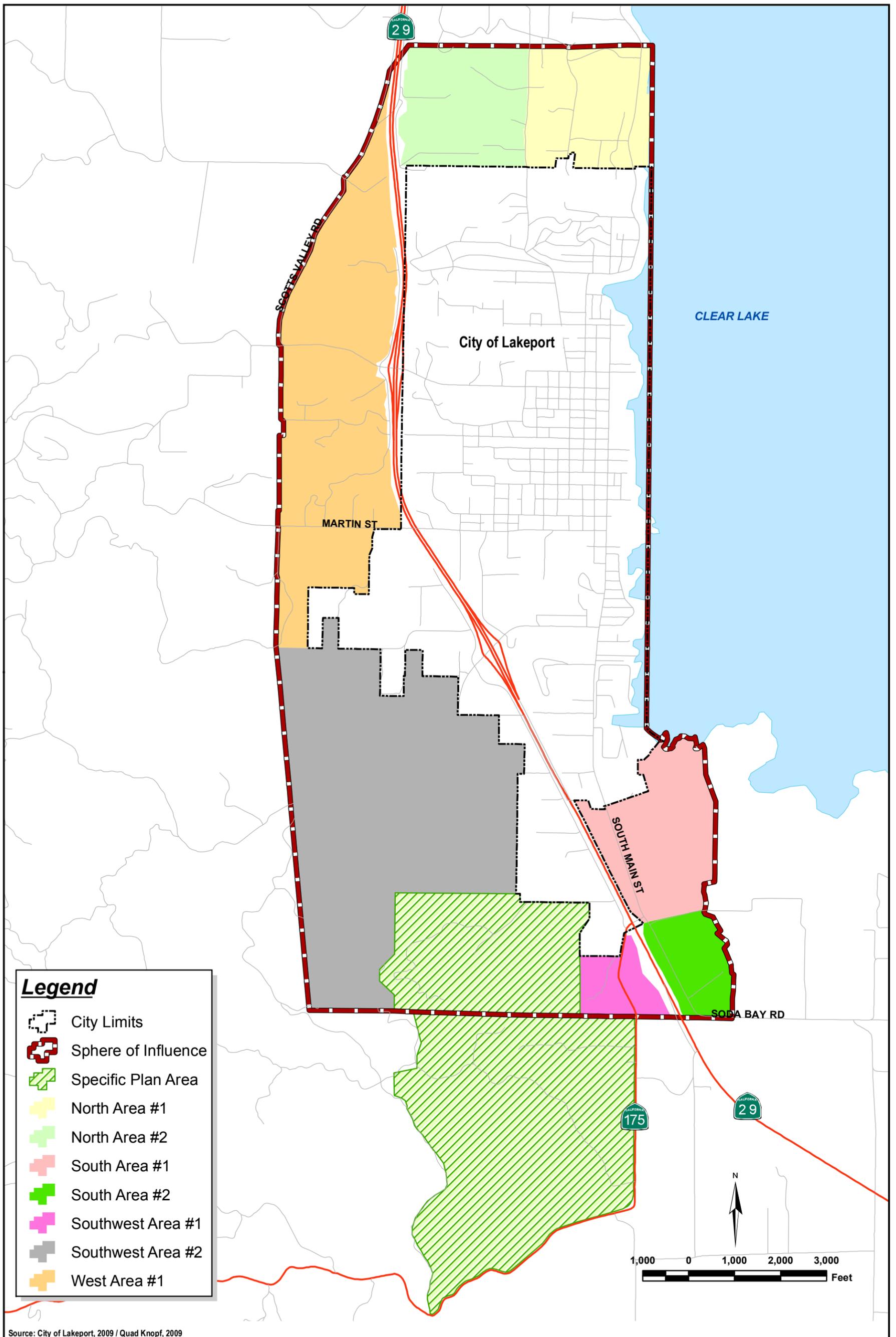
This designation includes public buildings and facilities, utility facilities and related easements, public libraries, city offices, fire and police stations and school sites. Maximum FAR of 0.35. Consistent zoning districts include, but are not limited to, Public and Civic Uses (“PCU”).

SPECIFIC PLAN AREA (SPA)

This designation covers the city-owned property and a few private properties south of the current SOI but within the proposed SOI (see [Figure 2](#)). The area is proposed for single and multiple-family residential; including cooperative ownership properties to serve the vacation market; a golf course; and limited commercial, such as a clubhouse or restaurant. Based on the recommended density range of 1-2 units per acre, the Specific Plan Area could see between 600 and 1,200 residential units at buildout. Consistent zoning districts include, but are not limited to, R-1, R-2, R-3, R-5, UR, and C-1.

The Specific Plan Area designation will require the preparation of a Specific Plan in accordance with the state Planning and Zoning Law, Chapter 3, Local Planning, Article 8 (Specific Plans). This statute specifically provides for the preparation of specific plans after adoption of a General Plan. The contents of a Specific Plan are mandated by state law and include:

- a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
 1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
 2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
 3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
 4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2) and (3).



Source: City of Lakeport, 2009 / Quad Knopf, 2009



CITY OF LAKEPORT SPHERE OF INFLUENCE AREAS

Figure 2

-
- b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

A specific plan may also address any other subjects which in the judgment of the planning agency are necessary or desirable for implementation of the general plan. The specific plan is also required to comply with the California Environmental Quality Act (CEQA) including the preparation of the required environmental documentation for the adoption of the specific plan. In this case, it is likely that an Environmental Impact Report would be required.

The Specific Plan Area is a high priority for the City for a number of reasons. First it is the site of the City's wastewater treatment, storage, and disposal facilities which must be operational at all times and expanded periodically in order to comply with the Regional Water Quality Control Board (RWQCB) permit and accommodate future growth. Second, a preliminary analysis has been completed that indicates that the existing treatment facility could be upgraded to tertiary treatment and the treated water used to irrigate parks, golf course, landscaping, and food crops (subject to RWQCB permit). This is beneficial because water is a valuable commodity in Lakeport. Third, the City has had an interest in the feasibility of developing a golf course for many years.

This Specific Plan Area has not been subject to any public land use evaluation or planning process by the City of Lakeport except for the development activities associated with the wastewater treatment facilities. Prior to the submittal of an application to LAFCO to amend the City's Sphere of Influence to include the Specific Plan area, the City will be required to complete a Specific Plan for this area in accordance with state Planning and Zoning laws. See the Urban Boundary Element for related policies and programs.

Summary of Maximum Densities Permitted in each Land Use Designation

The maximum building intensity and population density [for residential districts] that would be permitted by each Land Use Designation are summarized in [Table 1](#). It should be emphasized that these figures provide the maximum potential building and population that could occur without taking into account the constraints imposed by the natural environment, vehicular access, the provision of necessary services, and the standards contained in the Community Design Element. The City may restrict the maximum density figures indicated below to take into account these factors.

Floor Area Ratio (FAR) has been used to define the maximum permitted building intensity for non-residential land uses. FAR is the ratio of the square footage of the building to the site (see [Table 1](#)). Refer to the Glossary for a more detailed definition of this term.

**Table 1
Building Intensity and Population Density by Land Use Designation**

Land Use Designation	Approximate Population Density	Building Intensity
Residential	17 to 45 persons per acre	7.3 (R-1) to 19.3 (R-2) units/acre maximum
High Density Residential	67 persons per acre	29 units/acre
Resort Residential	200 persons per acre	87 units/acre hotels 43.5 units/acre RV & campgrounds
Very Low Density Residential	5 persons per acre	2 units/acre
Light Retail		Maximum FAR 0.35
Major Retail		Maximum FAR 0.45
Industrial		Maximum FAR 0.35
Office		Maximum FAR 0.6
Central Business District		Maximum FAR 1.0
Parkland /Open Space	N/A	Maximum FAR 0.1
Public and Civic Uses		Maximum FAR 0.35
Specific Plan Area	2 to 6 persons per acre	2 units/acre maximum

OBJECTIVES, POLICIES & PROGRAMS

Residential Designations

Below are the land use policies related to residential areas. For detailed information on housing types and program policies, refer to the Housing Element, and for design policies, refer to the Community Design Element.

OBJECTIVE LU 1: TO PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS AND PROMOTE THE DEVELOPMENT OF NEW RESIDENTIAL DEVELOPMENT THAT COMPLIMENTS THE EXISTING CHARACTER AND RURAL NATURE OF LAKEPORT.

Policy LU 1.1: Housing Density. Provide for the addition of all types of housing at a broad range of densities and prices.

Program LU 1.1-a: Review the Zoning Ordinance in relation to General Plan designations and recommend rezoning where appropriate.

Policy LU 1.2: Neighborhood Orientation. Encourage new residential areas to have a “neighborhood” orientation.

Program LU 1.2-a: Encourage new neighborhood development to link with other neighborhoods and the downtown central business district with pedestrian and bicycle trails

Responsibility: Community Development and Public Works Departments.

Policy LU 1.3: Scale and Character. Preserve the scale and character of existing neighborhoods in Lakeport.

Policy LU 1.4: Safety. Facilitate safe, quiet residential neighborhoods free of natural and manmade hazards.

Policy LU 1.5: Mixed Use. Encourage a mix of land uses where appropriate to promote a vibrant community and to reduce traffic, while addressing the need to minimize land use conflicts.

Policy LU 1.6: Coordination of Infrastructure. Coordinate land development with the provision of services and infrastructure.

Program LU 1.6-a: The City shall encourage residential density consistent with R-2 Zoning throughout areas of western Lakeport that currently lack developed and cohesive infrastructure. Development at R-2 densities should include infrastructure improvements concurrent with all new residential development.

Responsibility: Community Development and Public Works Departments.

Policy LU 1.7: Prezone. When pre-zoning or rezoning property to the R-1 or R-2 zoning designations, the City shall take into account the following:

- The current inventory of parcels zoned R-1 and R-2 and weigh that against the need for more low density or higher density residential units
- Surrounding uses and their compatibility with R-1 or R-2 zoning
- Availability of infrastructure

Policy LU 1.8: Specific Plan Area. The City shall implement the provisions of Section 65450 through 65457 of the California Government Code and complete a Specific Plan for the area designated Specific Plan Area upon inclusion of the area within the Lakeport Sphere of Influence, prior to pre-zoning, annexation, and applications for development (entitlement) proposals.

The Specific Plan for the Specific Plan Area shall include a text and diagram which specify the distribution, location, and extent of uses of land, including open space, public and private transportation, sewage, water, drainage, solid waste, energy, and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses described in the Plan.

The Specific Plan shall include standards and criteria by which all development will proceed, and the standards for the conservation, development, and

utilization of natural resources, along with a program to implement measures, including regulations, programs, public works projects, and financing measures to carry out the above.

The Specific Plan shall also include a statement as to the relationship of the Specific Plan to the General Plan (Land Use Element).

Retail, Office and Central Business District

The policies below are concerned with establishing balanced commercial development citywide. The location of commercial development is indicated in Figure 1.

OBJECTIVE LU 2: TO ENSURE THE ADEQUATE PROVISION OF COMMERCIAL LAND TO MEET EXISTING AND ANTICIPATED COMMUNITY NEEDS WHILE RESPECTING THE CHARACTER AND SMALL TOWN CHARM OF LAKEPORT.

Policy LU 2.1: Economic Benefits. Facilitate commercial, retail and office development which benefits the local economy, provides employment for residents of the City and provides goods and services needed by the entire community.

Program LU 2.1-a: Zone sufficient land for commercial, retail and office uses to accommodate Lakeport's share of the regional market and projected increases in employment.

Program LU 2.1-b: Continue to develop and make information available to potential property owners, developers and realtors identifying the City's commercial/retail needs, and sites suitable for retail use as well as for office and hotel developments.

Responsibility: Community Development Department.

Policy LU 2.2: Shopping Convenience. Maintain convenience shopping in proximity to residential areas.

Program LU 2.2-a: Promote development of neighborhood-oriented mixed-use centers that provide convenience shopping.

Program LU 2.2-b: Maintain adequate land zoned for convenience retail uses near residential areas.

Responsibility: Community Development Department.

Policy LU 2.3: 11th Street and Lakeport Boulevard Corridors. Prepare and adopt an Improvement Plan for the 11th Street and Lakeport Boulevard corridors taking into account: the location of residential, office, retail and commercial uses; traffic movement and parking; relationship to the surrounding residential

neighborhoods; and urban design amenities such as sidewalk width; public open spaces; landscaping; and signage.

Policy LU 2.4: Pedestrian Orientation. Emphasize compact form and pedestrian orientation in new community and neighborhood shopping areas.

Policy LU 2.5: Efficient Site Design. Encourage efficient site design that minimizes the number of driveways, provides adequate parking and integrates site design with adjacent developments.

Policy LU 2.6: Neighborhood Identity. Contribute to neighborhood identity by providing for local shopping centers that many residents can reach by foot or bicycle.

Policy LU 2.7: Local-Serving Offices. Encourage offices serving the needs of local residents to locate in and near Downtown.

Policy LU 2.8: Bed and Breakfast Inns. Revise the Zoning Ordinance to allow Bed and Breakfast Inns as a permitted use, rather than a conditionally permitted use, in the Central Business District.

Service Commercial Zoning

To date there have been relatively few industrial and manufacturing jobs in Lakeport in comparison with other cities in California. Service commercial uses are now preferred in areas that were once designated industrial. Improvements to regional transportation facilities and increasing reliance on telecommunications in business, will give the local economy an opportunity to become more diversified.

Land designated for service commercial uses are located in two areas with good highway and street access in the southern portion of the City, adjacent to South Main Street. One is located within City limits between Industrial Drive and Peckham Court, the other in the Sphere of Influence on South Main Street and is identified in [Figure 2](#) as South Area # 2. These areas require additional City services and road access. A Specific Plan should be prepared for this area because of constraints such as insufficient road ROW, lack of utilities and infrastructure and services.

It is intended that the industrial uses be restricted to those which are non-polluting and have few adverse impacts on the environment.

OBJECTIVE LU 3: TO PROVIDE FOR SUFFICIENT COMMERCIAL TO SUPPORT THE LOCAL EMPLOYMENT BASE, GENERATE REVENUE FOR THE CITY, AND COMPLIMENT THE EXISTING LAND USES IN LAKEPORT.

Policy LU 3.1: Preserve Major Retail. Preserve the Major Retail land use designation. General Plan amendments to re-designate Major Retail land to other uses shall be discouraged.

Program LU 3.1-a: Require a fiscal and economic impact analysis for General Plan amendments to change land use designations for commercial areas. General Plan amendments to change designations to other uses shall be permitted only if clearly demonstrated that this change will not adversely affect the diversity of the City’s economy and employment base.

Responsibility: Community Development Department.

Policy LU 3.2: Encourage Access. Encourage the establishment of improvement districts, increased involvement of the Redevelopment Agency, and other means of providing additional City services and roads to designated areas.

Policy LU 3.3: Environmental Compatibility. Limit uses to those which are compatible with the rural environment and which do not endanger the quality of the environment and scenic beauty on which Lakeport’s tourism depends.

Policy LU 3.4: Ancillary Uses. Permit limited ancillary commercial, retail and service uses in areas to serve the needs of the businesses and employees located in these employment centers and to reduce vehicle trips.

Policy LU 3.5: Designate Truck Routes. Designate appropriate truck routes and “heavy commercial streets” in order to accommodate truck traffic and avoid unanticipated conflicts.

Policy LU 3.6: Minimize Community Impacts. Design development to minimize potential community impacts adversely affecting residential and commercial areas in relation to local and regional air quality and odor, adequacy of municipal services, local traffic conditions, visual quality, and noise levels.

Policy LU 3.7: Buffers. Buffer industrial and heavy commercial land uses from adjacent residential, commercial, and recreational areas.

Policy LU 3.8: Design Standards. The City should consider adopting design standards for major retail areas.

Policy LU 3.9: Planned Development. A Planned Development Combining District (PD) shall be required for the area generally bound by Kimberly Lane, South Main Street, Campbell Lane and Hwy 29. This is to ensure a creative and efficient approach to the use of land, to provide for greater flexibility in the design of development projects and to address the need for roadway, water, sewer and storm drainage infrastructure.

Infill Development

The development of vacant or underdeveloped land within the City is referred to as infill. Lakeport has a high proportion of vacant and undeveloped land: twenty five percent of the land

within City limits remains vacant and another 12% is underdeveloped². Most of this land is located near or adjacent to City boundaries in the west, northwest and northern areas of Lakeport.

One of the goals of the General Plan is to encourage the development of vacant and underdeveloped properties through infill development, with additional single and multifamily residential housing on the west side of Lakeport.

Many vacant and underdeveloped parcels do not have the full range of urban services. Obstacles that have prevented development of vacant and underdeveloped areas include the relatively high cost of providing urban services, the lack of adequate roads, rough terrain, and relatively high construction costs. Lakeport can encourage the development of vacant and underused parcels by using innovative subdivision standards, obtaining grant funds to provide public services and utilities, establishing of special assessment districts, reimbursement agreements, and amending the General Plan and the Zoning Ordinance and to increase the permitted density for specific areas. *[Note: The Transportation Element contains implementation programs facilitating improvements to the road system serving vacant and undeveloped land.]*

OBJECTIVE LU 4: TO ENCOURAGE AND FACILITATE INFILL DEVELOPMENT WHICH COMPLIMENTS THE CHARACTER OF LAKEPORT.

Policy LU 4.1: Facilitate Infill Development. Establish special assessment districts, reimbursement agreements, or other similar methods to facilitate development of vacant and underdeveloped properties. Utilize grant funds and/or low interest loan funds wherever feasible to reduce the costs of providing infrastructure and urban services.

Policy LU 4.2: Flexible Standards. Revise and update the Zoning and Subdivision Ordinances within 3 years of approval of this General Plan Update to establish innovative and flexible subdivision standards that encourage infill development.

Policy LU 4.3: Density Increases. Consider amendments to the General Plan and the Zoning Ordinance to increase residential density of vacant and underdeveloped land within City limits where such an increase in density is found to be necessary for development to take place. Approval of density increases shall consider the impacts on City services, the existing development pattern, traffic, schools, other public services and the standards contained in the Community Design Element.

Infrastructure and Public Services

The adequacy of the City's infrastructure and the provision of basic City services are among the most critical issues facing the community. The availability and condition of the infrastructure

² Underdeveloped land is defined as having uses much below the maximum permitted by the General Plan. For example a ten acre parcel with one dwelling located in an area designated as High Density Residential would be considered underdeveloped.

system has a direct impact on the quality of life, the economic stability, and future growth of the City. It is an objective of the Lakeport General Plan to ensure that adequate potable water supplies, sewer treatment, storm drainage facilities, and other basic services are available for both the current and future population anticipated by this Plan.

POTABLE WATER

OBJECTIVE LU 5: TO DEVELOP A LONG-TERM SOLUTION TO ISSUES REGARDING THE SUPPLY, STORAGE, AND DISTRIBUTION OF POTABLE WATER TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF LAKEPORT RESIDENTS AND IMPROVE THE ECONOMIC STABILITY OF THE COMMUNITY;

(Policies and programs related to maintaining and improving water quality are contained in the Safety Element.)

Policy LU 5.1: Water System Master Plan. Maintain and update a Water System Master Plan every five years and identify capital improvements required to meet anticipated demand.

Program LU 5.1-a: Develop and adopt a comprehensive capital improvement plan as part of the annual budget process. Prioritize improvements required to maintain and expand the water system.

Program LU 5.1-b: Finance and construct potable water infrastructure improvements required to meet future demand identified in the Water System Master Plan.

Responsibility: Community Development and Public Works Departments.

Policy LU 5.2: Water Expansion Fees. Evaluate and adjust periodically, as appropriate, water expansion fees to reflect the actual cost of providing water service and capacity.

Policy LU 5.3: Revenue Sources. Actively pursue all available sources of revenue to secure debt service in order to maintain and expand the water system, including redevelopment funds.

Policy LU 5.4: Water Conservation. Devise and implement appropriate water conservation ordinances.

Program LU 5.4-a: Utilize the latest wastewater reclamation and recycling technology.

Responsibility: Community Development and Public Works Departments.

Policy LU 5.5: New Development Water Connections. Require new development and projects involving extensive renovations within City limits to connect to the City potable water system.

SEWER SERVICE

OBJECTIVE LU 6: TO ENSURE ADEQUATE WASTEWATER TREATMENT CAPACITY TO MEET THE NEEDS OF THE COMMUNITY, AND MAINTAIN HIGH STANDARDS OF OPERATION TO PROTECT THE PUBLIC HEALTH AND ENVIRONMENTAL QUALITY OF THE COMMUNITY.

Policy LU 6.1: Wastewater System Master Plan Update. Prepare and update a Wastewater System Master Plan.

Program LU 6.1-a: Finance and construct the improvements identified in the Wastewater System Master Plan.

Responsibility: Community Development and Public Works Departments.

Policy LU 6.2: Sewer System Expansion. Expand the sewer system capacity to meet projected growth, correct deficiencies and comply with State waste discharge standards.

Policy LU 6.3: Sewer Expansion Fees. Evaluate and adjust periodically, as needed, sewer expansion fees and monthly service charges to reflect the actual cost of providing sewer service and capacity.

Policy LU 6.4: Sewer System Funding Sources. Continue to explore all sources of financing and revenues, including redevelopment tax increment revenues that are available for the improvement of the sewer system.

STORM DRAINAGE SYSTEM

Lakeport is traversed by several streams and drainage areas which flow into Clear Lake. The development that has occurred during the past ten years has accentuated existing drainage problems and has increased the potential for flooding. Continued construction of new buildings increases the area of impermeable surface and thus the amount of stormwater that flows through the City's storm drain system.

This section of the General Plan presents policies and implementation programs to ensure that improvements to the City's storm drainage system are provided commensurate with new development. The Safety Element contains more detailed discussion of flood hazards and the policies and programs designed to reduce the risk of flooding; overall priorities for improvements to the City's storm drain system; and area-specific improvements required by the City.

Description and Performance of Stormwater Best Management Practices

A stormwater Best Management Practice (BMP) is a technique, measure or structural control that is used for a given set of conditions to manage the quantity and improve the quality of stormwater runoff in the most cost-effective manner. BMPs can be either engineered and constructed systems ("structural BMPs") that improve the quality and/or control the quantity of runoff such as detention ponds and constructed wetlands, or institutional, education or pollution prevention practices designed to limit the generation of stormwater runoff or reduce the amounts of pollutants contained in the runoff ("non-structural BMPs"). No single BMP can address all stormwater problems. Each type has certain limitations based on drainage area served, available land space, cost, pollutant removal efficiency, as well as a variety of site-specific factors such as soil types, slopes, depth of groundwater table, etc. Careful consideration of these factors is necessary in order to select the appropriate BMP or group of BMPs for a particular location.

Goals of Stormwater Best Management Practices

Stormwater BMPs can be designed to meet a variety of goals, depending on the needs of the practitioner. In existing urbanized areas, BMPs can be implemented to address a range of water quantity and water quality considerations. For new urban development, BMPs should be designed and implemented so that the post-development peak discharge rate, volume and pollutant loadings to receiving waters are the same as pre-development values. In order to meet these goals, BMPs can be implemented to address three main factors: flow control, pollutant removal and pollutant source reductions.

In areas undergoing new development or redevelopment, the most effective method of controlling impacts from stormwater discharges is to limit the amount of rainfall that is converted to runoff. By utilizing site design techniques that incorporate on-site storage and infiltration and reduce the amounts of directly connected impervious surfaces, the amount of runoff generated from a site can be significantly reduced. This can reduce the necessity for traditional structural BMPs to manage runoff from newly developed areas. There are a number of practices that can be used to promote on-site storage and infiltration and to limit the amount of impervious surfaces that are generated. However, the use of on-site infiltration can be limited in certain areas due to factors such as slope, depth to the water table, and geologic conditions.

- *Site design features* such as providing rain barrels, dry wells or infiltration trenches to capture rooftop and driveway runoff, maintaining open space, preserving stream buffers and riparian corridors, using porous pavement systems for parking lots and driveways, and using grassed filter strips and vegetated swales in place of traditional curb-and-gutter type drainage systems can greatly reduce the amount of stormwater generated from a site and the associated impacts.
- *Street construction features* such as placing sidewalks on only one side of the street, limiting street widths, reducing frontage requirements and reducing the radius of cul-de-sacs also have the potential to significantly reduce the amount of impervious surfaces and therefore the amount of rainfall that is converted to runoff.

-
- *Construction practices* such as minimizing disturbance of soils and avoiding compaction of lawns and greenways with construction equipment can help to maintain the infiltrative capacity of soils.

OBJECTIVE LU 7: TO DEVELOP AND MAINTAIN A STORM DRAINAGE SYSTEM WHICH ENSURES THE SAFETY AND WELFARE OF RESIDENTS, VISITORS AND PROPERTY IN LAKEPORT.

Policy LU 7.1: Storm Drain Capacity. Ensure that capacity of the storm drain system is increased as a result of new development.

Program LU 7.1-a: Revise the Subdivision and Zoning Ordinances to require all new development to adequately mitigate the impact of added impervious surfaces by a combination of on-site detention basins and/or improvements to the downstream storm drainage system to accommodate all of the anticipated increased runoff.

Program LU 7.1-b: Identify improvements to storm drain system to implement the Storm Drainage Master Plan for the Capital Improvement Program on an annual basis.

Responsibility: Community Development and Public Works Departments.

Policy LU 7.2: Master Plan Update. Update the Storm Drainage Master Plan.

Program LU 7.2-a: Fund and implement improvements identified and recommended in the Storm Drainage Master Plan.

Responsibility: Community Development and Public Works Departments.

Policy LU 7.3: Funding Sources. Consider the following means of obtaining financing to improve the City's storm drain system: the establishment of storm drain improvement/assessment districts on a basin-wide basis; low-interest loan funds; redevelopment tax increment funds; and increasing the storm drain impact fees.

Program LU 7.3-a: Carry out a reassessment of impacts fees and identify other available funding sources with the update of the Storm Drainage Master Plan.

Responsibility: Community Development and Public Works Departments.

Policy LU 7.4: Best Management Practices. Implement the most recent and most appropriate stormwater Best Management Practices (BMPs) on new development and redevelopment.

OBJECTIVE LU 8: TO ENSURE THAT AN ADEQUATE AND DIVERSE SUPPLY OF QUALITY HUMAN CARE FACILITIES AND SERVICES IS AVAILABLE IN LAKEPORT.

Policy LU 8.1: Human Services Locations. Encourage the siting of child care, disabled, mentally disabled and elderly facilities compatible with needs, land use and character, and encourage such facilities to be located near employment centers, public transportation facilities, homes, schools, community centers, and recreation facilities.

Policy LU 8.2: Child Care Centers. Facilitate development of child care centers and homes in all areas and encourage inclusion of child care centers in non-residential developments.

Program LU 8.2-a: Review the Zoning Ordinance to simplify the procedures for land use permits for child care centers.

Responsibility: Community Development Department.

Policy LU 8.3: Community Services. Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).

III. URBAN BOUNDARY ELEMENT

III. URBAN BOUNDARY ELEMENT

Purpose

The purpose of the Urban Boundary Element is to define the limits for extending City services and infrastructure in order to accommodate new development anticipated within the 20-year time frame of this General Plan. The Urban Boundary Element is also intended to provide guidance related to future annexation of land from the City's Sphere of Influence. The Urban Boundary Element is not a state-mandated element; however, it is an important element because it limits leap-frog development and provides for an orderly transition from rural to urban land uses. The element recognizes the community's dedication to orderly and managed growth of the city's boundaries and the desire to maintain the rural character of many of the areas and neighborhoods within the Lakeport Sphere of Influence.

Another critical aspect to expansion of the City of Lakeport is the provision of infrastructure and services concurrent with new development and annexation. Annexations to the City must be located within the SOI and adjacent to existing City boundaries in order to be approved by the Local Agency Formation Commission (LAFCO). By State law, the City must be notified of any proposed land use changes within its SOI and be provided an opportunity to comment on the changes.

The Lake County LAFCO reviews changes to SOIs, annexations to cities and special districts in Lake County, the adequacy of public services to proposed annexations, and the effect of these actions on prime agricultural land. LAFCO has adopted local goals, objectives and policies to guide its decision-making. Lake County LAFCO's purpose with regards to SOIs is as follows:

1. To ensure orderly urban growth in the areas adjacent to a city, community or district, and in particular those areas which might reasonably become a part of such entities at some time in the future.
2. To promote cooperative planning efforts between the various cities, County and districts, to ensure proper effectuation of their respective general plans.
3. To coordinate property development standards and encourage timely urbanization with provisions for adequate and essential services such as sewer, water, fire and police protection.
4. To assist other governmental districts and agencies in planning the logical and economical extension of all governmental facilities and services, thus avoiding unnecessary duplications.
5. To assist property owners to plan comprehensively for the ultimate use and development of their land.

Applications to amend City limits, for example, are presented to LAFCO, which then approves, approves with conditions, or denies the application.

The conversion of agricultural lands to urban uses and the provision of urban services by growing communities are important issues to the County and LAFCO. Potential revenue losses to counties resulting from annexations have created problems in the relationship between cities and counties in California, and Lake County is no exception. In order to accomplish a smooth transition, the County of Lake and the City of Lakeport should enter into an agreement that outlines procedures and understandings for future annexation areas. The Lakeport area's planned growth will, at some time, require annexation to the City. Long range planning in the Lakeport SOI should reflect a vision shared by both parties, and contain a revenue stream that can be relied on for the duration of the agreement. An agreement will permit both parties to focus their limited resources on other matters; its absence will necessitate that the City and County coordinate their planning programs in a piecemeal fashion.

In determining the Sphere of Influence of each agency, LAFCO must consider and prepare a written statement of its determinations with respect to the following four factors as stated in Section 56425 (e) of the Cortese-Knox-Hertzberg Act:

- a) The present and planned land use in the area, including agricultural and open-space lands.
- b) The present and probable need for public facilities and services in the area.
- c) The present capacity of public facilities and adequacy of public services provided by the agency.
- d) Any social or economic communities of interest in the area that the Commission determines is relevant to the agency.

In order to prepare and update Spheres of Influence, LAFCO is required to conduct a review of the municipal services provided in the county, region, subregion, or other appropriate designated area. A full discussion of the policies and requirements related to annexation of land from the Sphere of Influence in to the City limits can be found in the Local Agency Formation Commission of Lake County *Policies, Standards, and Procedures*, Amended July 16, 2003. Key issues related to city annexations include:

- a) **Annexations of Streets.** Annexations shall reflect logical allocation of streets and rights of way. Specifically:
 - i) LAFCO may require inclusion of additional territory within an annexation in order to assure that the city reasonably assumes the burden of providing adequate roads to the property to be annexed. LAFCO will require cities to annex streets where adjacent lands that are in the City will generate additional traffic or where the annexation will isolate sections of county road, but will not require annexation of roads that will create isolated sections of city maintained road.
 - ii) LAFCO will favorably consider annexations with boundary lines located so that all streets and right-of-ways will be placed within the same jurisdiction as the properties which either abut thereon or use the streets and right-of-way for access. Except in

extraordinary circumstances, cities shall annex an entire roadway portion when 50% or more of the frontage on both sides of the street will be within the city after completion of the annexation.

- b) **Urban Boundaries.** LAFCO will normally adjust annexation boundaries to include adjacent urbanized areas in order to maximize the amount of developed urban land inside the city, and to minimize piece-meal annexation. As used herein, “urbanized areas” are areas that are developed for industrial, commercial or residential use with a density of at least one residential unit per 1.5 acres and which receive either public water or sewer service.
- c) **Pre-zoning Required.** The Cortese-Knox-Hertzberg Act requires the City to prezone territory to be annexed, and prohibits subsequent changes to the general plan and or pre-zoning designations for a period of two years after completion of the annexation, unless the city council makes a finding at a public hearing consistent with the provisions of GC 56375 (e). The City’s pre-zoning must take into account the likely intended development of the specific property. In instances where LAFCO amends a proposal to include additional territory, the Commission’s approval of the annexation will be conditional upon completion of pre-zoning of the new territory.

ANNEXATION APPLICATION PROCEDURES

While Cortese-Knox-Hertzberg Act permits initiation of applications to LAFCO either by resolution of the City or by direct landowner/voter petition, LAFCO prefers that the resolution procedure be utilized wherever feasible. Use of the resolution of application procedure is preferable because: 1) it involves the City early in the process to assure that the City is supportive of the proposal, and 2) better integrates CEQA processing by the City as lead agency. Each applicant shall be advised of this policy at the earliest possible time.

ESTIMATED DEMAND FOR LAND 2005 - 2025

The number of residential, commercial and industrial acres needed in the City of Lakeport through 2025 is based on population projections through 2025 (see [Table 2](#)) and an analysis of vacant and under-utilized lands currently within the City limits ([Tables 3 and 4](#)). By 2010, the population of Lakeport is estimated to be approximately 5,521 with 34 acres of residential land needed, 13 acres of commercial land needed, and 10 acres of industrial land needed. By 2025, the population of Lakeport is estimated to be approximately 6,859, with a total of 156 acres of residential land needed, 22 acres of commercial land needed and 45 acres of industrial land needed. Most of the projected land needed can be found in existing vacant infill areas within the City.

Table 2
Population and Household Projections, 2000 to 2025* – City of Lakeport

	2000*	2005*	2010*	2015*	2020*	2025*
Total Population*	4,820	5,150	5,521	5,935	6,380	6,859
Households*	1,967	2,148	2,339	2,515	2,703	2,906
Average Household Size	2.36	2.36	2.36	2.36	2.36	2.36

* DOF Lake County growth rates used for the City of Lakeport through 2025.
 **Assumes 2000 Lakeport avg. household size of 2.36 remains constant.

Source: 2000 U.S. Census, Department of Finance.

Table 3
Vacant Commercial Land Inventory – City of Lakeport

Vacant Commercial Acres	60.08
Total Vacant Parcels	24
Two Largest Vacant Parcels	19.75 and 15.62
Two Smallest Vacant Parcels	0.13 and 0.14

Source: City of Lakeport Planning Department

Table 4
Vacant Residential Land Inventory – City of Lakeport

Residential Designation	Acres
Low Density	64.16
Medium Density	3.41
High Density	16.59
Total	84.16

Source: City of Lakeport Planning Department

The anticipated future demand for land uses is presented below in [Table 5](#).

Table 5
Community Development Needs, 2005-2025* – City of Lakeport

Year	Population	Minimum Needed Residential (Acres)	Minimum Needed Commercial (Acres)	Minimum Needed Industrial (Acres)
2005	5,150	-	11	-
2010	5,521	34	13	10
2015	5,935	72	16	21
2020	6,380	112	19	33
2025	6,859	156	22	45

*Growth needs based on model GMO allocation formula.

Source: Quad Knopf, Inc.

The increased demands for land were projected in a manner that would provide for a sustainable balance between jobs and housing. Increased demand for residential land comes from the anticipated population growth in Lakeport over the next 20 years. The projected demand for additional commercial and industrial lands will provide the employment and tax revenue base needed to support the anticipated increase in population through the life of this General Plan.

The Urban Growth Boundary for the City of Lakeport is the same boundary as the Lakeport Sphere of Influence (Figure 3).

OBJECTIVES, POLICIES & PROGRAMS

OBJECTIVE UB 1: TO PROVIDE FOR AN ORDERLY AND EFFICIENT TRANSITION FROM RURAL TO URBAN LAND USES.

Policy UB 1.1: Identify Edges. Identify and use natural and man-made edges, such as Clear Lake, local roadways, and hillsides, for urban development limits and growth phasing.

Policy UB 1.2: Designate Sufficient Land. Designate an adequate amount of commercial, industrial, and residential land within the Sphere of Influence to meet anticipated land demands throughout the life of the General Plan.

OBJECTIVE UB 2: TO MINIMIZE URBAN SPRAWL AND LEAP-FROG DEVELOPMENT.

Policy UB 2.1: Infill Development. The City should encourage infill development, but recognize that infill development can only provide some of the land needed for residential development in the future.

Policy UB 2.2: Annexation Priority: The City should pursue annexations based on the following priority system:

1. Commercial and industrial land along South Main Street and Soda Bay Road.
2. Land designated as Specific Plan Area
3. Land within the southern, southwestern and western Sphere of Influence.

Policy UB 2.3: Urban Management Agreement. Work with Lake County to ensure that development outside the City limits is supportive of and complimentary to the future growth plans of the City of Lakeport. The two jurisdictions should work towards developing an urban management area agreement.

OBJECTIVE UB 3: TO IMPLEMENT GROWTH POLICIES WHICH WILL GUIDE THE TIMING, TYPE, AND LOCATION OF GROWTH, PRESERVE RESOURCE LANDS, PROTECT NATURAL FEATURES AND OPEN SPACE, AND ENCOURAGE TECHNIQUES WHICH ENCOURAGE ENERGY CONSERVATION.

Policy UB 3.1: Transitional Buffers. Utilize low density and rural residential land uses as a buffer and transition between long-term agricultural and open space uses and higher density urban development.

Policy UB 3.2: Open Space Gateways. Encourage the use of parks and open space to enhance gateways to the City.

Policy UB 3.3: Commercial and Industrial Annexations. The City shall pursue the annexation of land within the Sphere of Influence that is currently used for commercial and industrial purposes.

Policy UB 3.4: Residential Development and Annexations. Residential development should be discouraged within the Lakeport Sphere of Influence prior to annexation.

OBJECTIVE UB 4: TO DESIGNATE GROWTH AREAS THAT CAN BE SERVED BY LOGICAL INFRASTRUCTURE EXTENSIONS.

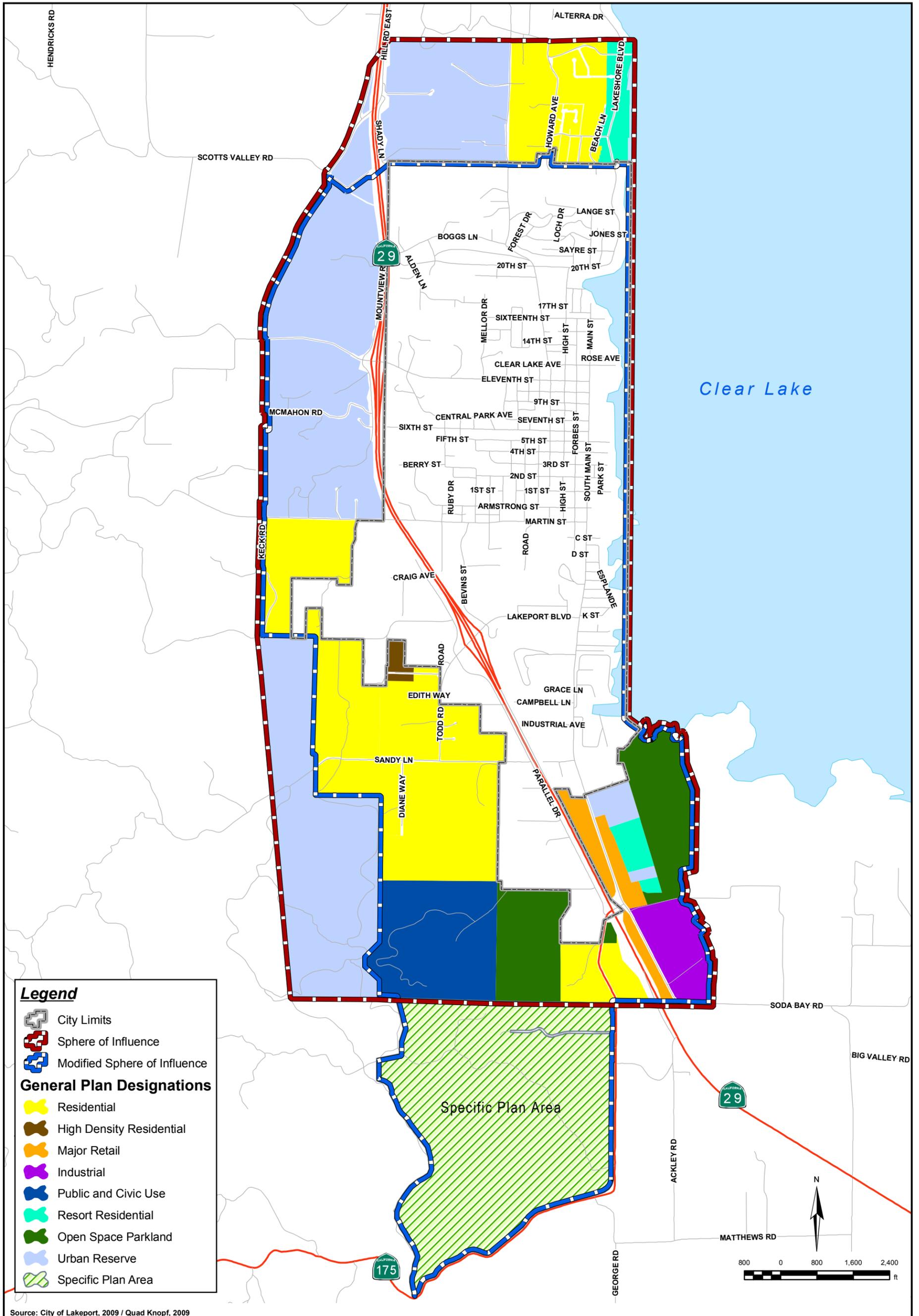
Policy UB 4.1: Urban Services Extensions. The full range of urban services including water, sewer, and storm drainage systems shall not be extended outside of the urban boundaries for the purposes of development in rural areas.

Policy UB 4.2: Urban Services and Annexations. Prior to annexation of residential land into the Lakeport City limits, it must be demonstrated that the full range of urban services including water, sewer, and storm drainage systems are in place and can sufficiently serve the area to be annexed.

Program UB 4.2-a: Annexations in the Southern SOI. Pursue annexation of commercial and industrial lands within the proposed southern SOI.

Program UB 4.2-b: Pursue application to LAFCO to amend the Sphere of Influence as shown in Figure 3.

Program UB 4.2-c: Prior to the submittal of an application to LAFCO to amend the City's Sphere of Influence to include the Specific Plan Area, the City shall prepare a Specific Plan in accordance with the state Planning and Zonings Law, Chapter 3, Local Planning, Article 8 (Specific Plans). Specific issues that must be addressed include, but are not limited to, maintaining adequate sewer treatment capacity to meet the future needs of Lakeport; hillside development regulations; the presence of environmentally-sensitive habitat including oak woodlands; Lampson Airport flight path corridor; storm water drainage and water quality; and transportation/circulation impacts.




CITY OF LAKEPORT SOI GENERAL PLAN LAND USE DESIGNATIONS
Figure 3

IV. TRANSPORTATION ELEMENT

IV. TRANSPORTATION ELEMENT

Purpose

It is a requirement of Government Code §65302(b) that every General Plan include a Transportation Element which consists of “the general location and extent of existing and proposed thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the General Plan.” This Transportation Element is in conformance with the requirements of the Government Code.

The Transportation Element discusses transportation issues for the City and the Sphere of Influence. The Element describes the existing circulation system and travel characteristics. It also projects future traffic, based on the build-out of the land uses described in the Land Use Element and identifies the resulting anticipated roadway deficiencies. Policies and implementation programs contained in this Element provide a guide for decisions regarding transportation system improvements to accommodate Lakeport’s anticipated growth.

The Transportation Element is organized in the following manner: each issue is first briefly described with relevant background information; then policies and implementing programs are presented.

Goals

The City has the following goals for transportation:

- Develop a City and area-wide circulation system that is safe and efficient.
- Develop and manage a street and highway system which accommodates future growth.
- Improve safety on streets for vehicles, pedestrians and cyclists.
- Preserve the peace and quiet of residential areas.
- Reduce dependence on the automobile.
- Regard the quality of life in Lakeport as important as mitigating traffic problems.

Traffic Volume and Level of Service

“Level of Service” is a qualitative measure of traffic operating conditions whereby a letter grade, ‘A’ through ‘F’, corresponding to progressively worsening traffic operating conditions, is assigned to an intersection or roadway segment. At a signalized intersection, the LOS is determined by comparing existing traffic volumes and future forecasts to Level of Service thresholds employed by applicable planning agencies. Level ‘A’ represents free flow conditions and level ‘F’ represents jammed conditions where traffic flow is at or over the capacity of the roadway and consequently moves very slowly. The current Level of Service design standard is a level ‘C.’ [Table 6](#) below explains in more detail the Level of Service Concept.

**Table 6
Roadway Classification System Descriptions**

Level of Service	Description	V/C Ratio
A	Relatively free-flow. No restrictions to vehicle maneuverability of speed. Very slight delay.	0.00-0.60
B	Stable Flow. Some slight reduction in maneuverability and speed. Vehicle platoons form. This is a suitable level of operation for rural design. Slight delay.	0.61-0.70
C	Stable flow operation. Higher volumes. More restrictions on maneuverability and speed. Acceptable delay.	0.71-0.80
D	Approaching unstable flow operation. Queues develop. Little freedom to maneuver. Tolerable delays for short periods.	0.81-0.90
E	Unstable flow or operation. Low operating speed; momentary stoppages. This condition is not uncommon in peak hours. Congestion and intolerable delays.	0.91-1.00
F	Forced flow or operation. There are many stoppages. The highway acts as a vehicle storage area. Jammed.	1.00+

LEVEL OF SERVICE THRESHOLDS

No readily identifiable thresholds have previously been used which equate daily traffic volumes with general planning Levels of Service. Thus thresholds previously developed by the Florida Department of Transportation and employed by many California planning agencies have been used to identify Levels of Service thresholds on City streets.

According to the Florida Department of Transportation the presence of a raised median could increase Level of Service thresholds by about 5 percent. While the presence of wider shoulders and or bicycle lanes will promote overall safety, the general capacity of the street may not be affected by this extra width. Resulting LOS thresholds are presented in [Table 7](#) below while the definitions of each street type are presented in [Table 8](#) and the classifications for each major roadway are shown in [Table 9](#).

**Table 7
General Level of Service Thresholds Based on Daily Traffic Volumes**

Street Classification	Lanes	Control	Daily Traffic Volume at LOS		
			C	D	E
Collector	2	Undivided	9,100	14,600	15,600
Arterial	2	Undivided	11,200	15,400	16,300
	4	Undivided	24,700	31,100	32,800
Freeway	4	Divided	46,000	56,000	63,000

* FDOT Table 4 -1 urban arterial with 2.00 to 4.5 signalized intersections per mile

Source: KdAnderson Transportation Engineers, May 2007.

Table 8
Definitions of Street Types

Street Type	Definition
Freeway	A freeway is a divided highway with full-control of access. Complete separation of conflicting traffic movements is provided. It is thus the highest form of roadway design, and is intended to provide for the expeditious movement of large volumes of traffic between, across, around or through a city, area, or a region. It is not intended to provide access to abutting land.
Arterial	The primary function of an arterial is to provide for: [1] traffic movement between areas and across portions of a city; [2] direct service to principal traffic generators; and [3] a connection to the freeway-expressway system. A subordinate function of arterials is the provision of direct access to abutting land. Since the primary function of this street type is to provide for the movement of vehicles rather than afford access to abutting land or temporary parking for vehicles, arterial streets are typically subject to regulation and control of parking, turning movements, entrances, exits, and curb use where conditions warrant. Control of access may also be required at some locations.
Collector	Collector streets link small areas of neighborhoods to the arterial street system. They also carry much of the through-traffic within residential, industrial, and commercial areas and serve to connect adjacent neighborhoods. An important part of their function is to provide access to abutting property.
Local Street	Local streets are intended to provide direct access to residential, commercial, industrial or other abutting land. These streets should serve local traffic movements and are not intended to handle through-traffic.

Table 9
Roadway Classifications

Name of Roadway	Freeway	Arterial	Collector	Local
Adams Street			•	
Armstrong Street			•	
Bevins Street			•	
Boggs Lane			•	
Central Park Avenue			•	
Clear Lake Avenue		• Main & High	• High & Pool	
Compton			•	
Craig Avenue			•	
Crystal Lake Way			•	
Eleventh Street		•		
First Street			•	
Forbes street		•		
Giselman Street			•	
Green Street			•	
Hartley Street			•	
High Street		• Clear Lake & 20 th		
Hill Road East			•	

Name of Roadway	Freeway	Arterial	Collector	Local
Hill Road			•	
Howard Avenue			•	
Industrial Avenue			•	
Kimberly Lane			•	
Lakeport Boulevard		•		
Lakeshore Boulevard		•		
Lange Street			•	
Larrecou Lane			•	
Loch Drive			•	
Main Street		•		
Martin Street		•		
McMahan Road			•	
Mellor Drive			•	
Mountview Road			•	
Page Drive			•	
Parallel Drive		•		
Park Street			•	
Rainbow Road			•	
Pool Street			•	
Roscoe Street			•	
Russel Street			•	
Sandy Lane			•	
Second Street			•	
Shady Lane			•	
Sixteenth Street			•	
Sixth Street			•	
Smith Street			•	
Soda Bay Road		•		
Spurr Street			•	
State Route 20	•			
State Route 29	•			
State Route 175	•			
Third Street			•	
Todd Road		•		
Twentieth Street			•	

EXISTING ROADWAY NETWORK AND TRAFFIC FLOW

Lakeport's roadway network is defined and constrained by two barriers: Clear Lake on the East and State Highway 29 on the West. The majority of the city is laid out in a rectangular grid pattern which is interrupted by hilly terrain. In these hilly areas the street system becomes discontinuous and through traffic is difficult. Many of the City's streets are narrow, not improved to current standards, and will require upgrading. In addition, further development of the street system between Bevins and Main Streets is prevented by large areas devoted to public facilities such as the City corporation yard and the Lake County Fairgrounds.

Although construction of the State Highway 29 freeway has reduced congestion downtown, it is now a barrier inhibiting east-west circulation through the Planning Area. Access across State Route 29 is only available at: Eleventh Street; Martin Street; Lakeport Boulevard; the South Main Street intersection with Highway 29; and the Hill Road crossing, as indicated in [Figure 4](#).

State Route 29 permits vehicles to bypass the downtown area and carries the largest amount of traffic through Lakeport. When the HW 29 bypass was constructed in 1970, it carried between 2,000 and 4,000 vehicles per day significantly reducing the amount of through traffic on Main Street and other city streets. Lakeport has grown considerably resulting in an increase in traffic volumes on Main Street. Traffic volumes will continue to increase commensurate with population growth in Lakeport and the County.

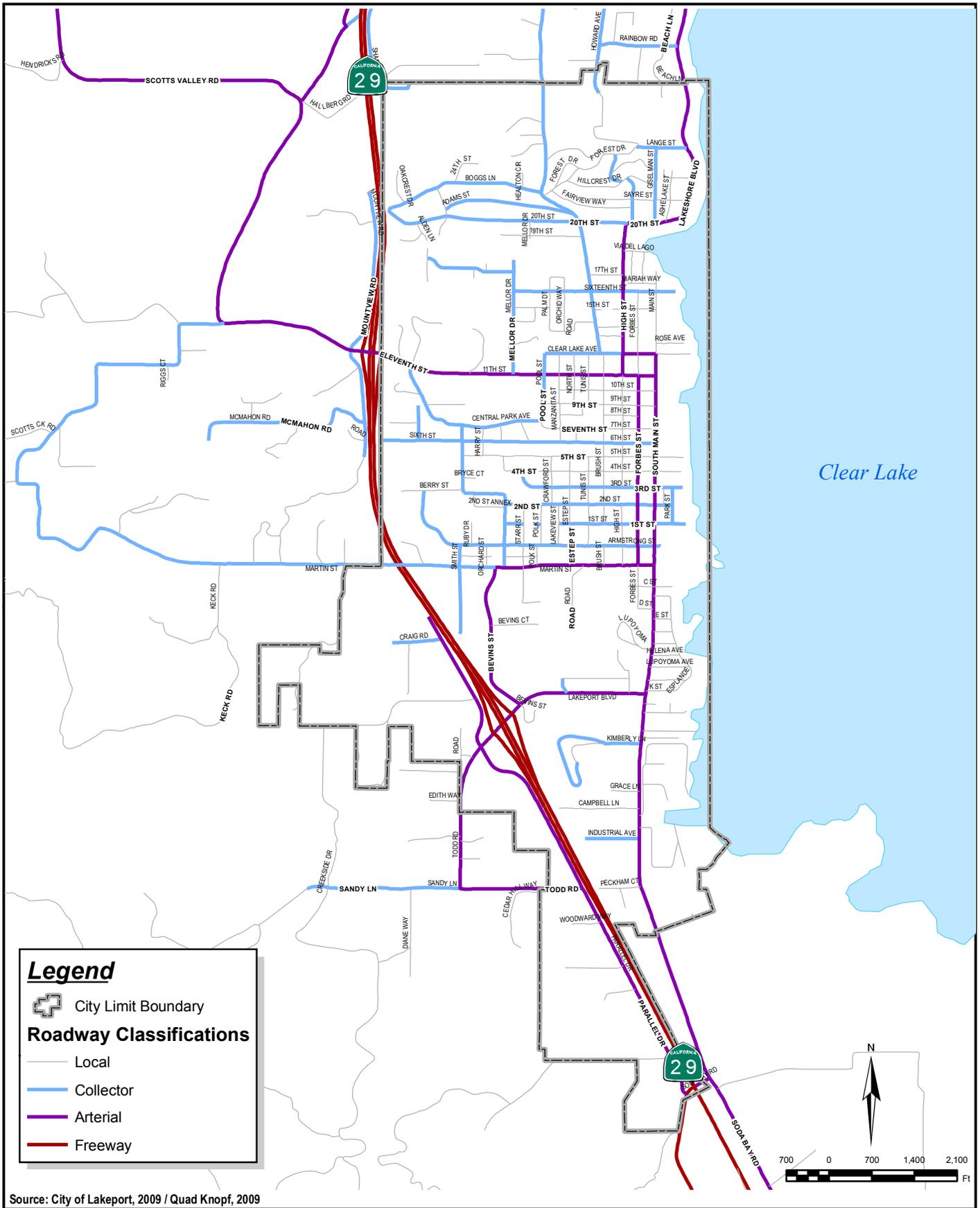
Traffic volumes continue to increase on arterials and many collectors, particularly in the downtown area. The central core, bounded by First, Third, Forbes and Park Streets, generates more vehicular traffic than anywhere else in Lakeport. The majority of north-south through traffic is carried on State Route 29 and on the Main Street, High Street, Lakeshore Boulevard corridor. East/west traffic volumes are the highest on Lakeport Boulevard and Eleventh Street.

In January 2005 traffic counts were made at locations on major roads in Lakeport in order to supplement data available from Caltrans and other recent studies. This sample of current traffic volumes was intended to look at those roads which already carry major traffic volumes and which are expected to carry high traffic volumes in the future. Count locations are presented in [Figure 5](#), while the counts themselves are described in [Table 10](#). The current daily traffic volumes on most of these roads fall within the Level of Service 'C' standard, indicating that current traffic conditions in the community are good.

Table 10
January 2005 Daily Traffic Volumes and Levels of Service

Road	Location from	To	Count #	Year 2005		
				Lanes	Daily Volume (1/05)	LOS
State Highway						
SR 29	Park Way	11 th Street	1	Free 4	12,700	A
	Southbound off	To 11 th Street	2	1	2,100	C
	Northbound on	From 11 th Street	3	1	1,900	C
	Southbound on	From 11 th Street	4	1	3,000	C
	Northbound off	To 11 th Street	5	1	3,300	C
	11 th Street	Lakeport Blvd	6	Free 4	14,600	A
	Southbound off	To Lakeport	7	1	3,200	C
	Northbound on	From Lakeport	8	1	3,500	C
	Southbound on	From Lakeport	9	1	3,000	C
	Northbound off	To Lakeport	10	1	3,000	C
	Lakeport Blvd	SR 175	11	Art 4	13,100	A
SR 175	south		Art 4	12,500	A	
SR 175	Hopland	SR 29		Art 2	820	C
City Streets						
Hartley Street	Anastasia Drive	20 th Street	12	Col 2	670	C
Lakeshore Blvd	Lange Street	Beach Lane	13	Art 2	4,930	C
20 th Street	Will O View Circle		14	Col 2	420	C
Hartley Street	19 th Street	17 th Street	15	Col 2	2,020	C
16 th Street	Hartley Street	High Street	16	Col 2	870	C
High Street	15 th Street	16 th Street	17	Art 2	8,200	C
Mellor Drive	14 th Street	11 th Street	18	Col 2	1,050	C
11 th Street	SR 29	Central Park Ave	19	Art 2	11,020	C
11 th Street	Mellor Drive	Pool Street	20	Art 2	11,030	C
11 th Street	Tunis Street	Brush Street	21	Art 2	9,100	C
Forbes Street	Eighth Street	Ninth Street	22	Art 3	3,840	C
Main Street	7 th Street	9 th Street	23	Art 2	9,200	C
Sixth Street	Manzanita Street	Brush Street	24	Col 2	510	C
Russell Street	Armstrong Street		25	Col 2	850	C
Armstrong Street	Brush Street	High Street	26	Col 2	770	C
Martin Street	Brush Street	High Street	27	Art 2	2,740	C
Bevins Street	Bevins Court	Martin Street	28	Col 2	3,480	C
Bevins Street	Lakeport Blvd	Bevins Court	29	Col 2	4,290	C
Lakeport Blvd	SR 29	Bevins Street	30	Art 2	11,925	D
Parallel Drive	north	Lakeport Blvd	31	Col 2	3,500	C
Lakeport Blvd.	Parallel Dr	SR 29	32	Art 2	11,940	D
Parallel Drive	Lakeport Blvd	Sandy Lane	33	Col 2	1,320	C
Main Street	Royale Ave	Kimberly Ln	34	Art 2	9,900	C
Main Street	Lakeport Blvd	Martin Street	35	Art 2	7,940	C
Col is Collector, Art is Arterial						

Source: KdAnderson Transportation Engineers, May 2007.

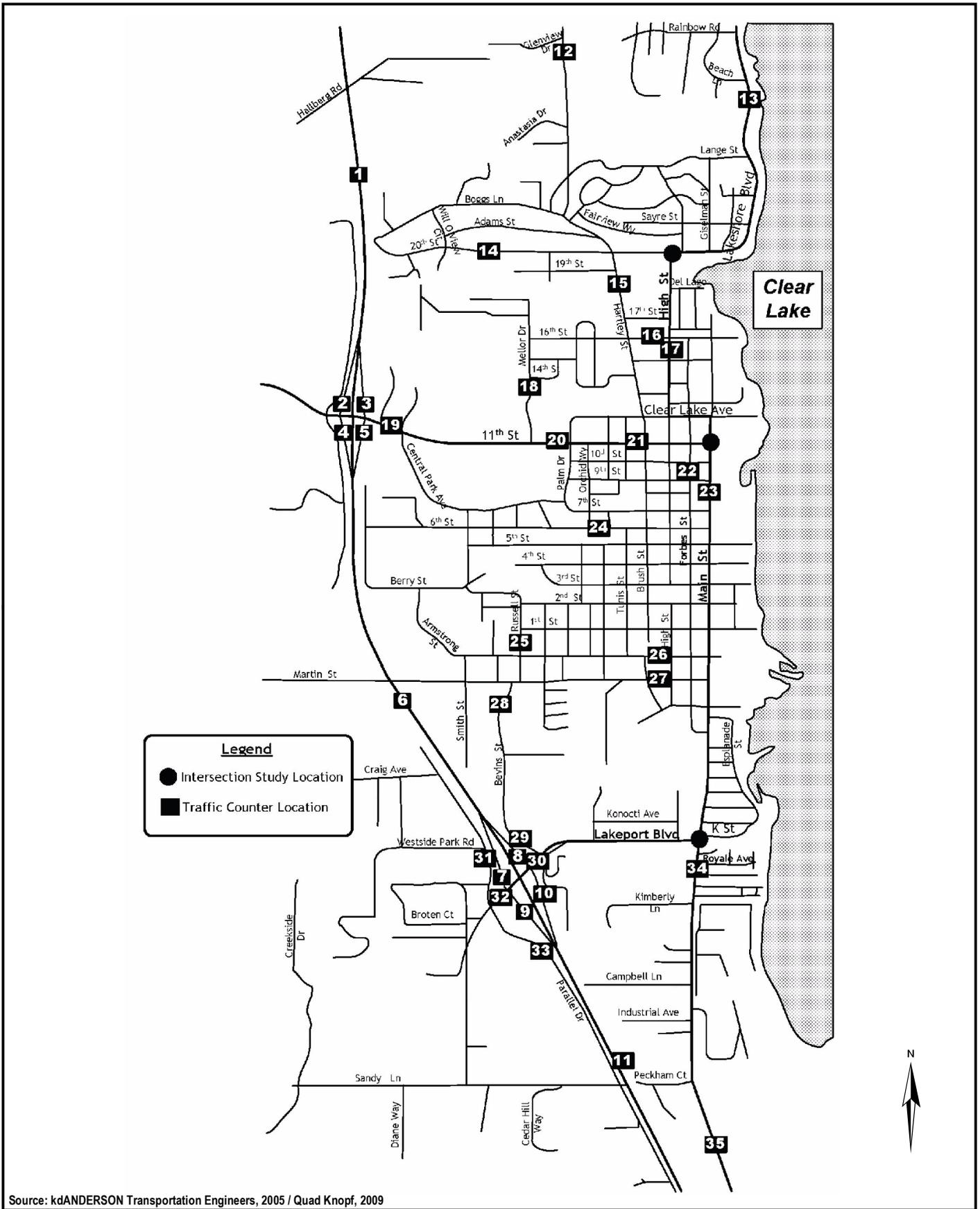


Source: City of Lakeport, 2009 / Quad Knopf, 2009



EXISTING ROAD NETWORK

Figure 4



Source: kdANDERSON Transportation Engineers, 2005 / Quad Knopf, 2009



TRAFFIC STUDY LOCATIONS

Figure 5

CURRENT PEAK HOUR LEVELS OF SERVICE

The a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak hour Levels of Service were also determined for three major intersections in Lakeport in January 2005. These locations were identified based on local knowledge of locations where improvements may soon be warranted. Levels of Service were calculated using the methodologies presented in the 2000 Highway Capacity Manual, and the results are presented in [Table 11](#). At all-way stops, the “overall” Level of Service for all motorists has been determined. At intersections controlled by side street stops, the Level of Service for the “worst” movement has been presented.

As shown, the overall Level of Service at each location is within the City’s LOS ‘C’ standard. However, the volume of traffic at the Main Street / Lakeport Blvd intersection already satisfies Caltrans Warrant No. 11 (peak hour volume) for signalization.

Table 11
Current Peak Hour Intersection Levels of Service

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour		Signal Warranted ?
		Avg Delay or v/c	LOS	Avg Delay or v/c	LOS	
1 Main Street/Lakeport Blvd	All-Way Stop	11.0 sec	B	16.3 sec	C	No*
2 Main Street /11 th Street	EB Stop	11.5 sec	B	12.1 sec	B	No
3 High Street/20 th Street	EB Stop	17.2 sec	C	12.2 sec	B	No

* Peak Hour Warrants Met.

Source: KdAnderson Transportation Engineers, May 2007.

SEASONAL TRAFFIC VARIATION

The volume of traffic on the major roads around Lakeport can vary throughout the year, primarily as a result of seasonal tourist activity. Volume observed during the late summer months (July, August and September) can be much higher than data collected in the winter. It is reasonable to expect that counts conducted in January would be indicative of “average” or “below average” conditions.

To provide perspective on this issue, data available from Caltrans regarding the volume of traffic on SR 29 and SR 175 was obtained and reviewed. To provide a rough indication of the variation, daily traffic volumes recorded in the “peak month” were compared to the reported annual average daily traffic volume. As noted in [Table 12](#), peak month volumes are an average of about 8 percent higher than the annual average.

Table 12
Seasonal Traffic Volume Variation

Road	Location from	To	Daily Traffic 2005		
			Average Annual Volume	Peak Month	Percent Increase
SR 29	Park Way	11 th Street	12,700	13,900	9.4%
	11 th Street	Lakeport Blvd	14,600	15,900	8.9%
	Lakeport Blvd	SR 175	13,100	14,000	6.9%
	SR 175	South	12,500	12,900	3.2%
SR 175	Hopland	SR 29	820	920	12.2%

Source: KdAnderson Transportation Engineer, May 2007.

HISTORIC GROWTH TRENDS

Data from the 1991 General Plan Update was compared with recent traffic counts to gain perspective on traffic conditions in Lakeport. This comparison is summarized in [Table 13](#) below. As shown, where comparable data is available, annualized growth rates have either been negative or not appreciably large.

Table 13
Historic Traffic Volume Growth Trends

Road	Location from	To	Daily Volume		
			April 1991	2003	January 2005
State Highway					
SR 29	Park Way	11 th Street	9,264	11,700	12,700
	11 th Street	Lakeport Blvd	9,068	14,000	14,600
	Lakeport Blvd	SR 175	10,965	12,600	13,100
	SR 175		9,066	12,000	12,500
SR 175	Hopland	SR 29	1,805	1,800	820
City Streets					
Hartley Street	Anastasia Drive	20 th Street			670
Lakeshore Blvd	Lange Street	Beach Lane			4,930
20 th Street	Will-O-View Circle				420
Hartley Street	19 th Street	17 th Street	2,286		2,020
16 th Street	Hartley Street	High Street			870
High Street	15 th Street	16 th Street	9,275		8,200
Mellor Drive	14 th Street	11 th Street			1,050
11 th Street	SR 29	Central Park Ave	11,000		11,020
11 th Street	Mellor Drive	Pool Street			11,030
11 th Street	Tunis Street	Brush Street	9,000		9,100
Forbes Street	8 th Street	9 th Street			3,840
Main Street	7 th Street	9 th Street	13,000		9,200
Sixth Street	Manzanita	Brush Street			510
Russell Street	Armstrong Street				850
Armstrong Street	Brush Street	High Street			770
Martin Street	Brush Street	High Street	3,479		2,740

Road	Location from	To	Daily Volume		
			April 1991	2003	January 2005
Bevins Street	Bevins Court	Martin Street	2,654		3,480
Bevins Street	Lakeport Blvd	Bevins Court			4,290
Lakeport Blvd	SR 29	Bevins Street	10,000		11,925
Parallel Drive		Lakeport Blvd			3,500
Lakeport Blvd.	Parallel Dr	SR 29			11,940
Parallel Drive	Lakeport Blvd				1,320
Main Street	Royale Ave	Kimberly Lane	9,500		9,900
Main Street	Lakeport Blvd	Martin Street			7,940

Note: A 10%-15% variation in traffic volume can be expected among various traffic counts are taken.
Source: KdAnderson Transportation Engineer, May 2007.

ROADWAY IMPROVEMENTS

Congestion on the City’s arterial and collector street systems, including the downtown area will become a problem. Actions are needed to improve existing traffic flow and mitigate the impacts of existing and future land development. Major improvements to the existing system are necessary, including road widening, additional crossings over/under the freeway, new roads, additional traffic controls, including signalization of intersections, and perhaps one-way couplet systems.

The policy section recommends that traffic engineering and planning evaluation of the one-way couplets be carried out prior to their inclusion into the City’s Capital Improvement Program. One-way couplets may have potentially adverse impacts on the character of the downtown area and adjacent residential neighborhoods, parking and safety.

Funds will not be available to build all the roadway improvements required to offset or significantly improve future traffic congestion in Lakeport and its Sphere of Influence. The roadway improvements listed in [Appendix B](#), however, represent the most important and cost effective improvements. These recommended improvements constitute the City’s Long Range Roadway Improvement Program. The locations of these improvements are located in [Figure 6](#).

The recommended roadway improvements listed below have a high, medium and low priority rating. The following criteria have been used to develop these priorities: Criteria 1: Projects that increase the north-south capacity of the roadway network; Criteria 2: Projects that increase east-west capacity of the roadway network; and Criteria 3: Improvements to the local street network to close gaps and improve the safety and efficiency of the roadway system. The priority ranking of recommended roadway improvements should be reviewed periodically in relation to available funding and the City’s changing needs.

Lakeport has several characteristics which increase the difficulty of improving the roadway system such as: hilly terrain; a relatively large amount of undeveloped land located within City limits; and many substandard roads. The policies contained below provide a systematic approach to improving the City’s roadway system. Additional capacity is needed to carry the increased amount of projected traffic. The recommended improvements to the roadway system are organized under policies and implementation programs for System-wide Improvements, Route Completion, and Road Maintenance and Improvement.

The local street system in Lakeport is incomplete and has many discontinuous, narrow, and unimproved streets. In many areas hilly topography has prevented the completion of the collector system, leaving gaps in the street system. Consequently, through traffic is forced to take local streets through residential neighborhoods and through the Main Street corridor.

Poorly designed and improperly maintained roads have been a continuing problem in Lakeport. Many roads were built before City standards and planning regulations existed. The improvement of the City's roads to meet current standards will increase the capacity and safety of the roadway system.

FUNDING

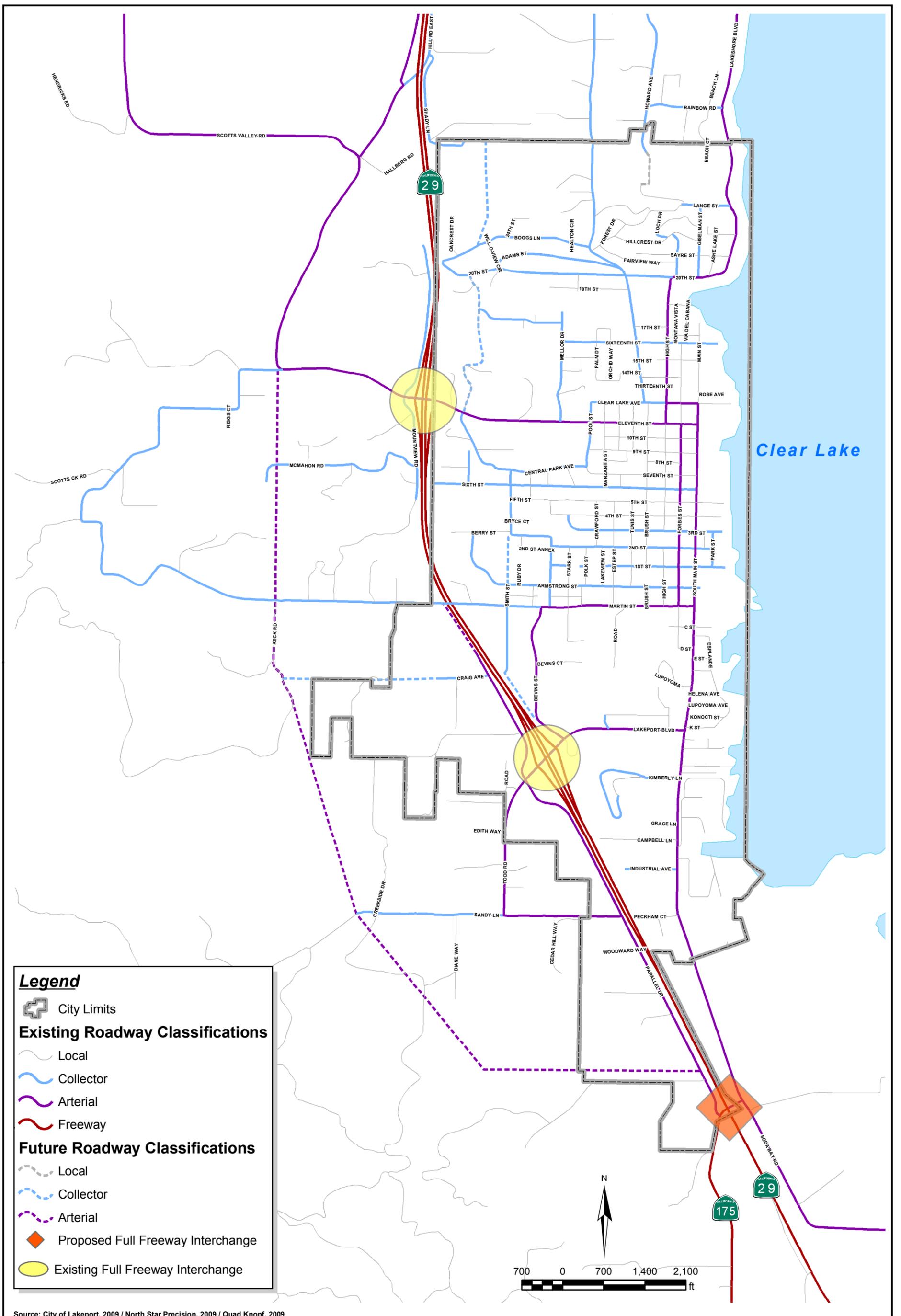
As the City continues to grow, there will be a need to identify increased revenue sources in order to maintain and improve the Lakeport street system. New development shall pay for its share of multi-modal transportation improvements required to accommodate the growth that it generates. Approval of new developments and/or financial contributions toward improvements required as the result of project approval. The transportation impacts of development occur throughout the region irrespective of jurisdictional boundaries. Development in the County near to the City will affect traffic near Lakeport, and similarly the growth of Lakeport will impact the County's roadway system. For this reason, it is necessary to establish a regional traffic mitigation fee program involving Lake County and the City.

BICYCLE TRANSPORTATION

The City has a fragmented bicycle circulation network which uses a variety of local streets. East-west routes through the City are limited. Few improvements have been made to the bikeways system in the past due to a lack of funds. The importance of a safe and comprehensive bikeways system is recognized and will be more fully incorporated into the City's transportation planning. Lakeport is a sufficiently small and compact community where it is still practical to use a bicycle for many trips. (Bikeways are also discussed in relation to paths and trails in the Conservation, Open Space and Parks Element.)

The California Street and Highways code has established three categories of bikeways based on needs and physical conditions of the right-of-way. The bikeway categories are as follows:

- Class 1 Bikeway-Bike Path-Bike Trail: these facilities are constructed on separate right-of-ways, are completely separated from the street traffic and have minimal crossflows of automobile traffic. The state standard for minimum paved width of a two-way bike path is eight feet.
- Class 2 Bikeway-Bike Lane: A restricted right-of-way for the exclusive use of bicycles with vehicle parking and crossflow by pedestrians and motorists permitted. Bike lanes are normally striped within paved areas of highways and are one-directional with a minimum standard width of five feet.



Legend

- City Limits
- Existing Roadway Classifications**
 - Local
 - Collector
 - Arterial
 - Freeway
- Future Roadway Classifications**
 - Local
 - Collector
 - Arterial
 - Proposed Full Freeway Interchange
 - Existing Full Freeway Interchange

Source: City of Lakeport, 2009 / North Star Precision, 2009 / Quad Knopf, 2009

-
- **Class 3 Bikeway-Bike Route:** A route for bicyclists designated by signs or other markings and shared with pedestrians and motorists. Bike routes are typically designated to provide linkages to the Bikeway system where Class 1 or 2 Bikeways cannot be provided.

The existing bikeways system in Lakeport provides a basis for expanding bicycle use for both work and recreation related trips. Increasing the number of Class 1 and 2 bikeways and providing additional bike storage facilities at public transit facilities, commercial/office developments and schools would significantly promote greater use of bicycles near the City. [Figure 7](#) indicates the existing and future bikeways in Lakeport.

FACILITIES FOR PEDESTRIANS

Many residential areas in the City are built without sidewalks. The construction of sidewalks would significantly increase pedestrian safety, particularly for children going to and from school. Funds to construct sidewalks in these areas are available from Improvement Districts where property owners agree to pay for sidewalk construction and from the City's General and Redevelopment Funds. Use of the City's General Fund to build sidewalks is unlikely, unless community-wide benefit can be demonstrated. It is recommended in the Policy section that the City carry out an inventory and map existing sidewalks in relation to schools, parks and major arterials to identify priority areas for sidewalk construction and inform the community of the financing options for such improvements.

The importance of improving facilities for pedestrians in Lakeport is acknowledged in various sections of this Plan. In some areas of the City, the lack of sidewalks represents a potential safety hazard and City policies now require that sidewalks be installed at the time of development. Providing additional pedestrian paths in the Downtown area is one of the key aspects of the Urban Design Standards. The Conservation, Open Space and Park Element identifies existing and proposed walking trails throughout the community.

Generally, sidewalks should be installed along both sides of all downtown streets, arterials, collectors and on all streets leading to public transit facilities and to schools. In low density residential areas, sidewalks on only one side of the street may be appropriate, depending on the street configuration, topography and location of the development.

In older areas already developed without sidewalks, and in low density residential areas which typically have a swale adjacent to the road instead of a sidewalk, curb and gutter, it may be preferable to build an asphalt pathway to separate pedestrians from vehicular traffic.

Adequate lighting is essential for safety for all pedestrian facilities. Much street lighting is vehicular rather than pedestrian-oriented. Pedestrian-oriented lighting is typically located lower to the ground and is more closely spaced than vehicular-oriented lighting.

PUBLIC TRANSIT

The Lakeport area is served by Lake Transit. Fixed route service links the City with Ukiah via SR 29, SR 20, and US 101 (Route &), as well as with Northshore and Southshore communities (Route 1 and Route 4) from the 3rd Street/Main Street transit hub. A door to door dial-a-ride service is also available.

Public transit is financed through a portion of the State sales tax which is reserved for that specific use. The local transportation planning agency, Lake County/City Area Planning Council (APC), is responsible for administering the funds in Lake County. Requests for new service, service changes, and service reductions are considered by the APC.

TRAFFIC SAFETY

As vehicular traffic increases and roadways and intersections become more heavily used, the potential for conflict increases. The demand for safer intersections and roadways and the necessity for appropriate measures to improve traffic operation will increase with growth. The emphasis of the policies below is to improve traffic safety below by identifying and removing roadway hazards.

AIR TRANSPORTATION

Lampson Field is located in the County outside of Lakeport's Sphere of Influence. It provides the principal air transportation facility in western Lake County. Although there are no scheduled commercial flights into Lampson Field, it has a significant volume of private aircraft operations and provides an air taxi service. The County's Master Plan for Lampson Field Airport describes the expected growth in airport operations and related development to the year 2010. The City is represented on the Airport Land Use Commission (ALUC) and is working to mitigate impact on Lakeport of the proposed Lampson Field Airport expansion. In addition, sea planes regularly land on Clear Lake near the city boundaries. Additional policies and programs relating to Lampson Field Airport are contained in the Safety Element.

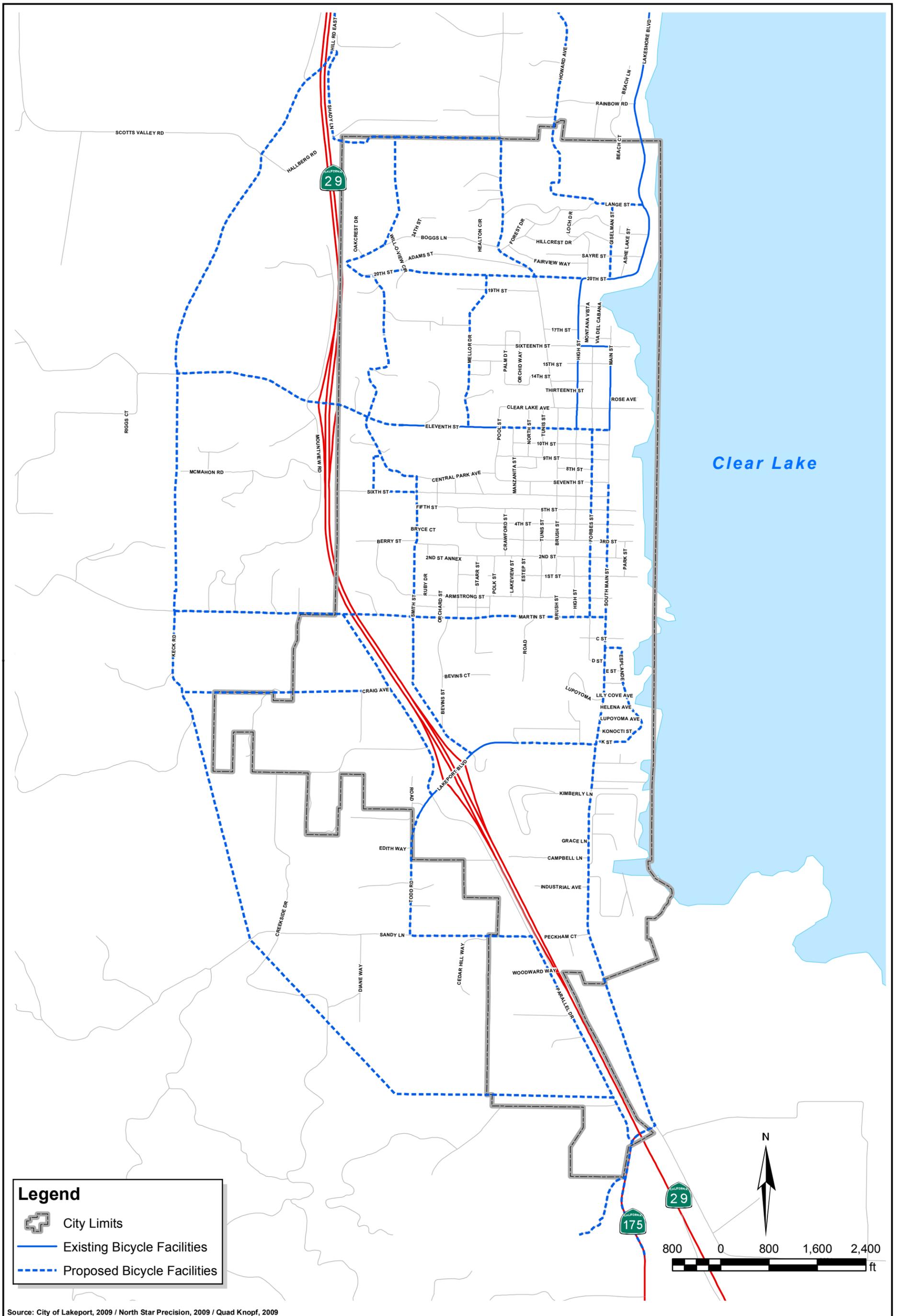
POLICES & PROGRAMS

Roadway System

Policy T 1.1: Roadway Improvements. Implement Lakeport's Five Year Roadway Capital Improvement Program.

Policy T 2.1: Signalization. Intersections should be considered for traffic signals when an analysis of traffic levels and safety factors establish a clear need for such an improvement.

Policy T 3.1: Couplet Systems. Evaluate the effectiveness, cost and impacts on urban design and community identity of the one-way couplet systems listed in Appendix B prior to implementation.



Program T 3.1-a: Carry out a thorough evaluation of the effectiveness of the one-way couplet systems listed in Appendix B that takes into consideration: their effectiveness; cost; and impacts on safety, parking, community identity, existing residential neighborhoods and on the downtown area. Ensure that Lakeport residents and business people are fully informed about the couplet evaluation study and have every opportunity to participate in its review through community workshops and public hearings.

Responsibility: Community Development and Public Works Departments

Policy T 4.1: Traffic Mitigation for New Development. Require new development to provide off-site improvements that adequately mitigate traffic problems they generate.

Policy T 5.1: Disruption of Street Improvements. Strive to make improvements to the street network in a manner that minimizes disruption to adjacent residential neighborhoods.

Program T 5.1-a: Establish, in cooperation with Caltrans and the County, mitigation measures to reduce the impact of adjacent neighborhoods for both the construction phase as well as for permanent improvements to State Routes 29 and 175 and other roadway improvements.

Responsibility: Community Development and Public Works Departments.

Program T 5.1-b: Require developers to provide setbacks, landscaping or other appropriate measures through the plan program to protect adjacent land uses from traffic impacts such as noise, air quality, and headlight glare. Develop plan lines for street improvements and keep these on file at the Public Works Department.

Responsibility: Community Development and Public Works Departments.

Policy T 6.1: Roadway Design Standards. Establish specific roadway design standards for the construction and improvement of highway arterials, collectors and local streets. The design standards shall accommodate the needs of all users including bicyclists, pedestrians, transit riders and motorists in accordance with the Complete Streets Act of 2008.

Program T 6.1-a: Revise the Zoning and Subdivision Ordinances to carry out Policy T 6.1.

Responsibility: Community Development and Public Works Departments.

Policy T 7.1: Interjurisdictional Cooperation. Cooperate with other jurisdictions to develop and implement regional solutions to traffic problems and request that the County enter into a management agreement.

Program T 7.1-a: Continue to participate in the County Area Planning Council.

Responsibility: City Council, Community Development and Public Works Departments.

Program T 7.1-b: Support efforts to obtain funding from Caltrans for improvements to the State Routes 29 and 175.

Responsibility: Community Development Department

Program T 7.1-c: Continue coordination with the Lake County 'Area Plans' to improve transportation for Lakeport.

Responsibility: Community Development and Public Works Departments

Policy T 8.1: Downtown Traffic Plan. Develop a traffic plan for the Central Business District as defined in the Community Design Element.

Program T 8.1-a: Prepare and adopt a traffic plan for the Central Business District.

Responsibility: Community Development and Public Works Departments and the Lakeport Redevelopment Agency

Policy T 9.1: Level of Service. Level of Service (LOS) shall be considered in the Environmental Review process. Level of Service, however, shall not be used as the sole quantitative performance criteria to limit development, or as a prerequisite for approving development.

Policy T 10.1: Access to Arterial or Collector Streets. Ensure that new developments which generate high traffic volumes, such as high density residential uses and commercial uses, have direct access to arterial and/or collector streets.

Policy T 11.1: Reduction of Through Traffic on Local Streets. Divert through traffic from using local streets in residential areas to arterials and collectors wherever possible.

Program T 11.1-a: Include the Roadway Classification system (Table 2-1) in the revised Zoning Ordinance.

Responsibility: Community Development Department

Program T 11.1-b: Adopt and enforce a truck route plan for Lakeport that limits truck routes to arterial and collector streets.

Responsibility: Community Development, Public Works and the Police Department

Program T 11.1-c: Consider the following traffic calming measures, as appropriate, to reduce through-traffic from using the City's local streets in residential areas:

- a) utilize one-way street systems;
- b) require narrowed and landscaped entrances to residential areas experiencing heavy through traffic as appropriate;
- c) complete the collector and arterial street system;
- d) restrict turning movements into residential areas;
- e) reduce road widths
- f) develop traffic roundabouts

Responsibility: Community Development and Public Works Departments

Policy T 12.1: Improved Traffic Movement. Facilitate free flow of vehicular traffic on arterials and collectors.

Program T 12.1-a: Restrict private access, driveways, parking lot entrances, and other curb cuts on arterial and collector roads. Adopt a standard for defining the location and proximity of curb cuts on arterials and collectors in the Zoning Ordinance.

Responsibility: Community Development and Public Works Departments

Program T 12.1-b: Revise the Zoning Ordinance to prevent new single family homes or garages fronting on arterial roads wherever possible.

Responsibility: Community Development Department

Program T 12.1-c: Discourage strip commercial uses except where they are specifically designed to reduce traffic impacts and substantial evidence is provided that significant traffic impacts will be mitigated.

Responsibility: Community Development Department

Program T 12.1-d: Revise the Zoning Ordinance to establish thresholds and guidelines for the implementation of traffic impact studies and to require traffic studies for all high traffic generating uses.

Responsibility: Community Development and Public Works Departments

Program T 12.1-e: Provide upgraded traffic control and information devices to improve circulation in areas with gaps in the roadway system.

Responsibility: Community Development and Public Works Departments

Policy T 13.1: Extension of Arterial and Collector Streets. Require the continuation of collector streets into adjacent properties, wherever possible in new developments, including the dedication of land for right of way and alignments as established by the Figure 6, to eliminate gaps in the roadway system and to facilitate traffic movement.

Policy T 14.1: Street Maintenance. Maintain an appropriate level of roadway maintenance within the City to reduce deterioration of the roadway system commensurate with available funding.

Program T 14.1-a: Prepare an annual report on roadway maintenance needs for City Council consideration and adopt and implement an annual road maintenance program.

Responsibility: Public Works Department

Program T 14.1-b: Consider weight limits for the City street system.

Responsibility: Public Works Department

Program T 14.1-c: Continue to implement a pavement management system.

Responsibility: Public Works Department

Program T 14.1-d: Develop maintenance standards for each roadway classification.

Responsibility: Public Works Department

Program T 14.1-e: Continue to coordinate long-term planning with utility companies prior to overlays.

Responsibility: Public Works Department

Policy T 15.1: Private Roads in the Sphere of Influence. Work with the County to ensure that private roads are permitted only for low density housing developments.

Program T 15.1-a: Request review of all development proposals within the Sphere of Influence from the County. Prepare written comments for County in a timely manner and negotiate an urban management agreement and common street standard.

Responsibility: Community Development Department

Policy T 16.1: Private Roads Within City. Adopt standards for private roads within the City.

Policy T 17.1: Acceptance of Roads into City Street System. Roads shall conform to the City of Lakeport standards for width, grade, structural section, etc., as contained in the Municipal Code.

Program T 17.1-a: Require that all roads and streets be constructed to City standards prior to dedication and acceptance by the City.

Responsibility: Community Development and Public Works Departments

Policy T 18.1: Traffic Mitigation Fees. Require new developments to pay for their fair share of planned roadway improvements.

Program T 18.1-a: Consider adopting and implementing a City-Wide Traffic Mitigation Fee (TMF) Program for all areas within the City based on trip generation for new development or significant enlargement of existing uses, including residential uses. (The City-Wide Traffic Mitigation Program should be coordinated with a regional TMF Program established between the City and Lake County).

Responsibility: Community Development and Public Works Departments

Program T 18.1-b: Work with Lake County and consider establishing a regional Traffic Mitigation Fee Program to jointly collect and allocate funds to improve transportation facilities.

Responsibility: Community Development and Public Works Departments

Program T 18.1-c: Review and revise as needed the Traffic Mitigation Fee Schedule every two years.

Responsibility: Community Development and Public Works Departments

Program T 18.1-d: Report on the status and use of the Traffic Mitigation Fee Fund annually with the review of the Capital Improvement Program.

Responsibility: Community Development and Public Works Departments

Program T 18.1-e: Use the City Traffic Mitigation Fee Program to carry out projects as soon as sufficient funds are received.

Responsibility: Community Development and Public Works Departments

Policy T 19.1: Funding for Street System Improvement. Utilize, as appropriate, the following funds for improvements to the City’s street system: Measure I sales tax revenue; Redevelopment funds; bonds; improvement or assessment districts; and street light districts.

Policy T 20.1: Capital Improvement Program. Adopt a Capital Improvement Program identifying required improvements to Lakeport’s transportation system.

Program T 20.1-a: The Planning Commission and the City Council shall review annually the CIP.

Responsibility: Community Development and Public Works Departments

Bicycle Transportation

Policy T 21.1: Improve the Bikeways System. Create and maintain a safe, convenient and effective bikeway system.

Program T 21.1-a: Implement the bikeway route system as shown on Figure 7.

Responsibility: Community Development and Public Works Departments

Program T 21.1-b: Actively pursue grant funding to assist in the construction of additional bikeways.

Responsibility: Community Development and Public Works Departments

Program T 21.1-c: Amend the Zoning Ordinance to require such bicycle related amenities as bike rack/storage facilities for commercial/office, industrial and high density residential developments as well as for park facilities.

Responsibility: Community Development Department

Program T 21.1-d: Publish and periodically update a map which identifies bikeways in the City and the Sphere of Influence.

Responsibility: Community Development Department

Program T 21.1-e: Construct bikeways according to the standards established by Caltran’s Planning and Design Criteria for Bikeways.

Responsibility: Community Development and Public Works Departments

Program T 21.1-f: Incorporate Class 2 bikeways into new arterial and collector streets wherever feasible.

Responsibility: Community Development and Public Works Departments

Program T 21.1-g: Continually maintain bikeways within the City, including patching and sweeping in order to remove debris. Implement a program for inspecting road cuts by contractors and utility companies to assure compliance with City standards and reduce hazards.

Responsibility: Community Development and Public Works Departments

Policy T 22.1: Dedication of Right-of-Way. Require the dedication of land for the development of bicycle facilities in all new major land developments or for proposed developments located in an area designated as part of the Bikeways Plan as show in Figure 7.

Policy T 23.1: Update Bikeways Plan. Update the Bikeways Plan within five years of adoption of the Transportation Element consistent with the Regional Bikeway Plan developed by the Lake County/City Area Planning Council.

Policy T 24.1: Coordinate Bikeways Plan. Coordinate with Lake County the development of additional bikeways with the trails system indicated in the Conservation, Open Space and Parks Element, the Lakefront Master Plan, and the requirements of the Transportation Element.

Pedestrian Facilities

Policy T 25.1: Improve Pedestrian Facilities. Create and maintain a safe and convenient pedestrian system.

Program T 25.1-a: Establish and enforce standards for sidewalks, curb and gutter and pedestrian pathways in the Municipal Code for all new developments. Curbs may be mountable or vertical.

Responsibility: Community Development and Public Works Departments

Program T 25.1-b: Permit, where appropriate, asphalt pedestrian pathways in low density single family residential areas in lieu of curb, gutter and sidewalk configurations taking into account community sentiment, frontage improvements on adjacent streets, potential for nearby additional infill development., soils conditions, and other relevant factors. Revise the Zoning and Subdivision Ordinances accordingly.

Responsibility: Community Development and Public Works Departments

Policy T 26.1: Sidewalks in New Street Improvements. Include sidewalks or pedestrian paths in all new street improvements.

Program T 26.1-a: Adopt standards for pedestrian facilities such as sidewalks, pedestrian paths, curbs, gutters, handicapped ramps in the revised Zoning and Subdivision Ordinances.

Responsibility: Community Development and Public Works Departments

Policy T 27.1: Pedestrian Facilities as Traffic Mitigation. Consider pedestrian facilities such as sidewalks and pedestrian paths as an essential traffic mitigation for new developments.

Policy T 28.1: Redevelopment Funds. TDA and CDBG Funds for Pedestrian Facilities: Utilize development tax-increment financing, TDA and Community Development Block Grant (CDBG) funds for pedestrian facilities, as appropriate.

Policy T 29.1: Handicapped Accessibility. Improve accessibility for the handicapped.

Program T 29.1-a: Continue to review all projects for handicapped access and require the installation of curb cuts, ramps and other improvements facilitating handicapped access in conformance with Title 24 of the California Administrative Code. Upgrade existing facilities as required by Title 24.

Responsibility: Community Development and Public Works Departments.

Policy T 30.1: Street Lighting. Consider street light installation, designed for pedestrian rather than vehicular lighting requirements in areas, where moderate to heavy pedestrian traffic is expected and to improve safety.

Program T 30.1-a: Establish lighting standards and specifications for pedestrian paths and sidewalks in the Zoning Ordinance.

Responsibility: Community Development and Public Works Departments

Policy T 31.1: Dedication of Land for Pedestrian Facilities. Require dedication of land for pedestrian facilities in compliance with policies contained in the Conservation, Open Space and Parks Element.

Policy T 32.1: Improvement Districts. Consider the formation of Improvement Districts in order to fund pedestrian facility improvements in developed areas of the city.

Policy T 33.1: Additional Sidewalks in Existing Residential Areas. The City shall endeavor to use all feasible and available means to construct sidewalks in priority areas.

Program T 33.1-a: Inventory and map the sidewalks in the City in relation to parks, schools and other pedestrian-intensive routes. Develop a priority for the construction of additional sidewalks. Integrate the sidewalk priority into the City’s Five Year Capital Improvement Program (CIP).

Responsibility: Community Development and Public Works Departments.

Program T 33.1-b: Inform the community, and specifically property owners in areas designated high priority for sidewalk construction, through the newspapers, direct mail and other means, of the costs, benefits and procedures for establishing an Improvement District for sidewalk construction.

Responsibility: Community Development and Public Works Departments.

Program T 33.1-c: Provide assistance for the establishment of Improvement Districts for residents of built-out areas who wish to install sidewalks or pedestrian pathways.

Responsibility: Community Development and Public Works Departments.

Public Transit

Policy T 34.1: Design Guidelines for Public Transit. The City will coordinate with Lake Transit Authority and establish design guidelines for residential and commercial development to facilitate future public transit service.

Program T 34.1-a: The City will coordinate with Lake Transit Authority and establish design guidelines in the Zoning Ordinance to facilitate the future public transit service. Consider identifying areas for the location of future bus stops, right-of-ways for bus turnouts, and facilities in high density residential developments to facilitate future use of public transit.

Responsibility: Community Development and Public Works Departments

Policy T 35.1: Dial-A-Ride and Senior Transit Services. Continue to encourage the Dial-A-Ride, Senior Transit and other transit services for persons with special transit needs.

Program T 35.1-a: Continue to monitor the operation of the Dial-A-Ride and Senior Transit services to identify problems and needs. Work with these transit service providers to provide assistance in planning routes and obtaining additional funding.

Responsibility: Community Development and Public Works Departments

Policy T 36.1: Public Transit. Continue operation of public transit and cooperate with the Area Planning Council and Lake Transit Authority to continue to implement a regional public transit system.

Responsibility: Community Development and Public Works Departments

Traffic Safety

Policy T 37.1: Speed Zones. Periodically review and adjust speed zones in accordance with the requirements of the California Vehicle Code.

Responsibility: Community Development and Public Works Departments

Policy T 38.1: Traffic Control Devices. Traffic control devices shall conform to the Manual on Uniform Control Devices or Caltrans' Traffic Manual warrants for installation, maintenance, and operation.

Program T 38.1-a: Develop and maintain traffic control device inventory and deficiency lists.

Responsibility: Public Works Department

Policy T 39.1: Roadway Safety. Increase the safety of the roadway system by removing hazards.

Program T 39.1-a: Review traffic accident records annually to determine where additional street lighting or modifications to the existing street lighting may be required.

Responsibility: Police and Public Works Departments

Program T 39.1-b: Review high accident areas annually and make recommendation for improvements to the street system. Ensure adequate enforcement of existing speed zones.

Responsibility: Police and Public Works Departments.

Program T 39.1-c: Develop safe route to school plans in cooperation with the school district and the Area Planning Council.

Responsibility: Police and Public Works Departments, the Lakeport Unified School District, and the Area Planning Council.

Policy T 40.1: Increased Safety and Accessibility. Provide roadway improvements to increase safety and accessibility for both motorists and pedestrians and to reduce congestion on existing streets.

Program T 40.1-a: Require public street right-of-way dedications as development occurs.

Responsibility: Public Works Department

Program T 40.1-b: Evaluate the feasibility of installing additional pedestrian crossings wherever necessary.

Responsibility: Community Development and Public Works Departments

Program T 40.1-c: Develop and promote a school safety and education program in collaboration with the Lakeport Unified School District.

Responsibility: Police Department

Policy T 41.1: Traffic Separation. Separate vehicular, bicycle and pedestrian traffic wherever possible.

Program T 41.1-a: Monitor and record accidents on City's streets and recommend safety-related improvements with the annual review of the City's Capital Improvement Program.

Responsibility: Police and Public Works Departments

Air Transportation

Policy T 42.1: Regional Airport Development. Consider the development of a regional airport with scheduled commercial or commuter service. Study the impact of expanding Lampson Field into a regional airport.

Program T 42.1-a: Consider such methods as participation in an airport district, joint management of the facility, or City acquisition of the airport to develop Lampson Field into regional airport.

Responsibility: City Council

Program T 42.1-b: Cooperate and work with the County to develop an Airport Master Plan and expand Lampson Field

Responsibility: City Council.

Additional policies and programs related to aircraft noise are contained in the Noise section of the Safety Element.

Policy T 43.1: Public Participation. Seek public participation in the preparation and implementation of regional and local transportation plans

Policy T 44.1: Environmental Quality. Ensure that transportation facilities do not adversely impact irreplaceable resources, such as the lakefront, riparian corridors, open space, and park facilities. Minimize the air, noise, and water pollution due to transportation facilities.

Responsibility: Community Development and Public Works Departments

Policy T 45.1: Community Character. Ensure that transportation facilities and improvements will not adversely impact or reduce the character of the community and the Central Business District.

Responsibility: Community Development and Public Works Departments

Policy T 46.1: Interagency Coordination. Continue to coordinate with Lake County and Caltrans to insure development that is occurring in the County is consistent with the City's long-term transportation policies.

Responsibility: Community Development and Public Works Departments

Policy T 47.1: County Road System. Continue coordination with the County of Lake for the provision of improvements to the County road system. Utilize the Road Network Needs Study as a basis for determining required improvements.

Responsibility: Community Development and Public Works Departments

V. COMMUNITY DESIGN ELEMENT

V. COMMUNITY DESIGN ELEMENT

Purpose

This Community Design Element is intended to address the built and natural environment. This includes the image and character of Lakeport's neighborhoods; the quality of buildings, streets, and public spaces; the community's historical attributes; and the importance Clear Lake has in defining the character of the City.

Community design is about community building. It is broader in scope than the mere appearance of a building; it concerns the built character, order, and sense of place of the area. It is the interrelationship between various components (buildings, transportation systems, open space, vistas, interaction of humans between each other and the natural environment, heritage, and economics) that, when put together, make up a total community. Good community design is building communities that are safe for children to walk to school and for the elderly to cross the street. It is how to maintain the downtown as a place where local residents, as well as visitors want to go to shop, dine, and interact with each other. It balances the often conflicting goals of respect for the environment with economic gain. It creates places for people to feel comfortable with each other and with the built environment.

Aspects of Community Design in the Built Environment

RESIDENTIAL DEVELOPMENT

Residential districts in Lakeport provide residents with a wide array of lifestyles and home choices. Over 18 percent of the housing units in Lakeport are mobile homes, most located within mobile home parks. Residential areas in the northwest portion of the City and within the Sphere of Influence are predominately large-lot rural residential neighborhoods. Residential areas near the city-center follow a more traditional small lot residential development pattern with grid streets, minimal building setbacks, and residential densities in excess of 7 units per acre.

As the residential population of Lakeport continues to grow, additional housing units and residential neighborhoods will be developed both as infill, and as new construction around the periphery of the existing developed areas of Lakeport. Future patterns of growth will have a significant impact on the character and sense of place of the City.

Safe, comfortable housing is, of course, a key element of a livable community. New development must respect the scale and intensity of adjacent older neighborhoods. New development should provide physical connections through streets, lanes and/or trails wherever possible so that pedestrians, bicycles, automobiles, and other forms of transit can move safely and easily between local destinations, and between home and work.

RURAL RESIDENTIAL DEVELOPMENT

Much of the existing residential development within the Lakeport Sphere of Influence and around the periphery of the City limits is rural in nature, with homes located on relatively large lots (1 acre and larger). These areas, commonly referred to as “Conventional Subdivisions” include residential developments where all the land is divided into houselots and streets, with the only open space typically being undevelopable wetlands, steep slopes, floodplains, and stormwater management areas.

Figure 8a, Conventional Subdivision Layout

These two figures represent land use patterns in a typical conventional subdivision. Most of the land on the project site is parceled into private lots, which leaves very little land left over for habitat preservation and open space.

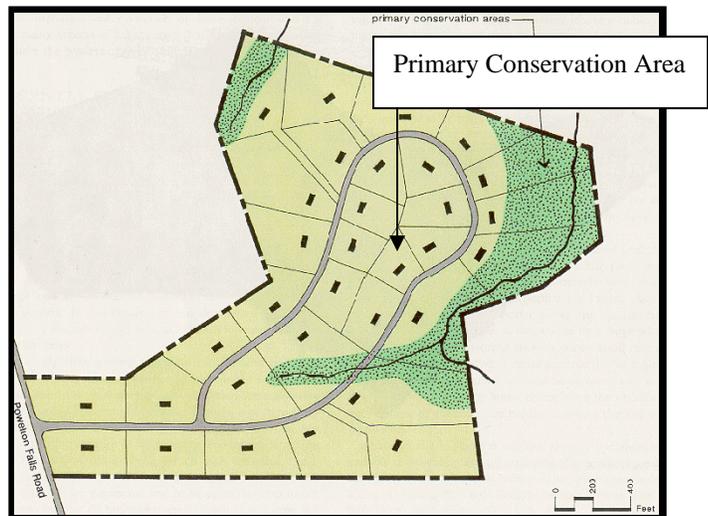
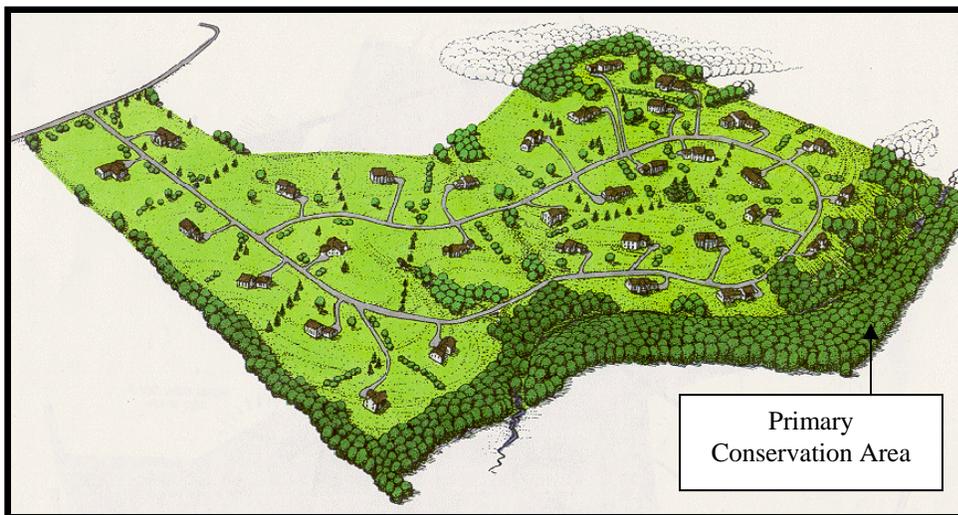


Figure 8b, Conventional Subdivision Layout



Images from Rural by Design, Randall Arendt, et al.

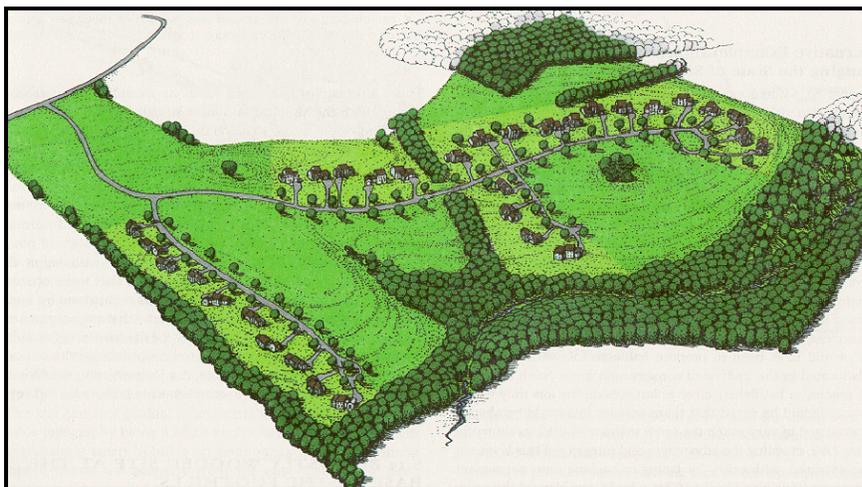
As future development takes place around the periphery of Lakeport, and within the Sphere of Influence, every attempt should be made to cluster residential lots where feasible. Future subdivision of large parcels or tracts of land for residential development should attempt to protect and enhance the natural environment. Primary sensitive conservation areas such as bodies of water, easements, floodplains, steep slopes, wetlands, and wooded areas should be preserved and protected from encroaching residential development. Site designs, lot layouts, and the positioning of roads and infrastructure should also respect natural buffers, historical components, landmarks, prime views, land contours and public vistas. Properly designed clustered residential development should allow every lot to front publicly owned and preserved open space.

Figure 9a, Clustered Residential Subdivision

These two figures represent clustered residential development patterns. By placing smaller lots relatively close together, large amounts of contiguous open space are preserved, which allows for improved habitat conservation, greater public access, and a network of trails which would not be possible in a conventional subdivision.



Figure 9b, Clustered Subdivision Layout



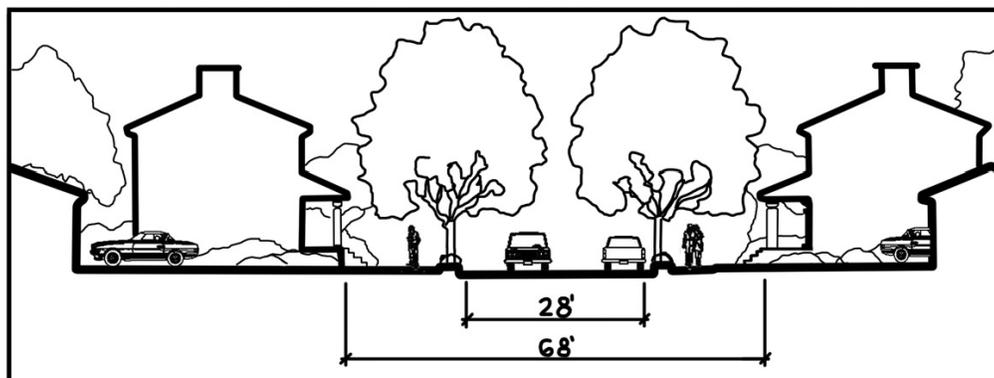
Images from Rural by Design, Randall Arendt, et al.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT

Wherever practical, new residential neighborhoods and new residential developments in and around Lakeport should follow traditional neighborhood design guidelines. Traditional neighborhoods are characterized by the following traits:

- Streets are arranged on the grid system, rather than curvilinear streets with cul-de-sacs or flag lots.
- Roads are generally narrower than conventional subdivisions, and have curbs, bike lanes, and a planting strip between the road and the sidewalk.
- Development standards are flexible to allow for a variety of lots sizes, minimal setbacks, and zero lot lines.
- Where practical, garages should be placed to the rear of the parcel, accessible through an alleyway.
- Homes should be oriented towards the streets and common areas and have front porches and verandas.
- Generous planting of street trees.
- Parks and schools should be established within or near these types of residential neighborhoods.

Figure 10, Traditional Neighborhood Design Street Section



Street design can have a tremendous impact on the character and pedestrian friendliness of a neighborhood. Street trees provide shade, enhance the walking experience, and provide a safety buffer between vehicles and pedestrians. Narrow street widths act as a traffic calming measure, additionally enhancing the walkability of neighborhoods.

Traditional residential neighborhoods are particularly appropriate near or adjacent to mixed-use developments, civic facilities, schools, and parks.

INFILL, REDEVELOPMENT, AND OLDER AREA REVITALIZATION

Infill and reuse opportunities will become increasingly important as compact development within the existing urban area continues. Compact development maximizes the efficient use of land and infrastructure and avoids the intrusion of urban uses on the natural landscape. Infill and reuse strategies must also be major components of economic development and redevelopment planning. Infill uses, by definition, are additions to the existing community and must respect the pre-existing uses, patterns, and community aesthetics. Wherever possible, infill strategies should create areas which contain mixtures of complementary uses that are within safe, easy and convenient walking distance of each other.

COMMERCIAL DEVELOPMENT

Over the next 20 years Lakeport will continue to grow and expand its economic base and commercial land uses. Much like residential neighborhoods, commercial areas must serve unique purposes and adapt to suit the existing conditions and future needs of the community and the neighborhood in which they are located. The placement, design, density, and orientation of new commercial development within Lakeport will have an impact on the future character of the City.

There are a variety of forms that commercial development can take, and each has corresponding effects on other types of land uses, traffic, air quality, pedestrian accessibility, and aesthetic quality.

LINEAR DEVELOPMENT

Linear commercial development, or strip development, typically focuses on lining new offices and businesses along a single major roadway. This type of growth creates a “strip” of commercial uses, typically encompassing both sides of a roadway. Characteristics of linear development include the following:

- Parking is situated in the front of the building, with lots generally running the length of the building
- Buildings are set back relatively far back from the roadway to allow for larger parking areas in front of the development.
- Parking lots are provided for individual buildings, increasing the total amount of land needed for new developments.
- Landscaping improvements must cover a large linear area around the front and sides of lots, increasing the amount of landscaping needed to effectively screen and shield buildings.

Figure 11
Linear Commercial Development



NODAL DEVELOPMENT

Nodal, or clustered, commercial development groups offices and businesses around major intersections, allowing for a more concentrated pattern of growth. By clustering similar or complimentary land uses, nodal development allows for such conveniences as shared parking and access, pedestrian friendly site design, common public open spaces, and reduced overall land consumption. Characteristics of nodal development include the following:

- Parking is set to the rear of buildings to reduce impacts on the streetscape and improve the visual aesthetic quality of the development.
- Building setbacks are reduced, allowing for businesses to locate closer to the street. This allows for greater building visibility and more convenient pedestrian access.
- Shared parking facilities result in a lower overall land consumption than what is normally found with traditional linear commercial development.
- Landscape improvements typically consume less space.
- Businesses and offices which compatible or complimentary uses located within the same development improve the consumer draw to that location and have positive economic ripple effects.

Figure 12, Nodal Commercial Development





In 1985, California joined a growing national movement to improve the quality of life in America's towns, cities and neighborhoods by restoring the economic health of Main Streets historic, traditionally designed central business districts. Developed by the National Trust for Historic Preservation's National Main Street Center, the Main Street Approach organizes a district's comprehensive revitalization efforts into a four-point framework: organization, promotion, design, and economic restructuring. This framework ensures the district's place as the heart of a community.

A certified local Main Street program must meet stringent criteria set forth by California Main Street as well as complete an application and pass an on-site assessment conducted by the state program. California Main Street does not provide funding; the program provides training; information, research, and referral services, and technical assistance.

The program is focused on enhancing the economic, social, cultural, and environmental well-being of historic and traditional commercial districts located in California's diverse cities, towns, and neighborhoods, California Main Street has helped communities build strong broad-based organizations to implement and manage the revitalization process.

DOWNTOWN COMMERCIAL DEVELOPMENT

Lakeport has been able to maintain its small town charm and attraction to visitors in part by maintaining the vitality of its downtown. The downtown commercial area's landscaping, history, retail opportunities, pedestrian accessibility, and proximity to Clear Lake are all positive attributes that create the cultural and economic core of the City for both residents and visitors.

The Downtown Master Plan, adopted in 1989, established urban design guidelines specifically for downtown Lakeport; the area defined by Martin St. to the south, Seventh St. to the north, Forbes St. to the west, and Clear Lake to the east. The purpose of the Plan is to revitalize the downtown and strengthen its role within the community. Key goals of the Downtown Master Plan include:

- To increase property values through construction of new commercial and multifamily residential development and renovation of existing structures.
- To provide facilities and amenities for the downtown which encourage pedestrian movement and special events.
- To preserve and enhance historic buildings and sites.

- To retain Lakeport’s small town character while accommodating growth and economic development.
- To improve retail sales volumes of downtown businesses.

MIXED-USE DEVELOPMENT

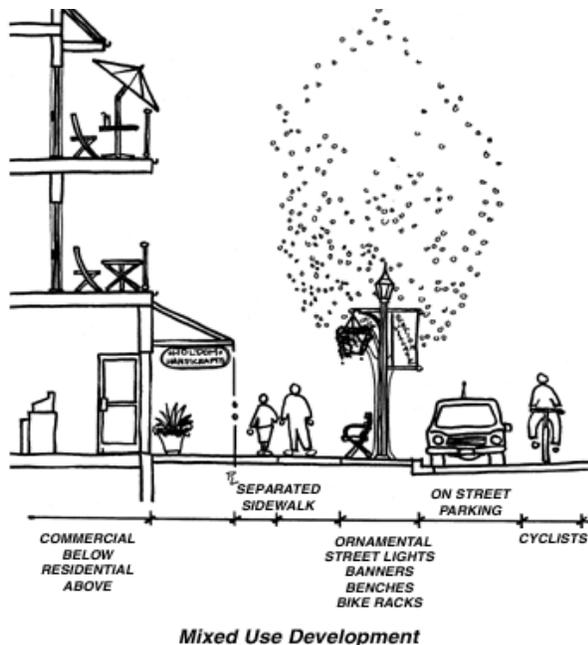
In addition to downtown and pure commercial developments, the City may seek to include mixed-use developments in some areas. Mixed-use areas will include those developments consisting of more than one type of land use. Typical types include combinations of multi-family residential and office, multi-family residential and commercial retail, or commercial institutional.

Mixing land uses (commercial, residential, recreational, educational, and others) in neighborhoods or places that are accessible by bike and foot can create vibrant and diverse communities. Mixed land uses are critical to achieving great places to live, work, play, shop, and meet friends. Mixed land uses also convey substantial fiscal and economic benefits. Commercial uses in close proximity to residential areas often have higher property values and therefore help increase local tax revenues. Mixed-use developments also reduce the amount of land consumed through shared parking arrangements, and vertical rather than horizontal building expansion.

Figure 13, Mixed Use Development



Figure 14, Mixed Use Street Section



Mixed-use development combines ground-floor retail with upper-story offices or residential. Buildings have varied, interesting facades with frequent doors, windows, and architectural styles appropriate to the regional character. Buildings are set at the street, with on-street parking, or close to the street (as shown in Figure 14), with a modest amount of diagonal parking in front. This maintains a close relationship between the street, sidewalk, and buildings, and keeps the street and sidewalk as a pedestrian-friendly realm. In contrast, modern, suburban-style retail development surrounds low, monotonous buildings with large parking lots, discouraging walking.

Lighting

Exterior lighting for pedestrian areas, building facades, and landscape design features should be complementary in style, color, and lamping with public street and pedestrian lighting. It is not necessary to duplicate light fixtures used on city streets but fixtures proposed for building exteriors should work effectively with street lighting. The following policies for architectural lighting are intended to improve the lighting of public and private development throughout the city.

Lighting should serve functional, safety, and aesthetic purposes. Light can be used to identify important civic buildings, thus giving cohesion to the physical structure of the community; to convey a private image for commercial or residential development; and to increase the use of public places at night. The objectives of a lighting program for Lakeport are:

- Encourage an abundance of high-quality outdoor lighting to give important areas of the city vitality and sparkle at night.
- Have on-site lighting contribute to site security.
- Have on-site lighting complement and reinforce the architecture.
- Have on-site parking area lighting fixtures and illumination levels be consistent throughout the city.
- Prevent on-site lighting from casting glare onto adjacent parcels and streets.
- Encourage lighting design that is in conformance with energy saving guidelines.

OBJECTIVES, POLICIES, & PROGRAMS

OBJECTIVE CD 1: TO PRESERVE AND ENHANCE THE QUALITY AND CHARACTER OF EXISTING AND FUTURE RESIDENTIAL NEIGHBORHOODS IN LAKEPORT.

Policy CD 1.1: Higher Densities. New residential development should be built at higher densities in clustered development patterns that minimize infrastructure requirements and maximize open space.

Program CD 1.1-a: Integrate development into natural areas by clustering development and/or adjusting site plans to preserve wetlands, steep slopes, and notable stands of trees or other vegetation. Natural features should function as site amenities. Use incentives such as flexible lot size and configuration to encourage preservation and add amenity value.

Program CD 1.1-b: Through implementation of the City's Subdivision Ordinance, Zoning Ordinance, and design review process; encourage new residential developments to use Traditional Neighborhood Design.

Program CD 1.1-c: Encourage the use of the PD Combining District in the City's Zoning Ordinance.

Policy CD 1.2: Public Access. Site design should maximize public access to and create opportunities for use of shoreline areas in locations contiguous to the lake, stream, or wetland where such access would not jeopardize habitats and other environmental attributes of the water body.

Program CD 1.2-a: Development review of proposed projects shall identify opportunities for increasing public access to Clear Lake, wetlands, streams, and creeks in the Planning Area.

Program CD 1.2-b: Public access easements to Clear Lake, streams and wetlands (where appropriate) between properties, shall be required at ½ mile intervals where feasible.

Policy CD 1.3: Redevelopment. Promote re-investment in and upgrade of existing neighborhoods through redevelopment of small, underutilized parcels, modification and alteration of older housing stock, and improvements to streets and sidewalks to increase property values.

Program CD 1.3-a: Provide incentives such as permit streamlining for projects which improve existing residential neighborhoods.

Policy CD 1.4: Sidewalk Improvements. Sidewalks, walkways or walking paths should be provided along streets in established neighborhoods, where sidewalks have not been previously constructed. Sidewalk width should be ample to safely and comfortably accommodate pedestrian traffic and, where practical, match existing sidewalks.

Policy CD 1.5: Care of Vacant Property. Vacant property should be maintained (landscaped, pruned, mowed, and litter removed) or screened to prevent adverse visual, economic, and health/safety impacts on the surrounding area.

Policy CD 1.6: Visual Compatibility. Architecture of new structures in established areas should be visually compatible with other structures on the site and with adjacent development.

Policy CD 1.7: Architectural Character. Maintain and enhance the architectural character and rural heritage of existing neighborhood areas and the Lakeport community as a whole.

Program CD 1.7-a: Inventory and map significant historic buildings and areas within the Lakeport area.

Program CD 1.7-b: Through the design review process, protect designated architecturally and/or historically significant areas.

OBJECTIVE CD 2: TO PROMOTE COMMERCIAL DEVELOPMENT DESIGNS WHICH FOSTER ECONOMIC GROWTH, REDUCE LAND CONSUMPTION, AND COMPLIMENT ADJACENT LAND USES.

Policy CD 2.1: Pedestrian and Bicycle Access. Ensure safe and convenient pedestrian and bicycle access to commercial areas.

Program CD 2.1-a: Buildings should be sited so that entries and front facades face the public sidewalk; loading docks and vehicular entrances shall be located to the side or rear.

Program CD 2.1-b: Pedestrians and bicycles should be accommodated through the appropriate placement of walkways, bike racks, and rain-sheltered entrances to buildings.

Policy CD 2.2: Clustered Commercial Development. The City shall encourage clustered commercial development nodes and discourage “Strip” commercial development

Program CD 2.2-a: The City should provide flexibility in site design standards; such as allowing for shared parking facilities.

Policy CD 2.3: Development Near Major Intersections. Commercial development should be clustered near major intersections.

Policy CD 2.4: Neighborhood-Serving Commercial. Small-scale neighborhood serving commercial developments shall be encouraged.

Policy CD 2.5: Compatibility with Surrounding Land Uses. Ensure that commercial developments are compatible with surrounding land uses.

Program CD 2.5-a: When located adjacent or near to residential areas, buildings should respect the residential character by avoiding long, uninterrupted expanses of wall and roof planes, and by incorporating architectural features such as covered entries or porches, cupolas, towers, arbors or pergolas, etc. which add variety and interest to larger buildings.

Program CD 2.5-b: Where commercial development abuts residential or other non-commercial uses, appropriate visual and noise buffers shall be included in the site design, such as increased setbacks or landscaped screening.

Policy CD 2.6: Location of Parking. Parking areas are encouraged to be provided to the rear or side of buildings and include trees that reach a mature height of at least twenty feet whenever feasible.

Policy CD 2.7: Energy Efficiency. The siting and design of buildings shall promote energy-efficiency and solar access, and shall minimize impacts on other nearby uses.

OBJECTIVE CD 3: TO ENCOURAGE INFILL DEVELOPMENT WHERE APPROPRIATE.

Policy CD 3.1: Infill Development. The City should work to encourage appropriate infill development throughout the City of Lakeport.

Program CD 3.1-a: The City should consider permit streamlining, fee waivers, and other means to facilitate infill development and ease the application review process.

Policy CD 3.2: Compatibility of Infill Development. Infill development should match the scale, design, and character of the surrounding neighborhood and adjacent structures.

Policy CD 3.3: Funding of Infill Development. The City should explore using redevelopment funds and other forms of public/private financing arrangements to fund infill development projects.

OBJECTIVE CD 4: TO MAINTAIN AND CONTINUE TO PROMOTE A VIBRANT, HEALTHY, PEDESTRIAN ORIENTED DOWNTOWN COMMERCIAL DISTRICT AS THE HEART OF THE CITY.

Policy CD 4.1: Downtown Specific Plan. The City should prepare and adopt a Downtown Specific Plan.

Policy CD 4.2: Design Review. Implement programs such as facade improvement programs and design review, which maintain and enhance Downtown's historic character and commercial vitality.

Policy CD 4.3: Preservation of Existing Public Buildings. Retain existing public offices and facilities Downtown, including the Carnegie Library, the old Courthouse, and City Hall.

Policy CD 4.4: Downtown Development of Entertainment and Retail. Endeavor to locate new entertainment and retail facilities in the downtown area through redevelopment, public/private partnerships and other development tools.

Policy CD 4.5: Small Town Character. Retain the small town character of the downtown area by:

-
- Maintaining and enhancing the historic character and design of buildings, the pedestrian scale and orientation of the downtown area;
 - Endeavor to ensure that future development along the lakefront does not block views of the lake from public streets and recreation areas, nor reduce public access to the waterfront.

Policy CD 4.6: High Density. Continue the pattern of concentrating high density residential and commercial development in the downtown area.

Policy CD 4.7: Public Amenities. Enhance public areas and amenities in the downtown area to make them more inviting and to improve their function and role as the focal point of the community.

Policy CD 4.8: Lakefront Access. Improve and develop pedestrian paths and access between the downtown area and the lakefront.

Policy CD 4.9: Public Open Space. Continue to preserve and acquire additional public open space through dedications, the purchase of fee title or easements.

Policy CD 4.10: Public Art. Provide art in public places and parks.

Program CD 4.10-a: Work with the Lake County Arts Council and the arts community to establish an “art in public places” program.

Policy CD 4.11: Landscaping. Landscaping should be used to enhance the overall community appearance and should be reviewed as an integral part of all development applications. Plant materials should be used in a logical, orderly manner to define spaces and to relate to buildings and structures.

Program CD 4.11-a: Revise the Zoning Ordinance to include landscape standards.

Program CD 4.11-b: Establish a tree planting program with incentives to encourage private property owners to plant trees in front of their properties, according to the street tree concepts established in the Community Design Element.

Policy CD 4.12 Residential Uses. Residential land uses in the Central Business District should be secondary and complimentary to commercial and retail land uses.

Program CD 4.12-a: Revise the Zoning Ordinance to establish specific development criteria for the development of mixed-use and residential uses within the Central Business District. Residential development should be smaller in scale than adjacent commercial development and should not be a prominent feature along the Main Street pedestrian walkway.

OBJECTIVE CD 5: TO ENCOURAGE A MIXING OF LAND USES.

Policy CD 5.1: Overlay Designation. Amend the Zoning Ordinance to include an overlay designation which permits special applications of land use and building design standards to allow for mixed-use developments.

Policy CD 5.2: Specific Plans and Planned Unit Developments. Encourage the use of specific plans and planned unit developments which allow and plan for mixed use development.

Policy CD 5.3: Locations of Mixed-Use Developments. Encourage mixed-use development near the downtown area and near existing and future employment centers.

Policy CD 5.4: User-Friendly Access. Require pedestrian-friendly streetscapes, landscaping, public open spaces, and pathways throughout mixed-use areas to facilitate walking and bicycling.

OBJECTIVE CD 6: TO PROVIDE ADEQUATE PARKING FACILITIES THROUGHOUT THE CITY WHICH CONSUME THE MINIMUM AMOUNT OF LAND POSSIBLE AND DO NOT DETRACT FROM THE VISUAL QUALITY OF THE CITY.

Policy CD 6.1: Flexible Parking Standards. Establish flexible parking standards in the Zoning Ordinance to facilitate a more effective utilization of parking space. Consider flexible standards for mixed use developments comprising, for example: multifamily housing with office or retail uses; shared parking facilities for commercial uses; the establishment of a parking fund and parking-in-lieu fees; and requiring a portion of the parking site area devoted to landscaping.

Policy CD 6.2: Street Frontage. Locate parking facilities wherever possible to the rear of the development, so that the building facade is contiguous with the street frontage and parking areas are hidden from the street.

Policy CD 6.3: Joint Parking Facilities. Require joint parking facilities for commercial, retail, office and mixed uses wherever feasible.

Policy CD 6.4: Buffering Parking Areas. Buffer common parking areas from view from public streets.

Policy CD 6.5: Bicycle and Motorcycle Parking. Provide areas suitable for bicycle and motorcycle parking in all new parking facilities in excess of five spaces.

Policy CD 6.6: RV Parking. Provide parking facilities for recreational vehicles in commercial and residential areas which are properly landscaped and screened. Consider revising the Zoning Ordinance to prohibit parking of recreational vehicles in the front yard (that yard or area within the front one half of the lot) of residential areas.

Policy CD 6.7: Parking Supply. Provide an adequate supply of parking spaces in the downtown area.

Program CD 6.8-a: Prepare and periodically review a Parking Management Plan for the downtown area to analyze the current and future need for parking space and to develop programs which efficiently manage parking facilities. Include the following priorities in the Parking Management Plan:

- First priority - short term for short term users such as retail customers;
- Second priority - long-term off-street spaces on the periphery of the downtown area for all-day users such employees and business owners; and
- Third priority - recreational vehicles, including boats, personal watercrafts, etc.

Program CD 6.8-b: Revise the Zoning Ordinance to establish flexible parking standards in the downtown area to facilitate a more effective utilization of parking space. Consider such factors as: joint parking facilities; proximity to bicycle parking areas; and proximity to off street parking areas.

Program CD 6.8-b: Additional parking should not be required for retail businesses in the downtown area that remodel, renovate or expand their facilities unless additional land on site is available. Require the payment of a parking-in-lieu fee as appropriate.

Program CD 6.8-c: Require City and County employees to park in the long-term parking spaces.

Policy CD 6.8: Parking Lot Feasibility. Evaluate the feasibility of building a public parking lot or garage through the establishment of a Parking Assessment District in the downtown area.

OBJECTIVE CD 7: TO IMPROVE LANDSCAPING, SIGNAGE AND PUBLIC OPEN SPACES THROUGHOUT THE CITY.

Policy CD 7.1: Defined Points of Entry. Clearly define the points of entry to the City through use of distinctive signs, street lighting, and street trees.

Program CD 7.1-a: Establish at the entry points to the City, distinctive signs which are lighted and placed in a landscaped area.

Policy CD 7.2: Public Open Space. Revise the development review process to ensure that a meaningful amount of useable public open space is incorporated into commercial, retail, mixed use and office development. Require a Public Open Space Plan for commercial developments in excess of 3/4 acre. (Usable public open space is space which is accessible to the public and can be utilized for walking, sitting, etc. versus space that exists only to provide visual relief.)

Program CD 7.2-a: Revise the Zoning Ordinance to establish a specific standard for public open space for all non-residential development in excess of 3/4 of an acre.

Policy CD 7.3: Landscaping Appearance. Landscaping should be used to enhance the overall community appearance and should be reviewed as an integral part of all development applications. Plant materials should be used in a logical, orderly manner to define spaces and to relate to buildings and structures.

Program CD 7.3-a: Continue to enforce the Zoning Ordinance, which includes landscape standards. Require older commercial areas to provide landscaping and to maintain existing landscaping.

Policy CD 7.4: Tree Preservation. Facilitate the preservation of existing native trees, the planting of additional street trees, and the replanting of trees lost through disease, new construction or by other means. Achieve continuity of streets through the use of repetition of similar trees and shrubs. (Additional policies and programs relating to trees are consolidated in the Conservation, Open Space and Parks Elements)

Policy CD 7.5: Xeriscaping. Utilize drought resistant landscaping such as xeriscape. Limit the amount of turf or lawn area of the site and require use of water conserving irrigation systems.

Policy CD 7.6: Signage. Facilitate the installation of attractive and functional signs.

Program CD 7.6-a: Revise the sign ordinance to encourage good design in signage. The ordinance should consider the following items:

- *Visual Compatibility.* Each sign should consider visual compatibility with the surroundings. Each sign should be designed to complement the architectural and landscape styles of the main buildings or buildings with respect to visual elements such as construction materials, color, or other design details.
- *Scale of Signage.* The scale of signs, letters, and symbols should be appropriate to their use, whether to catch the eye of a passing motorist or strolling window shopper. Color should be used carefully. Limited use of

several colors with strong contrast between background and signing is recommended to make the signs easily readable.

- *Quality of Signage.* Signs should be constructed with quality materials and in a craftsman-like manner to ensure both an attractive appearance and a durable project.
- *Public Signage.* Public signing and graphics for traffic control and public information should be consistent throughout the city. Special colors and consolidation of signs on special frames could add a positive element to the streetscape.
- *Prohibited Signage.* Promotional banners, balloons or similar promotional devices should not be allowed, except when used on a temporary basis to celebrate a specific event approved by the city. Moving, flashing, or sound emitting signs should be prohibited. Exposed lamps or tubing, except neon, should be discouraged. All conduit, wiring, transformers, raceways, and all fastening devices for sign, face, side, and exposed structures should be concealed from public areas. An effort should be made to reduce copy down to the minimum necessary to convey the message.
- *Temporary Signage.* Temporary development, real estate, and leasing signs should be permitted only during the development phase for the purpose of identifying the business or company developing and leasing the parcel.

Policy CD 7.7: Lighting Fixtures. Utilize the following guidelines for the review of exterior lighting fixtures:

- Night lighting of buildings should be done in a selective fashion and should be indirect in character with no source of light visible.
- Keynote special features such as towers and decorative cornices. Emphasize repetitive elements such as columns.
- Use light to articulate architectural composition, such as spotlighting vertical elements of a vertical building and illuminating roof eaves.
- Use interior light sources as part of the total design. Architectural lighting should articulate and animate the particular building design.
- *Height.* Light standard heights should be related to the lighting need of the use: street lights up to 30 feet high; parking areas up to 18 feet high; walkways and malls up to 15 feet high; planting areas up to 3 feet high.
- *Function.* Lighting for pedestrian movement should illuminate changes in grade, path intersections, seating area, and any other areas along a path

which, left unlit, would cause the user to feel insecure. As a rule of thumb, one foot candle per square foot is adequate. Building-mounted light fixtures should be used judiciously. Their primary purpose should be to illuminate pedestrian spaces. Subtle accent lighting of unique architectural elements should be considered. The arbitrary lighting of building facades and roofs should be prohibited.

- *Hazards.* Light posts should be located in such a manner that they will not become safety hazards to pedestrians or vehicles. Lights should not blink, flash or change intensity. Shatterproof or vandal resistant coverings are recommended for low-level lighting where there is danger of breakage. Lighting should not intrude on adjacent property or cause glare into drivers' eyes. Any light source over 10 feet high should incorporate a cut-off shield to prevent light spill. Service area lighting should be contained within the service yard boundaries and enclosure walls. No light spillover should occur outside the service area. The light source should not be visible from the street.
- *Energy.* Lighting systems should be energy efficient.

Policy CD 7.8: Aesthetic Character. Install a variety of planters, benches, tree grates, bike racks, and trash receptacles to enhance the aesthetic character of the downtown area. Select street furniture that relates well to the historic character of the Downtown. Place street furniture in landscaped areas so as not to impede pedestrian movement.

Policy CD 7.9: Alternative Energy. The City shall encourage and make maximum use of energy from alternative sources, including, but not limited to solar power, wind power, hydropower, and water pumping.

VI. ECONOMIC DEVELOPMENT ELEMENT

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Purpose

The purpose of the Economic Development Element is to provide guidance for economic development within the City of Lakeport in order to attain an economically viable and self-sustaining community. In this sense, economic viability means providing a range of housing and employment opportunities that meet the needs of both residents and workers, attracting families and businesses to create demand for planned land uses and establishing and funding public service levels that preserve and enhance Lakeport's quality of life.

The Economic Development Element is an optional element of Lakeport's General Plan. Authority for the Economic Development Element is found in State Government Code § 65303, which allows cities and counties to add optional elements beyond State-mandated elements. The Economic Development Element is not a required element in the General Plan; however, once adopted an optional element carries the same legal weight as any of the other elements.

Economic Characteristics

The City of Lakeport supports approximately 45% of all jobs in Lake County. Additionally the majority of Lake County Government offices are located within the City of Lakeport. There are six business centers in the Lakeport area, including the historic downtown area which is designated as a California Main Street City. The City's permanent retail trade area population is approximately 30,000, and per capita sales figures are among the highest in the region, and generally higher than the State average. This can be attributed to at least three characteristics of the Lakeport area: a high level of spendable income by residents; the recognition of Lakeport as a local retailing center; and the impact of tourism.

Lakeport is known as a regional recreational destination, and this attribute should be maximized in any effort undertaken by the City to encourage and foster economic development. The clean air, natural beauty, and the multitude of recreational opportunities afforded by Clear Lake and the surrounding areas are great assets to the community and provide an economic advantage to visitor serving businesses.

The largest business sector (in terms of number of businesses) in Lakeport's economy is services (45 percent), followed by retail trade (19 percent), and then finance, insurance and real estate (9 percent). These three sectors account for 639 businesses or 73 percent of all businesses in Lakeport.

The classification of "services" includes some of the larger revenue-generating businesses such as the hospital and other health care providers, but also many of the small "mom and pop" businesses such as repair services, child care, building maintenance, and beauty shops. Total employment in the services sector is 2,342 persons.

Much like the services sector of the economy, the retail sector of the economy is characterized by small retail stores greatly outnumbering the large ones. One half of the 171 retail trade businesses fall into just seven categories: eating places, used merchandise, gifts and novelties, grocery, auto and home supply, miscellaneous retail, and miscellaneous food stores.

The majority of the sales revenue in the City is derived from a minority of businesses. The top 5.4 percent of businesses with revenue over \$1 million per year generate over 65 percent of the total revenue in the City of Lakeport. The top 10.9 percent of businesses with revenue over \$500,000 per year generate almost 76 percent of the revenues in the City. This group of larger businesses includes some large retailers, the school district, banks, a developer and some construction companies, a few grape growers, utilities, a pharmaceutical preparation company, a racing association and some others. One-half of the jobs in Lakeport are concentrated in just forty establishments.

Lakeport's commercial base is spread widely throughout the City in multiple shopping centers, at small commercial nodes, and in dozens of free-standing business locations such as: Shoreline Center, Bruno's Foods, K-Mart, Vista Point Center, Hamburger Hill, Nylander Neighborhood Center, and Willow Tree Plaza. This makes it difficult for Lakeport to create a "sense of place" and an identifiable center. It also creates a busy auto-dependent shopping environment.

The City has undertaken previous efforts to improve economic conditions within the City. In March 2003, the *City of Lakeport Business Retention and Recruitment Strategy* was completed. This report was funded by a Planning and Technical Assistance Grant from the California Department of Housing and Community Development. One key issue which was identified within the report was the concern expressed by local business owners with the local government of the City. Many survey respondents contacted during the study believe that city codes, standards, fees, and expectations from local small businesses are unrealistic and prohibitive. The business people who were interviewed raised specific concerns about the City relating to:

- Development and infrastructure costs imposed;
- Inconsistent code enforcement;
- Last minute changes to approved project plans;
- Limited or poor communication about City policies, expectations, and activities; and
- Limited outreach to the business community.

OBJECTIVES, POLICIES, & PROGRAMS

The following objectives, policies, and programs are intended to facilitate positive economic growth and development within Lakeport.

OBJECTIVE ED 1: TO ATTRACT EMERGING GROWTH INDUSTRIES IN ORDER TO INCREASE EMPLOYMENT OPPORTUNITIES FOR A WIDE RANGE OF SKILL LEVELS AND SALARIES TO MEET THE CURRENT AND FUTURE EMPLOYMENT NEEDS OF RESIDENTS.

Policy ED 1.1: Target High-Wage Industries. The City shall target emerging, high wage industries for attraction, including manufacturing, health care, professional, scientific and technical, finance and insurance, and information technology.

Program ED 1.1-a: Identify target industries in the manufacturing, retail, and office sectors.

Program ED 1.1-b: Implement specific recruitment programs tailored to specific target markets.

Policy ED 1.2: Diverse Local Economy. Attract and expand industrial, high technology, regional-serving office development that diversifies the local economy and produces higher-wage jobs.

Program ED 1.2-a: Consider a zoning incentive program (which may include flexible development standards, shared parking, and fast-track processing) to facilitate development or re-use of key sites by high-employment-generating uses and high value-added businesses.

Program ED 1.2-b: Focus available incentives and business assistance services on attracting and retaining firms in industries that typically provide high-quality employment, living wages and strong career advancement opportunities, and which generate strong tax revenues, or fill a critical market niche.

OBJECTIVE ED 2: TO PROVIDE SUPPORT FOR AND PROMOTION OF EXISTING BUSINESSES AND ATTRACT NEW BUSINESSES.

Policy ED 2.1: Business-Friendly Local Government. The City shall assist existing and new businesses by facilitating the permitting process, helping to improve access to capital and investors, and broadening local sales capture rates, including business-to-business transactions.

Program ED 2.1-a: Support and implement the 2003 Lakeport Business Retention and Recruitment Strategy.

Program ED 2.1-b: Develop small business assistance programs, including but not limited to below market interest rate loans and creating new or expanding existing business plans.

Program ED 2.1-c: Create a program to recognize employers that contribute to the quality of life in the community.

Policy ED 2.2: Business Promotion. Promote a thriving local retail, personal, and business services sector.

Program ED 2.2-a: Actively promote revitalization and strong sales in downtown Lakeport, and along Hwy 29 commercial corridors.

Program ED 2.2-b: Assist local merchants and business organizations interested in forming mutual benefit organizations such as merchants associations and business improvement districts.

Policy ED 2.3: Small Business Funding. Support micro loans, small business loan guarantees and other measures to support entrepreneurs and new business development.

Policy ED 2.4: Private Reinvestment Incentives. Provide incentives for private reinvestment in underutilized commercial areas where adequate infrastructure exists.

OBJECTIVE ED 3: TO FOSTER A SUPPORTIVE BUSINESS ENVIRONMENT BY PROVIDING CLEAR AND CONSISTENT DEVELOPMENT STANDARDS, PROCEDURES, AND INFORMATION ON AVAILABLE CITY SERVICES FOR BUSINESSES.

Policy ED 3.1: Business Development Information. The City shall be proactive in disseminating information to local businesses about City government processes that might affect them, such as development standards, licensing procedures, and the procurement of redevelopment funds.

Program ED 3.1-a: Publish and distribute a document that effectively outlines permitting and licensing procedures and fees.

Program ED 3.1-b: Develop and maintain a City website with links to the Zoning Ordinance, Design Guidelines, and Business Support Services to help existing and prospective business owners access information quickly. Also include information about applying for financial assistance and other business development programs the City is involved with.

Policy ED 3.2: Cost of Doing Business. The City shall work to retain a competitive “cost of doing business” in Lakeport relative to the Bay Area and Lake County region.

Program ED 3.2-a: Monitor “cost of doing business” in Lakeport relative to the Bay Area and Lake County region to keep apprised of Lakeport’s competitive advantage.

OBJECTIVE ED 4: TO SUPPORT INFILL DEVELOPMENT OF COMMERCIAL AND SERVICE COMMERCIAL PROPERTIES WITHIN THE CITY LIMITS.

Policy ED 4.1: Infill Areas. The City shall promote the development and redevelopment of City infill areas.

Policy ED 4.2: Balanced Commercial. A balanced mix of retail, restaurant, and other services should be encouraged in commercial areas throughout the city.

Policy ED 4.3: Building Rehabilitation. The City shall support and implement programs for facade improvement and building rehabilitation among others, to ensure that the city remains clean, attractive, safe and well maintained.

Policy ED 4.4: Leveraging City Infrastructure Projects. The City shall leverage city infrastructure projects with potential redevelopment projects or infill opportunities that may be applicable or planned for in the future.

Policy ED 4.4: Underutilized Structures. The City shall encourage the creative reuse of underutilized structures in key commercial areas.

OBJECTIVE ED 5: TO INCREASE THE CITY'S TAX BASE THROUGH ANNEXATION OF INDUSTRIAL AND COMMERCIAL LANDS SOUTH OF THE CITY LIMITS.

Policy ED 5.1: Sphere of Influence Annexations. The City shall pursue the annexation of County land currently being developed in Lakeport's Sphere of Influence.

Program ED 5.1-a: The City shall support efforts to attract private developers and equity investors to participate in the development of the area.

Program ED 5.1-b: Ensure that new commercial and industrial development in the area is adequately served by infrastructure and City services.

OBJECTIVE ED 6: TO MAINTAIN AND ENHANCE THE FINANCIAL VIABILITY OF THE CITY.

Policy ED 6.1: Role of Business. The City shall support businesses that contribute to the City's financial viability so long as the business does not impact the quality of life in the community or cause negative impacts on human health and the environment.

Policy ED 6.2: Fiscal Impacts of Development. The City shall review land use proposals for their impact on the City's financial resources.

Policy ED 6.3: Development's Share of Costs. New development shall pay its fair share of the costs of providing public facilities and services for capital and ongoing operation and maintenance activities.

Program ED 6.3-a: Maintain impact fees for new development to cover the costs of providing public facilities and services.

OBJECTIVE ED 7: TO SUPPORT CONTINUED GROWTH MANAGEMENT AND ENSURE AN ADEQUATE, BALANCED SUPPLY OF ALL LAND USES FOR FUTURE ECONOMIC DEVELOPMENT.

Policy ED 7.1: Land for Commercial and Industrial Uses. In order to support a stable economic base, provide sufficient tracts of land at a variety of sizes available for industrial and commercial uses.

Program ED 7.1-a: Monitor current and future land supply needs for industrial, office and retail growth.

OBJECTIVE ED 8: TO SELECT COMMERCIAL AND INDUSTRIAL LOCATIONS WHICH ARE CONVENIENT, WHILE COMPATIBLE WITH THE GROWTH AND FUTURE SERVICE NEEDS OF THE COMMUNITY.

Policy ED 8.1: Land Use Designations for Commercial. New commercial land use designations shall be of sufficient size and shape to meet existing and future market and service needs of the overall area in which they are located.

Policy ED 8.2: Discouragement of Strip Development. New commercial areas are encouraged to cluster in identified areas to prevent and discourage strip development. Where appropriate, locate commercial uses at focal points along major arterial streets and expressways.

Policy ED 8.3: Neighborhood Compatibility. The location, size, scale, and design of neighborhood commercial uses shall complement and meet the needs of the surrounding neighborhood. The neighborhood concept of providing pedestrian, bicycle and other non-motorized access shall be encouraged.

Policy ED 8.4: Customer Convenience. To minimize traffic generation impacts, new commercial development shall be located to meet the needs and convenience of the customer base and promote compatibility between land uses.

OBJECTIVE ED 9: TO CREATE A BALANCE BETWEEN JOBS AND HOUSING WITHIN THE CITY'S PLANNING AREA.

Policy ED 9.1: Coordination with Land-Use Planning. Coordinate economic development with land use planning.

Policy ED 9.2: Jobs-Housing Balance. Encourage mixed-use development that provides opportunities for a jobs and housing balance at the community, neighborhood, and project level.

OBJECTIVE ED 10: TO PROMOTE AND ENHANCE LAKEPORT AS A YEAR ROUND VISITOR/RECREATION DESTINATION AREA.

Policy ED 10.1: Recreational Assets. Continue to build on Lakeport’s natural assets to expand Lakeport’s appeal as a recreation destination area, focusing on downtown and lakefront revitalization as a priority.

Program ED 10.1-a: Work with the local Chamber of Commerce to promote Lakeport as a recreation destination through the expansion of the City’s website, informational brochures and other marketing techniques.

Policy ED 10.2: Visitor Services. Support new visitor-oriented restaurants, lodging, and services to meet visitor needs and capture expenditures locally.

Policy ED 10.3: Events and Festivals. Continue to support City-wide events and festivals, such as the Lake County Summerfest, the Fourth of July Celebration, bass fishing tournaments, and the sea plane fly-in.

Policy ED 10.4: Golf Course and Marina. Support the development of a golf course and marina within the Lakeport area.

OBJECTIVE ED 11: TO INCREASE LOCAL ECONOMIC COOPERATION AND INTERDEPENDENCE IN ORDER TO RE-CAPTURE A GREATER PORTION OF LOCAL REVENUES WITHIN THE LOCAL ECONOMY.

Policy ED 11.1: Local Business Networking. Encourage greater networking and cooperation between local businesses within Lakeport and Lake County.

OBJECTIVE ED 12: TO WORK WITH LAKE COUNTY AND THE CITY OF CLEARLAKE TO PROVIDE INCREASED OPPORTUNITY FOR LOCAL AND REGIONAL BUSINESSES, JOB GROWTH, AND TAX REVENUE.

Policy ED 12.1: Hotel/Conference Center. Encourage the development of a hotel/conference center targeting Bay Area companies and organizations for retreats and meetings.

Policy ED 12.2: Will-O-Point: Support the conversion of the Will-O-Point waterfront property from a mobile home park to a commercial/retail center.

Policy ED 12.3: Transient Occupancy Tax Revenues. Invest transient occupancy tax revenues into a lakefront walkway to link commercial centers along the waterfront.

Policy ED 12.4: Clear Lake Water Quality. In light of the fact that Clear Lake is the cornerstone of the local visitor and recreation markets, and that water quality in Clear Lake is so important; encourage and support the efforts of cooperative regional coalitions which oversee water quality issues in Clear Lake.

Policy ED 12.5: Communication. Encourage the installation of fiber optic cable or wireless communications in the Lakeport area.

VII. CONSERVATION ELEMENT

VII. CONSERVATION ELEMENT

Purpose

The Conservation Element provides direction regarding the conservation, development, and utilization of natural resources. Its requirements overlap those of the open space, land use, safety and transportation elements. The conservation element is distinguished by being primarily oriented toward natural resources. Population growth and development continually require the use of both renewable and nonrenewable resources. One role of the conservation element is to establish policies that reconcile conflicting demand on those resources.

There are nine mandatory issues which must be addressed by the Conservation Element: water and its hydraulic force; forests; soils; rivers and other waters; harbors; fisheries; wildlife; minerals and other natural resources.

Biological Resources

Lakeport is uniquely situated in an area that is rich in biological resources. There is an abundance of fish in Clear Lake, many species of plant and animals in nearby wetlands and hundreds of acres of oak savannah woodlands. Protecting these valuable resources is essential for maintaining a healthy environment, sustaining the region's tourist industry, and the quality of life of the community. The policies and implementation programs in this element are intended to protect biological resources from development and careless management practices.

The Lakeport region is composed of a variety of plant communities that support a diversity of wildlife species. Each plant community is dependent on special ecological factors within that particular plant community. Micro-habitats occur within each plant community and are generally the result of a unique physical and/or biological factor. Most of the rare, threatened and endangered plants in Lake County occur in micro-habitats such as vernal pools and/or serpentine soils. The habitat types in the vicinity of the City of Lakeport are presented and described below.

SHORELINE

The remaining undeveloped portions of the Clear Lake shoreline are composed of marsh and riparian habitat that supports a diverse and abundant variety of fish and wildlife. Wildlife that is common to shoreline areas includes a variety of ducks, herons, grebes, egrets, ospreys and fur-bearing mammals. Large populations of catfish, crappie, largemouth bass, carp and hitch are found in Clear Lake along the shores. A majority of the wetland habitat located along the Clear Lake shoreline has been lost to urban and agricultural development.

RIPARIAN AREA

Riparian areas occur along the banks or edges of rivers or creeks, and typically include tree species such as willows, maple, cottonwood, and alder, with an understory of shrubs and vines. Riparian areas provide cover and nesting habitat for a variety of birds. Riparian areas generally act as a movement corridor where many wildlife species migrate or disperse into other habitats to forage for food or to carry out a distinct part of its life cycle.

Much of the sediments being deposited in Clear Lake are filtered out by vegetation, marshes and creek-bank structures. Changing the course of streams and altering vegetation along their banks can result in changes to the natural hydrologic processes.

OAK WOODLANDS

Oak woodlands occur in inland valleys and foothills usually with a hard pan or rocky soil between 4 and 20 feet deep. Some of the dominant plants in an oak woodland include blue oak, coast live oak, interior live oak, and foothill pine, with manzanita, coffeeberry, redberry, currant, gooseberry, and toyon to a lesser extent. Annual goldfields, poppies, lupines, and other forbs are commonly found in the spring in this plant community.

Oak woodlands support many large mammals including blacktail deer, mountain lion, black bear, coyote, bobcat and grey fox. Small mammals include the grey squirrel, California ground squirrel, and a variety of mice. Birds include turkey vultures, eagles, hawks, owls, quail, mourning dove, mockingbird, scrub jay, western meadow lark, finches, and sparrows.

CHAPARRAL

Chaparral communities occur in the inland foothills on dry slopes and ridges with shallow soils and are often found on serpentine soils. Common plants found in chaparral communities include ceanothus, manzanita, hollyleaf cherry, chamise, scrub oak, birchleaf mountain-mahogany, and red shank. Chaparral communities provide habitat for various kinds of snakes and lizards, as well as many birds and mammals along the chaparral/oak woodland ecotone.

AGRICULTURAL LAND

Agricultural land that is actively tilled and intensively managed for long durations is generally low in plant and animal diversity due to the marginal habitat qualities that they provide. Small mammals that can commonly be found in agricultural land include pocket gophers, deer mouse, and California ground squirrel, among others. Small mammals are the main food source for raptors such as red-tailed hawk, red-shouldered hawk, American kestrel, and barn owl, and for large mammals such as coyote, raccoon, striped skunk, and opossum. Common birds found in agricultural land include western scrub jay, American crow, house finch, killdeer, and European starling among others.

The disturbed field margins of agricultural lands are located along the perimeter of fields. Plant diversity in this habitat type is higher compared to agricultural land, as this area is generally not

regularly managed. Plants that can commonly be found in disturbed field margins include mustards, filarees, clovers, wild oats, bromes, foxtail barley, Italian ryegrass, and fiddle-neck among others. Wildlife in disturbed field margins is generally similar to that of active agricultural areas.

URBAN

Urban areas consist of structures, roads, and parking areas. The plant diversity in this type of habitat is generally low and is composed of primarily of ornamental landscaping plants as well as plants commonly found along disturbed field margins. Wildlife in the area is very limited as food sources are scarce. Wildlife that is commonly found in these areas is similar to those found in agricultural and disturbed areas although they are less abundant and are generally passing through rather than occupying the area.

Water Resources

The City of Lakeport currently obtains its water from two primary sources: Groundwater sources and water from Clear Lake treated at the City's water treatment plant. The groundwater supply consists of four wells located in Scotts Valley. Two of the wells are on Scotts Creek adjacent to the City's old pumping plant and two wells are located on the Green Ranch. Seasonal fluctuation in the underground water table means that the wells are only viable for portions of the year. When water supply from the wells in Scotts Valley is limited, the City relies on treated surface water from Clear Lake.

The City constructed the Interim Water Supply Project in 1981 and 1982 to draw and treat water from Clear Lake for use in the community. This project included a raw water intake structure in Clear Lake, a 14-inch diameter raw water intake line, a raw water pump station, a 10-inch diameter pipeline which conveys water from the raw water pump station to a package water treatment plant. The treatment plant, located on Konocti Avenue, consists of a raw water holding basin, chemical feed systems, flocculation, tube sedimentation, gravity filtration, activated carbon contactors and disinfection. In 1999 the treatment facility was expanded, and can now treat up to 1,200 gallons per minute. The City has diversified water resources which ensure that the water supply is stable and reliable.

In order to ensure an adequate supply of clean potable water to accommodate existing and future needs, the City of Lakeport must strive to protect the quality of the groundwater as well as the quality of Clear Lake.

The continued protection and improvement of Clear Lake and its tributary streams will depend on the application of more stringent regulations to reduce erosion, siltation, and the inflow of sewage and other pollutants. In addition, it is necessary to maintain adequate fresh water inflow from its watershed. At present, Yolo County Flood Control and Water Conservation District controls water rights for Cache Creek and for Clear Lake above a specified water level.

The continued access to adequate water supplies depends on a combination of conservation, access to riparian and groundwater supplies and the purchase or exchange of surface water from

Yolo County Flood Control and Water Conservation District. To be effective, such measures need to be implemented in a coordinated fashion among local, state and federal agencies.

Agriculture

Agriculture has played a key role in Lakeport's history and economic development. The cultivation of grapes, fruit crops, nuts and livestock continues to represent an important part of the region's economy and way of life. Not only are agricultural uses important economically, but they provide open space areas, preserve view corridors, and maintain the rural atmosphere valued by Lakeport residents.

It is important that future urban development not decrease any further the amount of prime agricultural land, since it is a valuable and irreplaceable resource. Prime agricultural land is characterized by good to excellent soil conditions, available water and sufficient acreage to support a viable farming operation. The Lake County Agricultural Commissioner has determined that there are no prime agricultural lands within City limits. There is, however, prime agricultural land in the southern portion of the Sphere of Influence and outside of the Sphere of Influence, in the Scotts Valley area.

Policies and programs in this element relating to agriculture seek to preserve remaining prime agricultural land in the Planning Area. These areas have previously been designated Urban Reserve or Open Space, and are not priority areas for annexation. Additionally, there are several policies and implementation programs in this element to protect those wishing to continue farming by reducing the conflict between agricultural and urban land uses.

Mineral Resources

There are no mineral extraction or other mining operation at present within the Lakeport City limits and Sphere of Influence. Sand, gravel and borax deposits are extracted in the Scotts Valley and Big Valley Areas. These mining operations have a significant impact on ground water capacity, siltation of streams and highway traffic.

The current Lakeport General Plan prohibits any mining or mineral extraction activities within the City and calls for the City to work with the County of Lake to discourage such land uses within the City's Sphere of Influence.

Air Quality

The climate of the Lakeport Planning Area, according to the Sunset Western Garden Book, is identified as Zone 7, which is referred to as California's Digger Pine Belt. It is indicated that hot summers and mild, but pronounced winters give this area sharply defined seasons without severe winter cold or innervating humidity. The average maximum temperatures range from a low of approximately 54 degrees Fahrenheit in December to a high of about 92 degrees Fahrenheit in July. Rainfall is concentrated predominantly during the five months from November to March.

Lake County is unique in California since it is the only county in the state which is considered an attainment area or is unclassified for all of the federal and all of the state criteria air pollutants. Air quality is a key consideration in maintaining the environmental aesthetic qualities of Lakeport which contribute to the charm, economy, and quality of life of the city. The maintenance of good air quality requires a balance of regulating major and minor point sources of air pollution, with good land use planning and transportation management to minimize emissions from motor vehicles, stationary sources and impacts on the public, residents, business and industry.

The Lake County Air Quality Management District (LCAQMD) is responsible for regulating both point and area sources of air emissions including qualifying industrial and commercial businesses, all open burning operations including agricultural, prescribed and residential burning and grading activities on serpentine surfaces. The LCAQMD enforces its Rules and Regulations, which implement federal and state air quality requirements, through a permit system that functions independently of the County planning process. Because the County is an attainment area (or is unclassified) for all criteria pollutants, both federal and state, it is not required to prepare an Air Quality Management Plan. Instead, the District's focus is on the prevention of significant deterioration in air quality, and this goal is pursued mainly through the District's permitting process and the regulation of point sources of air emissions. The AQMD reviews all planning and environmental documents submitted for review and comment and actively participates in the planning process where District permits are determined necessary and/or where projects are otherwise subject to District regulation or are a significant potential source of air emissions.

Although the County is an attainment area, on several instances since 1990 pollutant concentrations have equaled (but not exceeded) the state standards for ozone and for particulate matter (PM10). Vehicles, unpaved roads, solid fuel combustion from agricultural, forest and range management, and residential burning are major contributors of PM-10 emissions. The Geysers Geothermal Power Plants and steam production wells are also sources of air pollutants within the Lake County Air Basin.

There are also a number of areas in Lake County that contain serpentine rock and soils. These areas have been mapped and identified to contain regulated amounts of asbestos. The Lakeport Planning Area has serpentine lands that have been or are likely to be developed. Unless adequately mitigated, the disturbance of serpentine will release asbestos to the air and water.

GLOBAL WARMING

In California, observational trends from the last half century show warmer winter and spring temperatures, decreased spring snow levels in lower- and mid-elevation mountains, up to one month earlier snowpack melting, and flowers blooming one- to two-weeks earlier than under historical conditions (Cayan et al. 2006b). Research suggests that human activities, such as the burning of fossil fuels and clearing of forests, contribute additional carbon dioxide (CO₂) and other heat trapping gas emissions into the atmosphere. Future global climate change could have widespread consequences that would affect many of California's important resources, including its water supply.

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 required that the California Air Resources Board (ARB) develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the ARB to be vehicles whose primary use is noncommercial personal transportation in the state.”

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra’s snowpack, further exacerbate California’s air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050.

The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California’s resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32, the California Climate Solutions Act of 2006

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to

institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Senate Bill 1368

SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 required the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard for baseload generation from investor owned utilities by February 1, 2007. The California Energy Commission (CEC) must establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC.

Senate Bill 97

SB 97 (Chapter 185, Statutes 2007) was signed by Governor Schwarzenegger on August 24, 2007. The legislation provides partial guidance on how greenhouse gases should be addressed in certain CEQA documents. SB 97 requires the Governors Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions, including but not limited to, effects associated with transportation or energy consumption. OPR must prepare these guidelines and transmit them to the Resources Agency by July 1, 2009. The Resources Agency must then certify and adopt the guidelines by January 1, 2010. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by ARB pursuant to the Global Warming Solutions Act, scheduled for 2012.

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect (Ahrens 2003). Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (California Energy Commission 2006a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (California Energy Commission 2006a). A byproduct of fossil fuel combustion is CO₂. Methane, a highly potent GHG, results from offgassing associated with agricultural practices and landfills. Processes that absorb and accumulate CO₂, often called CO₂ "sinks," include uptake by vegetation and dissolution into the ocean.

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California is the 12th to 16th largest emitter of CO₂ in the world and produced 492 million gross metric tons of carbon dioxide equivalents in 2004 (California Energy Commission 2006a). Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, CH₄ is a much more potent GHG than CO₂. As described in the General Reporting Protocol of the California Climate Action Registry (2006), one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7% of total GHG emissions in the state (California Energy Commission 2006a). This category was followed by the electric power sector (including both in-state and out-of-state sources) (22.2%) and the industrial sector (20.5%) (California Energy Commission 2006a).

Feedback Mechanisms and Uncertainty

Many complex mechanisms interact within Earth's energy budget to establish the global average temperature. For example, a change in ocean temperature would be expected to lead to changes in the circulation of ocean currents, which, in turn would further alter ocean temperatures. There is uncertainty about how some factors could affect global climate change because they have the potential to both enhance and neutralize future climate warming.

Direct and Indirect Effects of Aerosols

Aerosols, including particulate matter, reflect sunlight back to space. As particulate matter attainment designations are met, and fewer emissions of particulate matter occur, the cooling effect of anthropogenic aerosols would be reduced, and the greenhouse effect would be further enhanced. Similarly, aerosols act as cloud condensation nuclei, aiding in cloud formation and increasing cloud lifetime. Clouds can efficiently reflect solar radiation back to space (see discussion of the cloud effect below). As particulate matter emissions are reduced, the indirect positive effect of aerosols on clouds would be reduced, potentially further amplifying the greenhouse effect.

The Cloud Effect

As global temperature rises, the ability of the air to hold moisture increases, facilitating cloud formation. If an increase in cloud cover occurs at low or middle altitudes, resulting in clouds with greater liquid water content such as stratus or cumulus clouds, more radiation would be reflected back to space, resulting in a negative feedback mechanism, wherein the side effect of more cloud cover resulting from global warming acts to balance further warming. If clouds form at higher altitudes in the form of cirrus clouds, however, these clouds actually allow more solar radiation to pass through than they reflect, and ultimately they act as a GHG themselves. This

results in a positive feedback mechanism in which the side effect of global warming acts to enhance the warming process. This feedback mechanism, known as the “cloud effect” contributes to uncertainties associated with projecting future global climate conditions.

Other Feedback Mechanisms

As global temperature continues to rise, CH₄ gas currently trapped in permafrost, would be released into the atmosphere when areas of permafrost thaw. Thawing of permafrost attributable to global warming would be expected to accelerate and enhance global warming trends. Additionally, as the surface area of polar and sea ice continues to diminish, the Earth’s albedo, or reflectivity, is also anticipated to decrease. More incoming solar radiation will likely be absorbed by the Earth rather than being reflected back to space, further enhancing the greenhouse effect. The scientific community is still studying these and other positive and negative feedback mechanisms to better understand their potential effects on global climate change.

OBJECTIVES, POLICIES, & PROGRAMS

Biological Resources

OBJECTIVE C 1: CONSERVE AND ENHANCE LAKEPORT'S UNIQUE NATURAL BEAUTY AND IRREPLACEABLE NATURAL RESOURCES.

Policy C 1.1: Biological Preservation. Preserve biological resources such as plant and animal species and special habitat areas.

Program C 1.1-a: Enforce the City’s Zoning Ordinance which contains specific development standards for shoreline development, and requires the submittal of a shoreline development plan for review and approval.

Program C 1.1-b: Require a revegetation plan prepared by a professional botanist, or similar professional, for projects which result in vegetation removal.

Program C 1.1-c: Revise the Zoning Ordinance to require revegetation plans to include native species; the fencing of sensitive areas and construction activities; a 3:1 replacement for any tree removed; and undergrowth revegetation. Heritage trees (trees that are at least 36 inches in diameter or any tree having significant historical or cultural importance to the community) shall be replaced at a 5:1 ratio.

Program C 1.1-d: Require subdivisions in rural areas greater than 10 acres with a slope topography of less than five percent to carry out a biological survey for vernal pools, riparian areas, serpentine outcroppings, and sensitive plant species (by a qualified biologist). Require mitigating measures to be prepared and implemented prior to project construction.

Program C 1.1-e: Revise the Zoning and Subdivision Ordinances to permit density transfers; encourage PD (Planned Development) Zoning for developments over two acres in size; and other requirements as appropriate to protect sensitive

resource areas (indicated in Figure 16 and other areas subsequently identified through the environmental review process).

Policy C 1.2: Vegetation Protection. Minimize removal of all vegetation in new developments to preserve wildlife habitat, scenic beauty and to prevent soil erosion. In particular, the removal of heritage trees, street trees, and mature trees should be minimized.

Program C 1.2-a: Enforce the City’s Zoning Ordinance (Chapter 17.21) which contains specific measures to protect heritage and street trees.

Program C 1.2-b: Enforce the Zoning Ordinance (Chapter 17.21), which requires a detailed site inventory of mature trees for all developments located on properties where there are existing native trees on the site.

Policy C 1.3: Native and Drought Resistant Trees. Encourage the planting of native and drought resistant trees in new developments and in City-owned parks, trails and recreational facilities.

Policy C 1.4: Hillside Protection. Development in areas with a 25% slope or greater shall be subject to the following criteria:

- Limit grading and retain the natural terrain to the extent possible.
- A minimum area of twenty-five percent of the lot area should remain in its natural state
- No development should be allowed within 100 vertical feet of the ridgeline unless there are no site development alternatives
- Development located in hillside areas shall avoid removal of oak trees that are six inches in diameter. In the event that removal of oak trees is necessary, three trees shall be planted for every significant tree removed. (See Policy C 1.1-c for additional requirements regarding Heritage trees.)
- Oak trees shall be further protected during construction through the use of orange fencing placed a minimum of 8 feet from the dripline of the trees.

Mineral Resources

OBJECTIVE C 2: TO PROTECT THE CITY FROM THE POTENTIAL IMPACTS OF MINING OPERATIONS.

Policy C 2.1: Mining Prohibition. Prohibit mining, quarrying and mineral extraction activities within City limits.

Program C 2.1-a: Revise the Zoning Ordinance to prohibit mining, quarrying and mineral extraction facilities within City limits.

Program C 2.1-b: Work with the County of Lake to discourage mining, quarrying and mineral extraction facilities within the Lakeport Sphere of Influence.

Program C 2.1-c: Request the County send referrals within the Lakeport Sphere of Influence for all proposed mining, quarrying or mineral extraction activities. Carefully review and respond to all EIR's for such activities to ensure that at a minimum, impacts regarding: noise; air quality; visual characteristics on surrounding properties; water quality and capacity; transportation facilities; and mitigations to restore the landscape to its pre-extraction condition.

Air Quality

OBJECTIVE C 3: TO MAINTAIN GOOD AIR QUALITY IN LAKEPORT AND CONTINUE TO HAVE ATTAINMENT STATUS.

Policy C 3.1: High Air Quality Standard. Maintain a high air quality standard in Lakeport to protect the public health.

Program C 3.1-a: Require review of all development proposals by the Lake County Air Quality Management District to establish mitigations needed to ensure compliance with air quality standards.

Program C 3.1-b: Include air quality as a factor in the City's environmental review procedures.

Program C 3.1-c: Include the Fire District in the review of proposed land uses which would handle, store or transport any potential air pollutant sources such as, but not limited to: lead; mercury; vinyl chloride; benzene; asbestos; beryllium; and all fuels.

Program C 3.1-d: Continue to require a dust emissions control plan for construction that includes regular watering during earthmoving operations or excavations, covering stockpiles or exposed earth and soil, spraying water or palliatives, pave or otherwise seal disturbances as soon as possible, and other measures to limit dust and reduce evaporative hydrocarbon emissions.

Policy C 3.2: Sensitive Receptors. Ensure that the air quality impacts of projects located in proximity to sensitive receptors, which can be identified in Figure 16 by land use, are adequately mitigated. Discourage land uses producing adverse air quality impacts from locating near sensitive receptors.¹

¹ Sensitive receptors are generally defined as people that are at the highest risk of respiratory problems from air emissions. People in this category generally include the elderly or young children, but can include people of any age. Sensitive receptors are oftentimes associated with schools, hospitals, convalescent homes, etc. Residential uses are also considered a use that is or may be occupied by a sensitive receptor.

Program C 3.2-a: Require air pollution point sources such as manufacturing or handling of air pollutants to locate at a sufficient distance from residential areas and sensitive receptors to significantly reduce air quality impacts of such land uses.

Program C 3.2-b: Include buffer zones within site plans for projects in residential areas and within sensitive receptor site plans to separate those uses from freeways, highways, arterials, point sources and hazardous materials locations.

Policy C 3.3: Naturally Occurring Asbestos. The City shall protect public health from naturally occurring asbestos by requiring mitigation measures to control dust and emissions during construction, grading, quarrying or surface mining operations.

Program C 3.3-a: Adopt a Naturally Occurring Asbestos Ordinance. The City should adopt an ordinance that regulates construction activities in areas that may contain serpentine soils.

Solid Waste

OBJECTIVE C 4: TO MAXIMIZE RECYCLING EFFORTS AND REDUCE WASTE STREAM TO THE LANDFILL.

Policy C 4.1: Reuse of Resources. Facilitate management of solid waste to maximize the reclamation and reuse of resources contained in waste materials in a manner which does not adversely impact the environment.

Program C 4.1-a: Continue the collection of waste paper produced by the City for recycling.

Program C 4.1-b: Purchase goods containing recycled materials for City use whenever possible.

Program C 4.1-c: Continue to implement a curbside recycling program for newspaper, glass and organic materials.

Program C 4.1-d: Revise the Zoning Ordinance to require all commercial/retail, office and multifamily developments to provide on-site drop-off areas for recycling. Coordinate with the City's refuse disposal contractor or other recycling services to ensure regular pick-up.

Policy C 4.2: Recycling Transfer Stations. Facilitate the establishment of a recycling transfer station to collect, store, and ship recyclable materials.

Program C 4.2-a: Revise the Zoning Ordinance to permit the establishment of a recycling transfer station in the Service Commercial Zoning District with a Conditional Use Permit.

Policy C 4.3: Solid Waste Hauling. Discourage the hauling of solid waste on collector and local streets through residential areas with the exception of garbage trucks serving local neighborhoods.

Energy Conservation

OBJECTIVE C 5: TO REDUCE DEMAND FOR ELECTRICITY AND INCREASE ENERGY EFFICIENCY.

Policy C 5.1: Energy Efficiency. Reduce energy waste and peak electricity demand through energy efficiency and conservation in homes and businesses.

Program C 5.1-a: Integrate energy efficiency, conservation, and other green building requirements into the development review process.

Program C 5.1-b: Offer incentives to encourage energy efficiency and green building practices such as:

- permit streamlining;
- fee waivers; and
- density bonuses for “green developments.”

Program C 5.1-c: Provide information, marketing, training, and education to support green building practices.

Policy C 5.2: City Use of Green Technologies. Integrate energy efficiency, conservation, and green building practices into all City functions.

Program C 5.2-a: Support minimum green building certification requirements for architects, contractors, and other building professionals. Provide information about training programs and list certified contractors in City information sources.

Program C 5.2-b: Monitor and support State and federal legislation that promotes energy efficiency and renewable energy sources.

Program C 5.2-c: Work with local commercial, industrial, and agricultural operations to identify opportunities for energy efficiency in the storage, transport, refrigeration, and other processing of commodities.

OBJECTIVE C 6: TO INCREASE RENEWABLE RESOURCE USE

Policy C 6.1: Renewable Energy Resources. Preserve opportunities for development of renewable energy resources.

Policy C 6.2: Renewable Technologies Incentives. Facilitate renewable technologies through streamlined planning and development rules, codes and processing, and other incentives.

Program C 6.2-a: Require the protection of passive or active solar design elements and systems from wintertime shading by neighboring structures and trees.

Program C 6.2-b: Where feasible, develop and employ renewable energy and clean generation technologies (such as solar) to power City facilities using tax-free low interest loans and other available financing options.

Program C 6.2-c: Evaluate and implement, as feasible, local government financing options such as low-interest loans, pooled project financing and joint ventures with other agencies with financing authority such as water and fire districts.

Agricultural Resources

OBJECTIVE C 7: TO PROTECT AND ENHANCE AGRICULTURAL RESOURCES.

Policy C 7.1: Annexation of Agricultural Lands. Discourage the annexation of prime agricultural lands for urban uses.

Prime agricultural land is generally defined as Class I and II based on the methodology of the Soil Conservation Service classification system (see Section 56064 of the California Government Code for a full definition).

Policy C 7.2: Wastewater for Irrigation. Explore the alternative use of wastewater for irrigation purposes beyond the existing spray irrigation activities. This can be accomplished by pursuing the Sphere of Influence amendment and annexation of the Specific Plan Area which includes the City's sewer treatment facility. In the event that treatment facility is converted to a tertiary treatment facility, there may be additional opportunities for wastewater irrigation for certain types of food crops in addition to potentially using the water to irrigate parks, playgrounds, and other similar uses subject to RWQCB permit. A small portion of the CLMSD property is designated as "prime agricultural land" and "farmland of local importance." The City will attempt to maintain the "prime agricultural land" by leasing it for agricultural purposes.

Policy C 7.3: Coordination with Lake County. Continue the coordination of land use planning between the County of Lake and Lakeport to preserve existing agricultural lands.

Water Quality

OBJECTIVE C 8: TO PROTECT AND ENHANCE WATER QUALITY IN WATERCOURSES, CLEAR LAKE AND IN GROUNDWATER.

Policy C 8.1: Stream and Creek Protection. Preserve and protect streams and creeks in their natural state to the maximum extent feasible. [Streams, creeks and other riparian corridors are considered to be in a natural state when they support their own environment of vegetation, wildlife and have not been concretized or channelized.]

Program C 8.1-a: Develop, in cooperation with the County and the State Department of Fish and Game, guidelines for the construction and maintenance of watercourses which assure that the native vegetation is not unnecessarily removed and that maintenance minimizes disruption of wildlife breeding activities. Incorporate these guidelines, where appropriate, into the Zoning Ordinance and Public Works Department maintenance procedures.

Program C 8.1-b: Revegetate watercourses with native plant species that are compatible with the watercourse maintenance program and which do not adversely impact flow.

Policy C 8.2 Clear Lake. Prohibit any filling of Clear Lake below 7.79 as indicated by the Rumsey Gauge.

Program C 8.2-a: Enforce the Zoning and Subdivision Ordinances to prohibit filling of Clear Lake below 7.79 as indicated on the Rumsey Gauge.

Program C 8.2-b: Review all development proposals submitted to the County within the Lakeport Planning Area and oppose any filling of Clear Lake.

Policy C 8.3: Soil Erosion. Soil erosion shall be controlled to prevent flooding and destruction of natural waterways, to maintain water quality and to reduce public costs of flood control and watercourse maintenance.

Program C 8.3-a: Grading Permits shall be issued for all new construction, where applicable. An approved erosion control plan and revegetation plan shall be included in the grading plan, wherever determined appropriate by the City, to include measures to mitigate erosion during and after construction.

Program C 8.3-b: Consider the adoption of a Hillside Protection Ordinance in the Zoning Ordinance that includes specific performance criteria for the protection of hillside areas.

Policy C 8.4: Water Quality. Continue to cooperate with the County, Lake County Watershed Protection District (LCWPD) and other agencies to develop and implement measures to improve the quantity and quality of water resources.

Program C 8.4-a: Formally request that the County send all notices to the City regarding proposed gravel extraction operations in Clear Lake watersheds.

Program C 8.4-b: Participate in County review of proposals submitted to extract gravel from Scotts Creek. Oppose any gravel extraction operations which would reduce the capacity of this aquifer.

Program C 8.4-c: Participate in a regional groundwater monitoring program to establish a region-wide water conservation program.

VIII. OPEN SPACE, PARKS AND RECREATION ELEMENT

VIII. OPEN SPACE, PARKS AND RECREATION ELEMENT

Purpose

This section is intended to guide public decision making while providing for a comprehensive system of open space, parks, and recreational opportunities available for public use. This section of the General Plan considers the existing open space, parks, and recreational opportunities, then it presents some standards for meeting the needs of the community, and lastly it identifies some future needs. Objectives, policies, and implementation programs are then recommended to guide decisions based on the projected open space, parks, and recreational demands of the community.

There are four general considerations addressed by the objectives, policies, and implementation programs. These include the coordination of public resources to meet demand, the quality and quantity of recreational facilities, the availability of recreational facilities for public use, and the provision of open space sites.

Open space, parks, and recreation are a key component to a balanced and healthy community. Leisure time is used according to a persons needs and desires, as well as the quality and quantity of recreational opportunities available. The City of Lakeport maintains a system of open space, parks, and other recreational opportunities for its citizens. In addition to parks, recreational facilities are provided at the Highland Springs Reservoir, Lake County Fairgrounds, the County Park, Clear Lake State Park, and the Westshore swimming pool, which is located on Lakeport Unified School District (LUSD) property. Community use of school playing fields provides additional recreational facilities.

Open Space

Lakeport is fortunate to be surrounded by a generous amount of open space. Over 50 percent of all land in Lake County is publicly owned, and approximately two thirds of this area is available for public use. The majority of this land has limited recreational use, however, since it is inaccessible to the public. Lakeport residents typically use the Library Park area or nearby State and County Parks for open space related recreational activities.

Open space, which is unimproved land, serves several functions, some of which are listed below:

- It preserves natural resources such as riparian corridors, plant and animal habitats;
- It provides passive recreational opportunities in areas with scenic and/or interesting natural environments and limited active recreational opportunities such as jogging and equestrian trails;
- It provides a visual buffer between developed and non-developed areas;
- It preserves a distinctive community identity; and

- It limits development from occurring in areas with hazardous conditions, such as those with unstable soils and steep hillsides.

Parks

The policies and implementation programs contained in this section provide the framework that is needed for the City to proactively plan and develop park facilities based on anticipated demand for these facilities. Parkland acquisition is an ongoing priority. Funding sources for park land acquisition and development may come from a variety of sources including dedications, developer in-lieu fees pursuant to the Quimby Act, redevelopment tax-increment funds, the City’s general fund, grants, neighborhood assessments, and general obligation and revenue bonds. The City’s parkland standard is set at five acres of developed parkland per 1,000 residents.

As shown in [Table 14](#), the City has approximately 63.5 acres of parkland, not including recreational facilities at the schools (see [Figure 15](#)). Lakeport’s park and recreational facilities include parks and undeveloped parks.

Table 14
Existing Parks – City of Lakeport

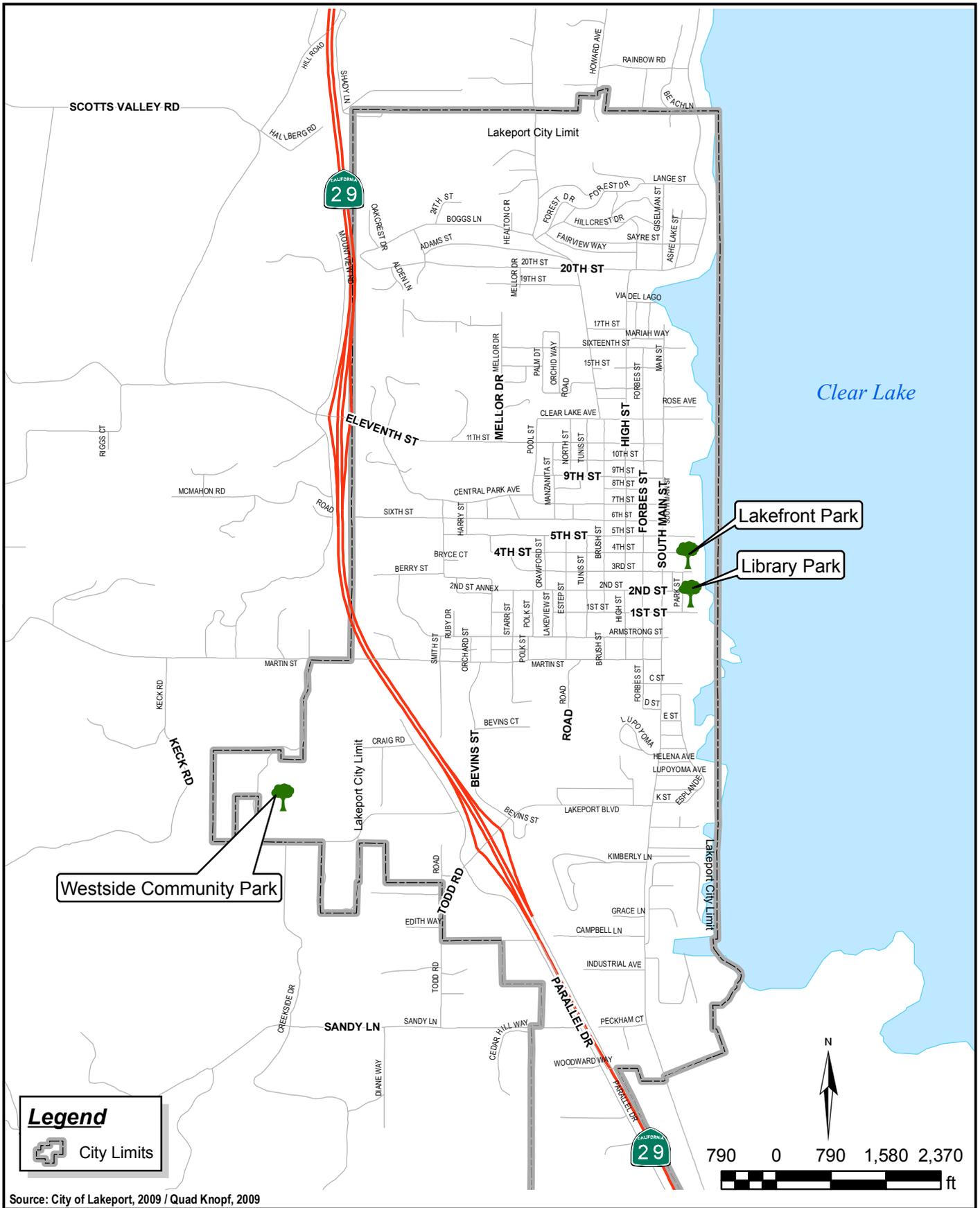
Park	Size (acres)	Current Use
Lakefront Park	5.0 ¹	Picnicking, boat ramp, parking lot
Library Park	3.5	Picnicking, play lot, gazebo, boat ramp, dock, and swimming
Westside Community Park	55	Athletic fields, playground (only 8 acres have been developed at this point, the remainder will develop as funds become available).
Total	63.5	
¹ Most of the 5 acres is used for parking		

Open space and recreation facilities at Lakeport’s schools are also considered part of the park inventory due to the cooperative agreement between the City and school district. Not including the school district’s park acreage, there are approximately 12 acres of City owned parkland per 1,000 residents. Only 16.5 acres of the City owned parkland had been developed as of 2004, giving Lakeport a ratio of 3.3 acres of developed parkland per 1,000 residents. This is below the adopted goal of 5 acres per 1,000 residents.

Recreation

LAKE RECREATION

Clear Lake is renowned for its many recreational opportunities. Boating (including fishing, personal watercraft, and water-skiing) is the principal recreation activity on the Lake. There are also beaches and swimming areas. Over the years there has been a general increase in and promotion of lake recreation.



Boating

Fishing season is open 365 days a year on Clear Lake and the lake is famous for its many fishing tournaments. The largest tournament activity involves bass fishing; there are numerous bass tournaments throughout the year with as many as 300 boats participating in any one tournament. Civic organizations such as the local Chamber of Commerce aggressively court fishing tournaments because of the significant revenue generated by them. The principal bass tournament locations are at City of Clearlake, Lakeport, and Konocti Harbor Resort and Konocti Vista Casino. There are also fishing derbies at a variety of locations for other fish such as catfish, carp, crappie, and blue gill. In addition to the fishing events, there are other boating related events including the Nor-Cal Boat and Ski races, personal watercraft poker runs, and a seaplane fly-in.

The Clear Lake Management Plan notes the need to explore measures to encourage use of more efficient powerboats and personal watercraft on Clear Lake.

OBJECTIVES, POLICIES & PROGRAMS

Parks & Recreation

OBJECTIVE PR 1: TO PROVIDE PARK AND RECREATIONAL FACILITIES, PROGRAMS AND ACCESS TO ALL MEMBERS OF THE COMMUNITY WHICH ALLOW THE OPPORTUNITY FOR PLAY, RELAXATION AND ENRICHMENT OF MIND AND BODY.

Policy PR 1.1: Parks Master Plan. Update the Parks Master Plan to identify funding sources, acquisition and development priorities, and facilities improvement guidelines.

Policy PR 1.2: Park and Recreation District. Consider the establishment of a Park and Recreation District to develop and maintain city parks, landscaped public open spaces and operate recreation programs.

Program PR 1.2-a: Prepare a report for consideration of the Parks and Recreation Commission, the Planning Commission and the City Council regarding the feasibility of establishing a Parks and Recreation District for Lakeport.

Policy PR 1.3: Public Participation. Actively solicit public participation in the selection, design and facilities planning for future park sites.

Policy PR 1.4: Trail System. Develop a system of pedestrian, bicycle and equestrian trails to connect park and recreational facilities to residential areas.

Program PR 1.4-a: Include in the annual Capital Improvement Program (CIP) the schedule and costs of expanding and improving the urban trails system.

Program PR 1.4-b: Develop and adopt specific design criteria for on- and off-street trails for inclusion in the Zoning Ordinance.

Policy PR 1.5: Park Land Acquisition. Acquire and develop land for public parks at a rate consistent with the growth of the City's population and the needs for additional parks as identified in the General Plan.

Policy PR 1.6: Parks Ratio Standard. Utilize the standard of five acres per 1,000 residents for acquisition of additional developed parks pursuant to the provisions of the Quimby Act [Gov't Code §66477].

Program PR 1.6-a: Establish a Park Acquisition Trust Fund to acquire and develop parkland pursuant to the Quimby Act.

Program PR 1.6-b: Reevaluate and update the population to parkland ratio every two years and amend the Park Dedication Ordinance as appropriate.

Program PR 1.6-c: Prepare, prior to acceptance of any parcels for park or open space, a thorough analysis of geotechnical or other related hazard potential. Identified hazards shall be fully repaired before acceptance of land by City.

Policy PR 1.7: Funding Sources. Consider the following funding sources for park acquisition, development/improvement and maintenance and the operation of recreation programs:

- Sale or trade of City-owned land for the acquisition of comparable facilities elsewhere within the Lakeport Planning Area;
- Redevelopment Tax Increment Revenues;
- Transient Occupancy Tax revenues;
- General Obligation and Revenue Bonds;
- Neighborhood Assessments;
- Grant and foundation funds;
- Recreation concession revenues;
- Donations;
- User fees; and
- Sale of Park and Recreation gift catalogue items.

Policy PR 1.8: Joint Use Parks. The City will work with LUSD to develop joint use of neighborhood parks on school sites using an integrated and comprehensive design which embodies the principle of 'school-in-the-park.' The City's neighborhood park/school sites should serve the entire community and provide a broad range of cultural, recreational and educational activities.

Program PR 1.8-a: Facilitate coordination among the City, the Lakeport Unified School District, Mendocino Community College District and the Recreation and Park District on an ongoing basis to assure continued and expanded use of school facilities for parks and recreational uses.

Policy PR 1.9: Facilities Sharing. Cooperate and work with the County Recreation Department to share facilities and programs.

Policy PR 1.10: Heritage Sites. Identify, recognize and protect sites, buildings, structures and districts with significant cultural, aesthetic and social characteristics which are a part of the City's heritage.

Program PR 1.10-a: Adopt a cultural resources management ordinance to identify, recognize, protect and preserve sites, buildings, structures, districts and objects that reflect significant elements of Lakeport's cultural, social, aesthetic, architectural or natural heritage.

Program PR 1.10-b: Prior to altering any structure with historical significance within the City of Lakeport, the General Plan shall be consulted and any alterations shall be in compliance with General Plan policies. For structures over 45 years old an architectural historian and a historic archaeologist should conduct archival and/or field research to determine the structure's historical value. Relocation of historic structures should only be done if there is no other alternative available.

Program PR 1.10-c: During review of future development projects, the City shall evaluate the need for the project to have a qualified archeologist conduct the following activities: (1) conduct a record search at the Archeological Information Center and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards. In the event there is a likelihood of resources present the appropriate tribe representatives shall be notified in order to determine whether the presence of an on-site monitor is required. If the project is located within 150 feet of a known or recorded archaeological site, the tribe will be notified prior to commencement of any work and a monitor will be present during the excavation portion of the project and will observe the work to ensure that archeological resources are not damaged.

In the event that archaeological resources are encountered during subsurface construction for land development projects, land alteration work in the general vicinity of the find shall be halted and a qualified archaeologist shall be consulted. Prompt evaluations could then be made regarding the finds and course of action acceptable to all concerned parties could then be adopted. Local Native American organizations and tribe representatives shall be consulted if human remains are encountered.

Policy PR 1.11: Specialized Facilities. Consider the development of recreation programs and specialized facilities for different age groups, such as senior citizens and youths.

Open Space

OBJECTIVE OS 2: PRESERVE AND ENSURE ACCESS TO OPEN SPACE AREAS THROUGHOUT THE PLANNING AREA THAT ARE HARMONIOUS WITH BOTH THE NATURAL ENVIRONMENT AND EXISTING DEVELOPED AREAS AND AVAILABLE TO ALL MEMBERS OF THE COMMUNITY.

Policy OS 2.1: Open Space Preservation. Leave and/or restore open space areas to their natural state wherever possible and limit uses to those with a minimal environmental impact.

Program OS 2.1-a: The City should require underground utilities in parks and adopt an ordinance to require solar wherever practical and cost efficient. Utilities should be located and designed to minimize an area's environmental and visual qualities.

Policy OS 2.2: Wildlife Corridors. Ensure that adequate open space is provided to permit effective wildlife corridors for animal movement.

Policy OS 2.3: Sensitive Habitat Areas. Facilitate public access to open space in a manner that ensures protection of sensitive habitat areas.

Policy OS 2.4: Right-of-Way for Trails. Use, wherever possible, existing public easements, right-of-ways, flood control facilities, and other public property for the development of trails. Where it is not possible to acquire right-of-way to connect trails systems, the City shall provide access links within the existing street right-of-way.

Policy OS 2.5: Clear Lake Shoreline. Ensure, wherever possible, maximum public access to the Clear Lake shoreline.

Program OS 2.5-a: Require public access easements across lakefront property between 'C' Street and Ninth Street as development occurs.

Policy OS 2.6: Open Space Uses. Seek balance in use of open space for agriculture, habitat preservation, and recreation.

Policy OS 2.7: Agricultural Protection. Protect agricultural activity and long-term commercially viable agricultural land.

Policy OS 2.8: Coordination with Biological Resources Policies. Coordinate open space programs with the other Plan policies to protect plant and wildlife habitat.

Program OS 2.8-a: Establish an active program of land/development rights acquisition in order to protect sensitive environmental areas and features.

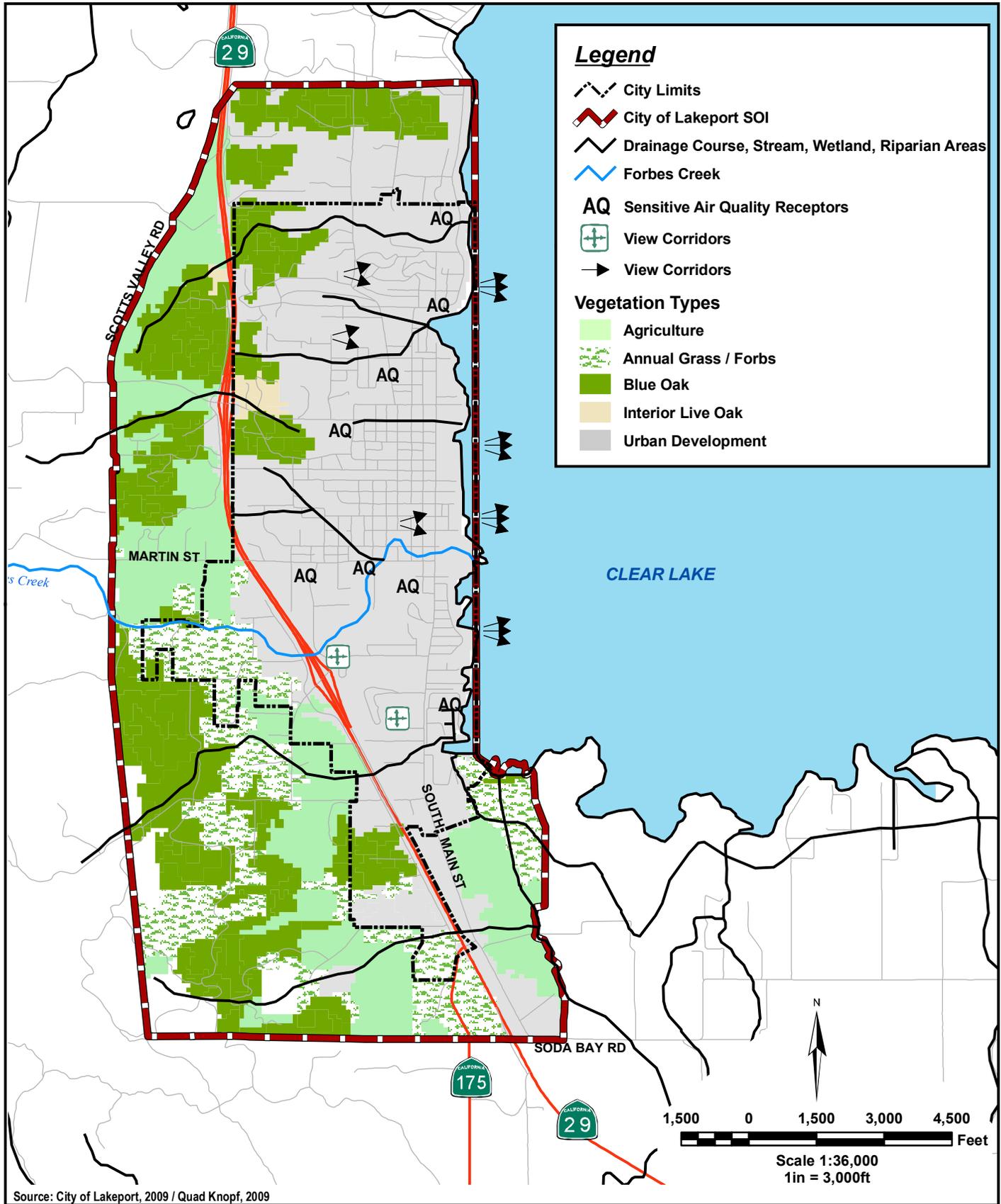
Program OS 2.8-b: Establish standards for inclusion and management of permanent open space in new developments.

Policy OS 2.9: Development Rights Transfers. Study the potential for inter-jurisdictional transfer of development rights.

Policy OS 2.10: Protection of Scenic Views. Protect and preserve valuable scenic view sheds and view corridors (see [Figure 16](#)).

Policy OS 2.11: Open Space Links. Preserve and expand links between open spaces and creek corridors.

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IX. NOISE ELEMENT

IX. NOISE ELEMENT

Purpose

The purpose of the Noise Element is to protect the health and welfare of the community by promoting development which is compatible with established noise standards. This section has been prepared in conformance with Government Code § 65302(f) and the guidelines adopted by the State Office of Noise Control, pursuant to Health and Safety Code § 46050.1. Existing and future noise problems in Lakeport and its Sphere of Influence have been identified. The Noise Element will provide policies and implementation programs designed to reduce the community's exposure to excessive noise levels. Accomplishing this task requires an evaluation of the noise from sources such as roads, highways, recreation areas, aviation and from stationary sources such as factories.

Noise Characteristics

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing.

Most of the sounds which we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflect the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the mid-range frequency. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{10} , L_{50} , and L_{90} , are commonly used. They are the A-weighted noise levels equaled or exceeded during 10%, 50%, and 90% of a stated time period. A single number descriptor called the L_{eq} is now also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, the L_{dn} (day/night average sound level), was developed. The L_{dn}

divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another similar 24 hour average which includes both an evening and nighttime weighting.

Human Response to Noise

The effects of noise on people can be categorized as follows:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning; and
- physiological effects such as startling, hearing loss.

The levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Workers in industrial plants can experience noise in the last category. Unfortunately, there is as yet no completely satisfactory way to measure the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and habituation to noise over differing individual past experiences with noise. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by the hearers.

The following relationships will be helpful in understanding the significance of increases in the A-weighted noise level:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected.
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse change in community response.

In any typical noise environment about 10 percent of the population will object to any noise not of their own making and 25 percent will not react or complain at all, regardless of the level of noise being generated. Consequently, noise control measures are most beneficial to the remaining 65 percent of the population who are neither ultra-sensitive nor insensitive to noise. Negative reaction to noise generally increases with the increase in difference between background (or ambient) noise and the noise generated from a particular source such as traffic operations. In most situations, noise control measures need to reduce noise by 5 to 10 dB(A) in order to effectively reduce complaints.

People generally have the ability to distinguish one sound from a background of sounds, such as a telephone ringing over music. However, certain noise levels can render a sound inaudible. For example, heavy trucks can interfere with a conversation. Face-to-face conversation usually can proceed where the noise level is up to 66 dB(A), group conversations up to 50 to 60 dB(A), and public meetings, up to 45 or 55 dB(A), without interruption.

Sleep interference is more difficult to quantify, although studies have shown that progressively deeper levels of sleep require louder noise levels to cause a disturbance. The California Office of Noise Control (ONC) recommends that individual events within sleeping areas should not exceed 50 dB(A) in residential areas exposed to noise levels of 60 Ldn, or greater. Interior noise standards of 45 Ldn will protect against sleep interference.

Environmental noise, in almost every case, produces effects which are subjective in nature or involve interference with human activity. However, brief sounds at levels exceeding 70 dB(A) can produce temporary physiological effects such as constriction of blood vessels, changes in breathing and dilation of the pupils. Steady noises of 90 dB(A) have been shown to increase muscle tension and adversely affect simple decision making. Long-term exposure to levels exceeding 70 dB(A) can cause hearing loss.

Existing Noise Sources in Lakeport

The primary noise generators in Lakeport are vehicular traffic (including automobiles, trucks, buses, and motorcycles), boaters on Clear Lake, and during events at the race track at the County Fairgrounds.

The level of vehicular noise varies with the volume of traffic on a given roadway, the percentage of trucks, buses and motorcycles, the speed of the traffic, and the distance from the roadway. The major traffic noise generators are Highway 29, Main Street, Lakeport Boulevard, 11th Street, and High Street. Along most streets, the presence of densely-packed buildings will reduce the noise exposure significantly for subsequent rows of buildings. A row of buildings will generally reduce the noise level by about 5 decibels, significantly reducing the influence of local traffic noise beyond the street itself.

While the noise generated by the roadway system is most pervasive in the City of Lakeport, noise generated at the Lake County Fairgrounds and by activity on Clear Lake is also occasionally significant. Automobile races are frequently held at the Lake County Fairgrounds in the evenings, when nearby residents are most sensitive to intrusive noises. Noise sources at the races include the stock cars, the public address system, the crowd noise, and spectator traffic.

Noise generated by power boats on the lake is another major noise source in Lakeport. Large powerboats equipped with inboard engines without mufflers generate noise levels as high as 110 dBA at a distance of 50 feet. Larger outboard engines also generate noise levels of 65 to 95 dBA at a distance of 50 feet. When many boats are starting up together, for example early in the morning during a bass tournament, significant noise levels can be generated. Noise generated from boaters on Clear Lake has the potential to affect residents living well beyond the lake shore.

Other noise sources which occasionally represent problems in the City include: barking dogs; the use of power tools; seaplanes; helicopters; and machinery. The noise generated by these sources is most effectively controlled through the enforcement of the local noise ordinance.

At present, no significant amount of noise is produced by Lampson Field, a general aviation airport located outside of the City's Sphere of Influence. The City will continue to work with the County Airport Land Use Commission (ALUC) to monitor airport noise and implement suitable mitigation measures if they become necessary.

Future Noise Levels

Future noise levels will be largely attributable to vehicular traffic. Portions of several of the principal streets and highways listed below are projected to experience a significant increase in noise over 60 dBA.

- 6th Street
- 11th Street
- 20th Street
- Hartley Street
- Hill Road
- Lakeport Boulevard
- Main Street
- Martin Street
- Scotts Valley Road
- Parallel Drive
- Highways 29 and 175

It is anticipated that residences adjacent to the above streets will be exposed to excessive noise levels, defined as those over 60 dBA. The appropriate response contained in this section is to implement a variety of noise-mitigating measures and, where possible, condition future residential development to limit noise exposure.

Noise and Land Use Compatibility Standards

The most effective means of controlling noise is to prevent the development of incompatible land uses, rather than implementing after-the-fact techniques such as sound walls, earth berms or additional residential sound proofing. The objective of the Noise and Land Use Compatibility Standards is to provide an acceptable community noise environment and to minimize noise-related complaints from residents.

The Standards listed in [Table 15](#) should be used to evaluate the compatibility between land uses and future noise levels in Lakeport.

**Table 15
Noise and Land Use Compatibility Standards**

Land Use	Maximum Exterior Noise Level
Residential Development	Up to 60db
Transient Lodging: Motel and Hotel	Up to 60db
School, Library, Church, Hospital and Nursing Home	Up to 60db
Auditorium, Concert Hall, Amphitheater, Sports Arena	Up to 70db
Sports Arena, Outdoor Spectator Sports	Up to 75db
Playgrounds, Neighborhood Parks, Open Space	Up to 70db
Golf Course, cemetery	Up to 70db
Office Building, Business, Commercial & Professional	Up to 65db
Industrial, Manufacturing, Utilities	Up to 70db

The following considerations should be taken into account when using the Noise and Land Use Compatibility Standards:

1. The standard for maximum outdoor noise levels in residential areas is a Ldn of 60 dB. This standard is applied where outdoor use is a major consideration, such as backyards in single family housing developments and recreation areas in multifamily developments. This standard should not be applied to outdoor areas such as small decks and balconies typically associated with multifamily residential developments, which can have a higher standard of 65 Ldn;
2. The maximum acceptable interior noise level in new residential development required by the State of California Noise Insulation Standards is an Ldn of 45. This standard continues to be applied to single family and all other residential development in Lakeport. In addition, the interior noise level for offices shall be Ldn 45 dB or less;
3. These standards are not intended to be applied reciprocally. In other words, if an area is currently below the desired noise standard, an increase in noise up to the maximum should not be permitted. The impact of a proposed project on an existing use should be evaluated in terms of the potential for adverse community response based on existing community noise levels, regardless of the compatibility standards; and
4. The Land Use and Noise Compatibility Standards should be reviewed in relation to the specific source of noise. These standards are based on measurement systems which average noise over a 24-hour period and do not take into account single-event noise sources. For example, aircraft noise normally consists of a higher single-noise event than vehicular traffic and has been linked to sleep interference and other significant problems, but occurs infrequently in Lakeport. Different noise sources yielding the same composite noise exposure do not necessarily create the same environment. Additional standards may be applied on a case-by-case basis where supported by acoustical analysis to mitigate the effects of single-event noise sources.

OBJECTIVES, POLICIES & PROGRAMS

OBJECTIVE N 1: TO ENSURE COMPATIBILITY OF NEW DEVELOPMENT WITH THE EXISTING AND FUTURE NOISE ENVIRONMENT.

Policy N 1.1: Maintain Noise and Land Use Compatibility Standards. Attempt to maintain the noise and land use compatibility standards indicated in Table 15.

Program N 1.1-a: Review all land use and development proposals for compliance with the Noise and Land Use Compatibility Standards.

Responsibility: Community Development Department

Program N 1.1-b: Require a standard of Ldn 45 dB for indoor noise for all new residential development, including hotels and motels.

Responsibility: Community Development Department

Program N 1.1-c: Use the standards in Table 15 to determine the need for noise studies and require new developments to provide noise attenuation features as a condition of approving new projects.

Responsibility: Community Development Department

Program N 1.1-d: Require an acoustical study for all new residential projects with a future Ldn noise exposure of 60 dB or greater. The study shall describe how the project will comply with the Noise and Land Use Compatibility Standards.

Responsibility: Community Development Department

Program N 1.1-e: Require post-construction testing and sign-off by an acoustical engineer for residential and office projects exposed to an Ldn in excess of 65 dB to ensure compliance with the Noise and Land Use Compatibility Standards.

Responsibility: Community Development and Building Departments

OBJECTIVE N 2: TO REDUCE NOISE TO ACCEPTABLE LEVELS WHERE IT NOW EXCEEDS THOSE STANDARDS.

Policy N 2.1: Outdoor Noise in Residential Areas. Reduce outdoor noise in existing residential areas where economically and aesthetically feasible.

Program N 2.1-a: Verify projected noise levels with noise monitors at locations adjacent to residential and other noise sensitive areas where traffic volumes increase by over 50% from baseline noise data.

Responsibility: Community Development and Public Works Departments

Program N 2.1-b: Consider and carefully evaluate the noise impacts of all street, highway and other transportation projects.

Responsibility: Community Development and Public Works Departments

Program N 2.1-c: Continue to seek State and Federal funding to construct noise barriers where impact of noise can be significantly reduced.

Responsibility: Community Development Department

Program N 2.1-d: Establish a standard for new commercial development adjacent to residential areas which does not permit an increase in noise levels in residential areas of more than 3 dB Ldn, or create noise impacts which would increase noise levels to more than 60 dB Ldn at the boundary of a residential area, whichever is the more restrictive standard.

Responsibility: Community Development Department

Policy N 2.2: Noise Reduction in Existing Residential Areas. Reduce noise levels in existing residential areas.

Program N 2.2-a: Restrict truck traffic to designated routes.

Responsibility: Community Development and Public Works Departments

Program N 2.2-b: Enforce California Vehicle Code § 23130, 23130.5, 27150, 27151 and 38275. These sections pertain to the allowable noise emission of vehicles operated on public streets.

Responsibility: Police Department

Program N 2.2-c: Facilitate City review of all activities that take place at the County Fairgrounds. This would allow the City to institute additional noise control measures, if it deems them necessary, and to assure that any new events brought to the fairgrounds not generate noise exceeding the Noise and Land Use Compatibility Standards contained in Table 15.

Responsibility: Community Development Department

Program N 2.2-d: The City should work in a cooperative manner with the County and State to explore options for mitigating noise impacts from the Fairgrounds.

Responsibility: City Council

Program N 2.2-e: Consult with the State and the County regarding activity on the lake. The City's concerns regarding early morning starts for events such as bass tournaments should be stated to the agency in charge of permits for the activities, so that adequate controls on hours of operation (muffler use, etc.) can be instituted to reduce noise.

Responsibility: Community Development Department

Policy N 2.3: Interagency Cooperation. Continue to encourage other agencies to reduce noise levels generated by airports, heliports, roadways and other facilities.

Program N 2.3-a: Continue to work with the County and the Airport Land Use Commission to reduce noise generated from Lampson Field.

Responsibility: Community Development Department and the County Public Works Department

Policy N 2.4: Discourage Sound Walls. As an alternative to the construction of sound walls to mitigate noise levels, encourage developers to utilize site design techniques, vegetative landscaping, berms, building setbacks, and alternative architectural layouts as a means of meeting noise reduction requirements. Where sound walls are deemed appropriate, design standards shall be applied to reduce visual and aesthetic impacts.

Program N 2.4-a: Amend the zoning ordinance to include standards for construction of sound walls and alternative forms of noise mitigation.

OBJECTIVE N 3: TO PREVENT LAND USES WHICH INCREASE THE EXISTING NOISE LEVEL ABOVE ESTABLISHED ACCEPTABLE STANDARDS.

Policy N 3.1: Remodel Projects. Noise standards shall be applied to residential remodel projects, where the remodeling is substantial.

Program N 3.1-a: Review all building permit applications for compliance with the applicable noise standards, and require as necessary, the appropriate noise mitigating features.

Responsibility: Community Development and Building Departments

Policy N 3.2: Noise Protection in Residential Areas. Protect existing noise environment in residential areas.

Program N 3.2-a: Require mitigation measures for projects that would cause the following criteria to be exceeded or would generate noise which could cause significant adverse community response:

-
- Cause the Ldn in existing residential areas to increase by 3 dB or more and exceed an Ldn of 55 dB.
 - Cause the Ldn in existing residential areas to increase by 3 dB or more if the Ldn currently exceeds 55 dB.

[Note: a 3 dB increase would result if traffic increased by 100% over existing levels. It is recognized that there are locations where the outdoor criteria of an Ldn of 55 dB cannot be reasonably and feasibly achieved. These situations will be evaluated on a case-by-case basis to determine the appropriate level of mitigation.]

Responsibility: Community Development and Building Departments

Program N 3.2-b: Continue to enforce the existing Lakeport Noise Ordinance.

Responsibility: Community Development and Police Departments

Program N 3.2-c: Stay abreast of changing noise issues in Lakeport and periodically review the existing Lakeport Noise Ordinance and update it as needed.

X. SAFETY ELEMENT

X. SAFETY ELEMENT

Purpose

The purpose of the safety element is to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes and other hazards. This element is required to include mapping of known seismic and other geologic hazards and also to address other locally relevant safety issues such as:

- hazardous materials spills;
- hazardous and toxic materials storage and disposal;
- wildland and urban fires;
- emergency response capacity;
- flooding, storm drainage; and
- potable water quality.

A second purpose of this element is to guide land use planning and policy decisions in order to achieve an acceptable level of public safety from known natural and man-made hazardous events.

Geologic and Seismic Hazards

SEISMIC HAZARDS

Earthquakes originate as movement or slippage occurring along an active fault. These movements generate shock waves that result in ground shaking. Structures of all types, if not designed or constructed to withstand ground shaking, may suffer severe damage or collapse. Likewise, some slopes will collapse due to the soil or geological characteristics resulting in hazard both in terms of collapse of structures located thereon, or collapse of structures within the path of resulting land slides.

The severity of damage to buildings from earthquakes is related to the intensity of groundshaking, soils and geologic characteristics, and the type of building construction used. High risk areas in Lakeport do not have any critical facilities such as high-occupancy buildings, hospitals, or schools. The land use pattern that has evolved in Lakeport has, in general, avoided high-risk areas.

Lakeport is located in a highly active earthquake area and the potential exists for a significant seismic event in the future. Immediately east of the city, between the city limits and Clear Lake, there is a potentially active rupture zone. Potentially active rupture zones are faults which have been active in the past 2,000 years. Little is known about this shoreline fault rupture zone, however, it represents a potentially significant hazard and must be taken into consideration when development occurs in the vicinity. Within the past 200 years, no major earthquakes have occurred along faults in Lake County.

To the west of the city lie the San Andreas fault and the Healdsburg fault, 30 and 15 miles away, respectively. Both of these faults have been responsible for moderate to major seismic events in the past. The maximum earthquake magnitudes observed to date are 8.5 for the San Andreas fault and 6.75 (Richter Scale¹) for the Healdsburg fault.

Figure 17 shows the 2001 Fault-Rupture Hazard Zones maps prepared by the California Geological Survey. Most of the ground shaking which has occurred in past years in the Lakeport area has come from faults in the Mayacamas and Mt. Konocti area. Additionally, fault zones run diagonally in a southeast to northwest direction through the Potato Hill, Lake Pillsbury and Sanhedrin areas. In the far southeastern corner of the County there is a fault zone in the Jericho Valley, an area that runs along the Lake/Napa County line.

Communities containing structures built with unreinforced masonry walls are particularly susceptible to damage from earthquakes. The Unreinforced Masonry Law passed by the State Legislature in 1986 [SB 547], requires all cities and counties in Seismic Zone 4 to identify potentially hazardous unreinforced masonry buildings. The City has complied with this legislation and identified several unreinforced masonry buildings. Implementation of an inspection and reinforcement program was carried out to help mitigate hazards associated with seismic effects on structures. A comprehensive structural rehabilitation program was not carried out city-wide.

In addition to unreinforced masonry buildings, other key community structures are also considered at-risk in the occurrence of a seismic event.

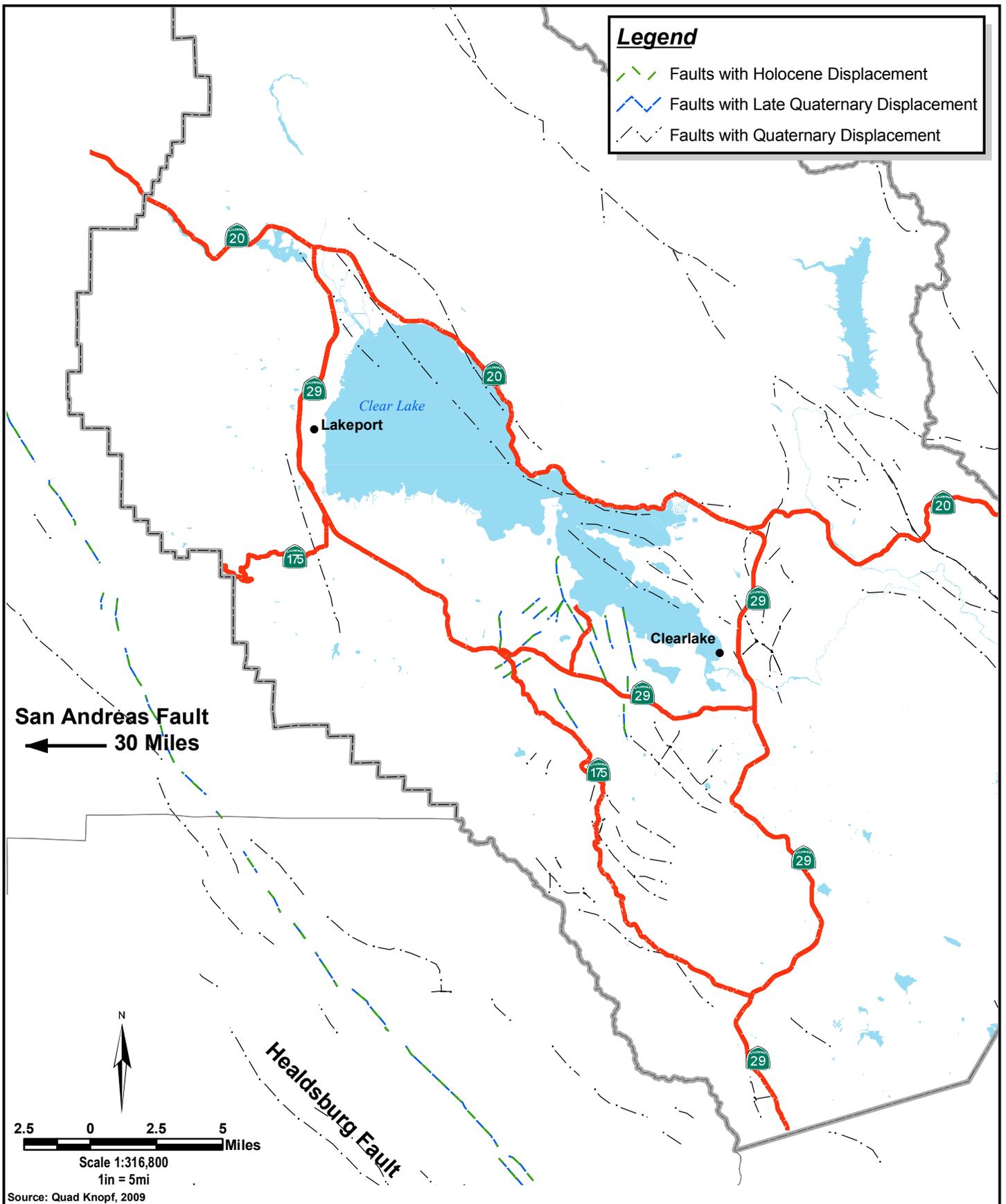
- All critical emergency buildings (city hall, county courthouse, police and fire stations);
- High priority buildings (theaters, schools, limited care facilities)
- The majority of high-use buildings (commercial and office buildings, large apartment buildings, and churches);

A major earthquake would be expected to cause considerable damage to transportation systems. Roads, bridges and highway overpasses all cross various earthquake faults as well as areas susceptible to ground failure.

LIQUEFACTION

Liquefaction is a phenomenon in which the strength and stiffness of the soil is reduced by earthquake shaking or other rapid loading. Liquefaction and related phenomena have been responsible for tremendous amounts of damage in earthquakes around the world.

¹ Seismic waves are the vibrations from earthquakes that travel through the Earth; they are recorded on instruments called seismographs. Seismographs record a zigzag trace that shows the varying amplitude of ground oscillations beneath the instrument. Sensitive seismographs, which greatly magnify these ground motions, can detect strong earthquakes from sources anywhere in the world. The time, locations, and magnitude of an earthquake can be determined from the data recorded by seismograph stations. The Richter magnitude scale was developed in 1935 by Charles F. Richter of the California Institute of Technology as a mathematical device to compare the size of earthquakes.



Liquefaction occurs in saturated soils, that is, soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Prior to an earthquake, the water pressure is relatively low. However, earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. When liquefaction occurs, the strength of the soil decreases and, the ability of a soil deposit to support foundations for buildings and bridges is reduced. Liquefied soil also exerts higher pressure on retaining walls, which can cause them to tilt or slide. This movement can cause settlement of the retained soil and destruction of structures on the ground surface. Increased water pressure can also trigger landslides and cause the collapse of dams. Because liquefaction only occurs in saturated soil, its effects are most commonly observed in low-lying areas near bodies of water such as rivers, lakes, bays, and oceans. Soils in and around Lakeport, especially near the lake shore, are susceptible to liquefaction during a seismic event.

SEICHES OR DAM FAILURES

A significant seismic event near Lakeport could potentially cause large waves to form on Clear Lake called a seiche. Seiching is the formation of standing waves in a water body due to wave formation and subsequent reflections from the ends. These waves may be incited by earthquake motions (similar to the motions caused by shaking a glass of water), impulsive winds over the surface, or due to wave motions entering the basin. The various modes of seiching correspond to the natural frequency response of the water body.

A seiche inundation zone has been identified, which is an area between the normal shoreline of Clear Lake and ten feet above flood stage, which is approximately at the 1,431 ft. contour elevation (see [Figure 18](#)). The risks associated with seiche are considered to be relatively low compared to the risks from earthquake and liquefaction within the Lakeport area.

The City of Lakeport Municipal Sewer District (CLMSD) maintains an earthen dam in the south west part of the Planning Area, near the intersection of Highways 29 and 175, for the retention of treated wastewater. The dam will store a total of 660 acre feet of water and has been approved by the State. The possibility of catastrophic collapse of this dam is remote. Should this occur, however, the spill-out would result in a relatively minor inundation that would probably be contained by existing drainage courses, with a low probability of loss of life or property damage. Nonetheless, the City should require the CLMSD to prepare inundation maps, a warning system and drainage plans in case of a seismic event when new construction or expansion to this facility occurs.

LANDSLIDES

Landslides are a significant geologic constraint to development in the Lakeport Planning Area. The landslide potential of an area is a function of the area's hydrology, geology, and seismic characteristics. Clay soils, which underlie many hillsides in Lakeport are particularly susceptible to sliding. Although landslides generally occur in areas with steep slopes, they may occur on slopes with a grade of 20% or less in geologically unstable areas. Since zones of moderate to high landslide potential exist in Lakeport, soils tests carried out by a registered soils engineer or geologist are essential wherever landslide potential is indicated or suspected. Foundations for

structures built in areas with steep slopes in excess of 20% must be carefully engineered to avoid increasing landslide risk.

Flooding

Flooding has historically been one of Lakeport's major safety concerns. Clear Lake and its tributary drainages have a long history of flooding. In the past twenty years, federal disasters due to flooding were declared six times in the City of Lakeport during 1983, 1986, 1995 (twice), 1997, and 1998. Flooding in Lakeport historically results from two distinct types of events: shoreline flooding due to high lake levels and wind velocity, and stream bank flooding caused by high intensity cloudburst storms over one or more of the drainage areas. Conditions in the winter tend to be conducive to both types of flood conditions at the same time.

Stream bank flooding affects most drainage within the city. Cloudburst storms lasting as long as three hours can occur in the watersheds of Lakeport practically anytime during the fall, winter, and spring and may occur as an extremely severe sequence in a general rainstorm. Cloudbursts are high-intensity storms that can produce floods characterized by high peak flows, short duration, and relatively small volume of runoff. In small drainage basins, such as those existing in the Planning Area, cloudbursts can produce peak flows substantially larger than those of general rainstorm runoff.

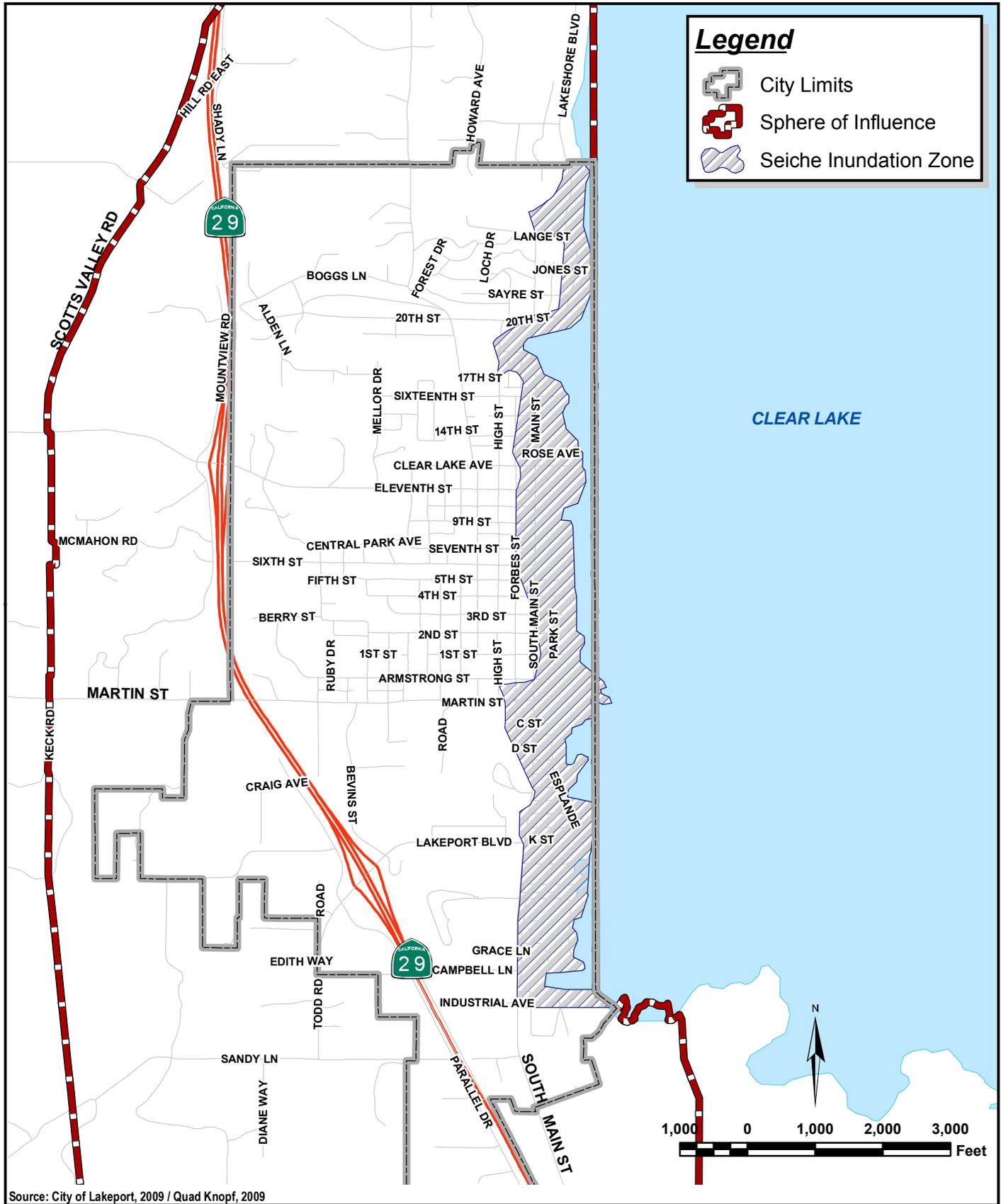
Lakeport is traversed by several streams and drainage areas which flow into Clear Lake. The development that has occurred during the past twenty years has accentuated existing drainage problems and has increased the potential for flooding. Continued construction of new buildings increases the area of impermeable surface and thus the amount of storm water that flows through the city's storm drain system.

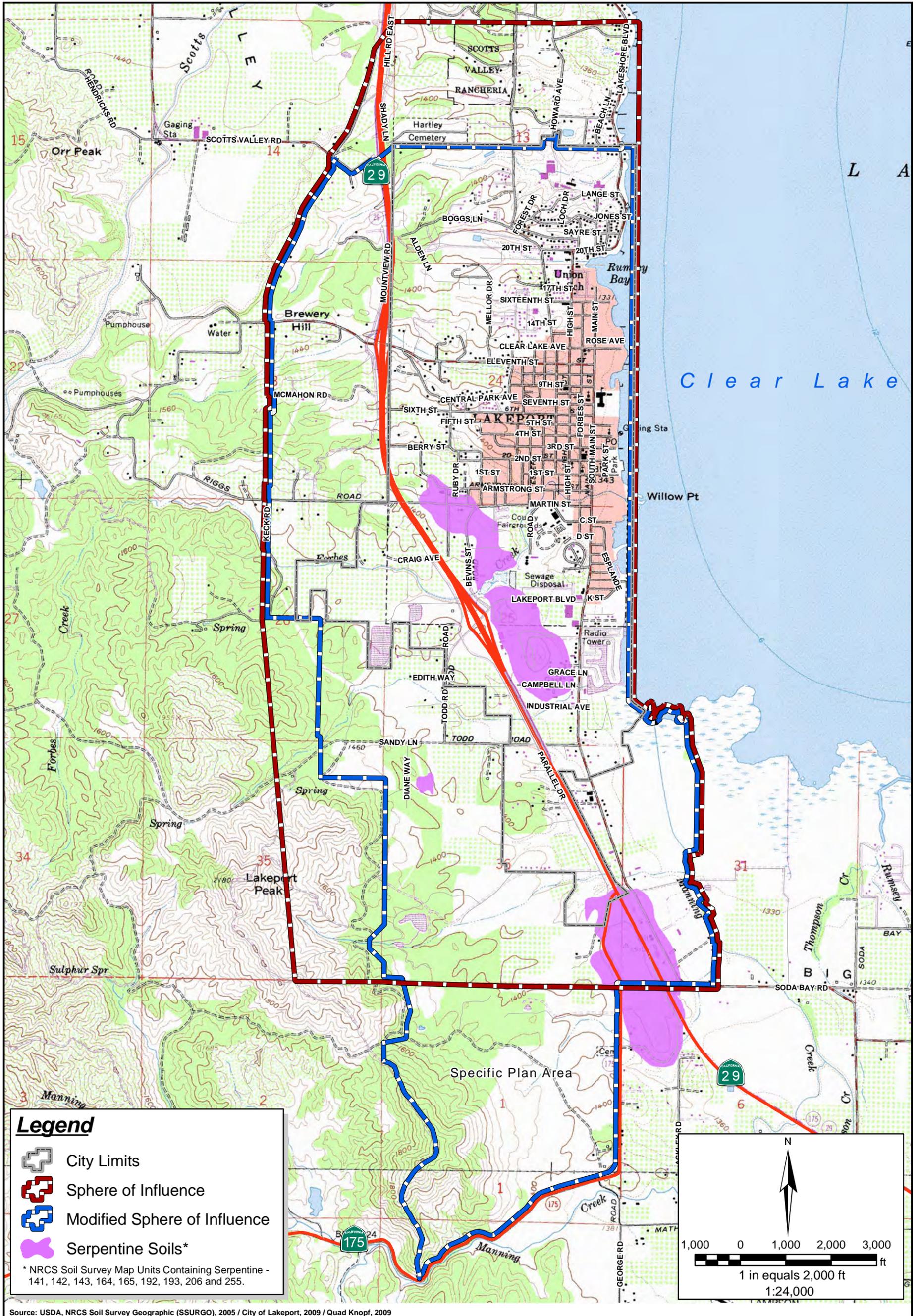
Water Supply Quality

The health of the entire community is dependent on a supply of potable water that is consistently free from organic wastes, chemical contamination and other impurities. Lakeport obtains its potable water from Clear Lake and from four wells located in the Planning Area. Potential sources of contamination of the City's drinking water from agricultural runoff, chemical spills, and groundwater contamination must be prevented. Ongoing monitoring of the quality of potable water supplies for both coliform as well as trace quantities of chemical pollutants must be carried out on a regular basis. The policies and implementation programs in this element focus on both prevention of potable water contamination and water quality monitoring.

Asbestos Risk

The primary risk of exposure to asbestos in Lakeport comes from the disruption of naturally occurring serpentine soil throughout the area (see [Figure 19](#)). The word asbestos refers to several types of fibrous minerals. In its natural state, asbestos occurs throughout much of the world, and is found in two-thirds of the rocks in the earth's crust. Asbestos fibers are released into the air by construction and farming activities which agitate the soil, and are also released naturally by erosion.





Asbestos is also used as an insulating material in public buildings and can pose a potential health hazard. The Lakeport Unified School District has determined that public schools within the City's Planning Area are in compliance with the 1986 Federal and State Building Codes for asbestos insulation.

Emergency Preparedness

The City has an adopted Emergency Operations Plan. The purpose of this plan is to ensure that the City will be prepared and respond effectively in the event of emergencies to save lives and restore and protect property; repair and restore essential public services; provide for the protection and distribution of medical, food, water and other vital supplies; and coordinate operations with Civil Defense emergency organizations and other jurisdictions to maintain continuity of government.

The County of Lake has prepared a comprehensive countywide emergency plan which will provide the basis for an integrated and multi-jurisdictional response to large scale emergency situations associated with natural and man-made disasters and Civil Defense operations.

Wildland and Urban Fire Hazards

The combination of vegetation, topography, climate and population density create a significant potential for hazards from wildfires within the Lakeport Planning Area. There are many vacant and undeveloped areas within the City and its Sphere of Influence, particularly on the west side of Highway 29 and the northern portions of the City, including mobile home parks. Rugged topography and highly flammable vegetation make residential development potentially unsafe unless adequate fire safety measures are taken.

Urban fire hazards occur principally in older structures with common walls and attics and where rear access is not possible. There are a number of older buildings in the downtown area which have a high fire potential for these reasons.

The area within the City is served by the Lakeport Fire Protection District/County Fire Protection District. Any location within City limits can be reached within three to five minutes. Locations within the Sphere of Influence can be reached in five to seven minutes. This rapid response time can be attributed to the combination of full-time staff and emergency personnel in the Lakeport Fire Protection District and a large number of volunteers.

Police Protection

The Lakeport Police Department continues to maintain adequate staffing levels and equipment to provide protection of persons and property in Lakeport. This is accomplished through annual reviews of the police budget, which takes into account increases in demand for services resulting from additional mandates and a changing service area. Traffic-related activity, however, has increased substantially in recent years relative to other police activities. The volume of traffic which passes through Lakeport is increasing, irrespective of locally-generated land use and traffic changes occurring within the City's Planning Area. Traffic enforcement requires an

increasing police presence on city streets. Similarly, as unincorporated areas develop, and/or become annexed to the City, increasing demands will be placed on available personnel and equipment.

Transportation and Storage of Hazardous Materials

There exist potential public safety hazards in the Lakeport Planning Area associated with hazardous materials transported by truck, the storage of hazardous materials, asbestos insulation in public buildings and potential contamination of drinking water by hazardous materials.

The transportation and storage of hazardous materials is clearly a regional problem. A large quantity of hazardous products are transported on highways where the potential for release of this material into the environment represents a potentially significant public health risk. The policies and programs dealing with hazardous materials in this element incorporate and build on other relevant portions of the Safety Element of the Lake County General Plan.

Radioactive materials are distinguished from other hazardous materials and specific federal and state regulations have been developed for these substances. The use and storage of radioactive materials in Lakeport is limited to medical facilities, since no other primary users of radioactive materials, such as research laboratories, nuclear power plants or military facilities, are located within the Planning Area. The principal potential danger to Lakeport residents from these materials is related to the possibility of a truck accident whereby containers holding radioactive materials would rupture.

Aviation Hazards

Lampson Field Airport potentially affects land uses in Lakeport in the form of noise and safety impacts, although it is located outside of the Planning Area. The County owns and operates this general aviation airport and has prepared a Master Plan that reflects anticipated growth in general aviation activity for the next 20 years. The Master Plan attempts to prohibit and/or reduce obstacles to air navigation, exposure of persons on the ground to accident and crash hazards, and noise impacts through building height restrictions, land use limitations and building standards to reduce interior noise.

The County's Airport Land Use Commission (ALUC) regulates land use in an area surrounding Lampson Field which includes a portion of Lakeport's Planning Area. The City must submit projects within the County's ALUC referral area for their review and determination of consistency with the policies of the Airport Master Plan. In addition, the City's General Plan must be consistent with the policies established by the Airport Master Plan for the referral area.

OBJECTIVES, POLICIES & PROGRAMS

OBJECTIVE S 1: TO PROTECT THE COMMUNITY FROM INJURY, LOSS OF LIFE AND PROPERTY DAMAGE RESULTING FROM NATURAL CATASTROPHES AND ANY HAZARDOUS CONDITIONS RELATING TO SEISMIC, GEOLOGIC, AND FLOODING HAZARDS.

Policy S 1.1: Seismic Hazards. Reduce the risk of loss of life, personal injury and damage to property resulting from seismic hazards.

Program S 1.1-a: Require geotechnical reports by a state registered geologist for development proposals on sites in seismically and geologically hazardous areas and for all critical structures. These reports should include, but not be limited to: evaluation of and recommendations to mitigate the effects of fault displacement; ground shaking; landslides; expansive soils; and subsidence and settlement.

Responsibility: Community Development and Public Works Departments

Program S 1.1-b: Comply with the provisions of the State *Alquist-Priolo Act* and seismic safety criteria established by the City of Lakeport.

Responsibility: Community Development and Public Works Departments

Program S 1.1-c: Require, as conditions of approval, measures to mitigate potential seismic and geologic safety hazards for structures as recommended by the geotechnical report.

Responsibility: Community Development and Public Works Departments

Program S 1.1-d: Require professional inspection of foundation and excavation, earthwork and other geotechnical aspects of site development during construction on those sites specified in soils, geologic, and geotechnical studies as being prone to moderate levels of seismic hazard.

Responsibility: Building Department

Program S 1.1-e: Monitor and review existing critical, high priority buildings to ensure structural compliance with seismic safety standards.

Responsibility: Building and Public Works Departments

Policy S 1.2: Building Limitations in High Risk Zones. Discourage construction of high density residential, other critical, high occupancy or essential services buildings in high risk zones such as Active Fault Displacement Study Areas, wildland fire areas, flood areas, and landslide areas.

Program S 1.2-a: Review and revise General Plan designations and/or the Zoning Ordinance as necessary to relocate high density zoning to areas outside high risk zones.

Responsibility: Community Development, Building and Public Works Departments

Program S 1.2-b: Prohibit building of structures within 50 feet of a suspected fault line or fault trace unless determined to be appropriate after completion of a geologic engineering study approved by the City.

Responsibility: Community Development, Building and Public Works Departments

Policy S 1.3: Slope Instability. Minimize the risk of personal injury and property damage resulting from slope instability.

Program S 1.3-a: Enforce and strengthen development standards, grading requirements and erosion control measures for hillside areas.

Responsibility: Community Development, Building and Public Works Departments

Program S 1.3-b: Designate properties in areas with severe sliding and soils conditions for low intensity uses such as open space, low density residential, and agriculture.

Responsibility: Community Development Department

Program S 1.3-c: Evaluate slopes over 20 percent and/or unstable land for safety hazards prior to issuance of any discretionary approvals and develop appropriate mitigation measures.

Responsibility: Community Development and Public Works Departments

Policy S 1.4: Updated FIRM Maps. Utilize the U.S. Army Corps of Engineers Flood Insurance Rate Maps (FIRM) to: reduce risk of flooding; identify 100 Year Flood Zones; implement the Flood Damage Prevention Ordinance; and calculate flow rates within identified stream channels.

Program S 1.4-a: Continue to implement the Flood Damage Prevention Ordinance to reduce the risk of flooding.

Responsibility: Community Development and Building Departments

Policy S 1.5: Cooperate with the County of Lake. Continue to work with the County of Lake to ensure that additional storm drainage runoff resulting from development occurring in unincorporated areas upstream from drainage channels in the Lakeport Planning Area is adequately mitigated through improvements on site and/or downstream.

Program S 1.5-a: Request that the County refer all development proposals located in the drainage basins identified in the Storm Drainage Master Plan be referred to the City of Lakeport.

Responsibility: Community Development Department

Program S 1.5-b: Develop, in collaboration with the County, specific plans, a Hazard Mitigation Plan, funding mechanisms and an implementation schedule for creek clearing to remove vegetation and debris and the construction of flood control facilities in the Scotts Creek and Forbes Creek stream channels and other drainage basins.

Responsibility: Community Development Department.

Policy S 1.6: Clear Lake Shoreline Flooding. Work with the County to develop strategies for reducing flooding along the shoreline of Clear Lake.

Program S 1.6-a: Consider participation in action to remove flow limitations on Cache Creek and/or develop alternative flood mitigation policies.

Responsibility: Community Development and Public Works Departments and City Council

Program S 1.6-b: Implement the *City of Lakeport Floodplain Mitigation Plan* (2003).

Responsibility: Community Development and Public Works Departments.

Program S 1.6-c: Organize City-led stream clean up projects in coordination with community groups, volunteer organizations and citizens.

Responsibility: Community Development and Public Works Departments.

Policy S 1.7: Funding Sources. Continue to pursue all available sources of funding such as, but not limited to, low interest loans, FEMA funds, FMHA funds, and Redevelopment Agency tax increment funds to finance improvements to storm drainage facilities.

Policy S 1.8: Flood Hazards. Minimize the risk of personal injury and property damage due to flooding.

Program S 1.8-a: Prohibit all development in the 100 year flood zone unless mitigation measures meeting Federal Flood Insurance Administration criteria are provided. Continue to enforce the Flood Damage Prevention Ordinance.

Responsibility: Community Development Department

Program S 1.8-b: Work with the Lake County Watershed Protection District in the project review process to ensure that adequate measures are implemented to prevent flooding, to establish and maintain effective storm drainage systems and collect the required mitigation fees.

Responsibility: Community Development and Public Works Departments

Program S 1.8-c: Continue to participate in the National Flood Insurance program.

Responsibility: Community Development and Public Works Departments

Program S 1.8-d: Require new development to prepare hydraulic storm drainage studies defining the net increase in storm water run-off resulting from construction and require on-site detention/retention structures or improvements that ensure post-project flows are less than or equal to pre-project flows.

Responsibility: Community Development and Public Works Departments

Program S 1.8-e: Update, as necessary, the Flood Damage Prevention Ordinance and the Storm Drainage Master Plan.

Responsibility: Community Development and Public Works Departments

Policy S 1.9: Storm Drainage System. Maintain unobstructed water flow in the storm drainage system.

Program S 1.9-a: Enforce measures to minimize soil erosion and volume and velocity of surface runoff both during and after construction through application of the erosion control guidelines.

Responsibility: Building and Public Works Departments

Program S 1.9-b: Continue the annual inspection of the drainage systems and informing residents and property owners of illegal structures and debris that must be removed.

Responsibility: Public Works Department

Program S 1.9-c: Continue to develop, update and implement a City Capital Improvement Program for drainage and work with the Lake County Watershed Protection District to eliminate the most important drainage problems in the Lakeport Planning Area and to ensure that drainage channels can handle 100-year flood events.

Responsibility: Community Development and Public Works Departments

Program S 1.9-d: Require, where necessary, construction of siltation retention ponds which are incorporated into the design of development projects.

Responsibility: Community Development and Public Works Departments

Program S 1.9-e: Require that construction within the Seiche Inundation Zone as identified in Figure 18 be designed to reduce wave impacts as determined by the City.

Responsibility: Community Development and Public Works Departments

Policy S 1.10: Asbestos. New development of property found or expected to contain asbestos-contaminated soil in the Lakeport Planning Area must mitigate the potential impact. This mitigation may include capping, excavation, disposal and backfill, landscaping, or a combination of all three. Reference Policy C 3.3 and Program C 3.3-a for additional requirements.

OBJECTIVE S 2: TO REDUCE THE IMPACT OF POLLUTION AS WELL AS HAZARDOUS MATERIALS AND HAZARDOUS WASTE ON THE WELL-BEING AND HEALTH OF THE COMMUNITY.

Policy S 2.1: Water Quality Protection. Protect the water quality of Clear Lake and the Scotts Valley aquifer from degradation.

Program S 2.1-a: Require all development projects to address water quality impacts through the CEQA review process and through strict enforcement of the City's Erosion Control Ordinance to prevent siltation of water courses. Condition development projects to ensure protection of groundwater and watercourses by using Best Management Practices (BMPs). BMPs may include the following:

- Provide vegetative swale or buffer areas, which could be incorporated into landscaped areas to slow down runoff velocities and allow sediments and other pollutants to settle.
- Provide in-line storage of stormwater to reduce peak discharge, allow settling of pollutants, and reduce potential for downstream erosion.
- Perform street and parking lot cleaning to remove potential debris and pollutants that could be picked up and conveyed by stormwater.
- Design parking lots to direct stormwater to storm drains inlets and away from garbage disposal areas.

Responsibility: Community Development and Public Works Departments

Program S 2.1-b: Work with the County to review all development proposals within the City's Planning Area for their impact on water quality. Attempt to ensure that projects eliminate water borne contaminants from entering the Clear Lake Basin or the Scotts Valley aquifer.

Responsibility: Community Development and Public Works Departments

Program S 2.1-c: Discourage construction during wet months to prevent siltation.

Responsibility: Community Development and Public Works Departments

Policy S 2.2: Agricultural Contamination of Potable Water Supplies. Reduce agricultural contamination of potable water supplies in the Clear Lake Basin and the Scotts Valley aquifer by working with the County Community Development Department, County Environmental Health Department and Agricultural Commissioner to identify the impacts of farming operations and the use of herbicides, pesticides and fertilizers on the City's domestic water supply.

Program S 2.2-a: Monitor twice per year, during the dry and wet seasons, Lakeport's potable water supply for trace chemicals and other potential contaminants. Utilize updated industry-wide standards for evaluating potable water quality. Alert the County Environmental Health Department, City Council and the public if water quality hazards are identified. Develop and implement mitigating measures to protect the public health.

Responsibility: Public Works Departments

Program S 2.2-b: Require adherence to all waste discharge requirements and report any violations to the State Water Resources Control Board for enforcement.

Responsibility: Public Works Departments

Policy S 2.3: Hazards of Transportation, Storage and Disposal of Hazardous Wastes. Provide measures to protect the public health from the hazards associated with the transportation, storage and disposal of hazardous wastes [TSD Facilities].

Program S 2.3-a: Continue to facilitate land use and transportation decisions and other programs in accordance with the County's Hazardous Waste Management Plan.

Responsibility: Community Development Department

Program S 2.3-b: Support and improve the convenience of, and attempt to obtain permanent funding for a household hazardous waste disposal program.

Responsibility: Community Development and Public Works Departments

Program S 2.3-c: Consider adoption of a Hazardous Materials and Waste Ordinance that defines hazardous waste; hazardous materials; facilitates implementation of State and County hazardous materials and hazardous waste regulations and management programs; and require, as a condition of City approvals, that the Fire Protection District be notified of all hazardous substances that are transported, stored, treated or released accidentally into the environment.

Responsibility: Community Development and Public Works Departments

Policy S 2.4: CEQA Review of Proposed TSD Facilities. Facilitate thorough environmental review for Hazardous Waste Transportation, Storage and Disposal (TSD) Facilities proposed in the Lakeport Planning Area and throughout the County, since the potentially significant, widespread and long-term impacts on public health and safety of these facilities do not respect jurisdictional boundaries.

Program S 2.4-a: Request that the Environmental Review of proposed hazardous waste TSD facilities shall, at a minimum, contain the following analysis and information:

- a) A worst case generic description, estimating the number, type, scale, scope, location and operating characteristics of proposed TSD facility(ies) based on the projected volumes and types of hazardous waste. Data from existing facilities regarding the probability of accidents, spills, and explosions should be documented and include:
- b) An assessment of risk resulting from the accidental release, fire, and explosion of hazardous waste. This assessment should take into account all phases of operation including transport, storage, and treatment. The assessment of risk should include the probability of occurrence and magnitude of impact;
- c) Quantitative estimates of air emissions, by applying emissions rates of existing facilities to the future volumes of hazardous waste, and identifying emissions for incinerator facilities under worst case circumstances;
- d) An assessment of non-incineration alternatives for hazardous waste treatment such as chemical dechlorination for the detoxification of PCB's, dioxins, solvents and pesticides; photolysis; and biological treatment; and
- e) Review of the operating characteristics of proposed TSD facilities, taking into account maintenance and operating procedures, emissions monitoring and safety devices to assure the ongoing enforceability of the mitigating measures that are required.

Responsibility: Community Development and Public Works Departments

Program S 2.4-b: Continue to implement the City's Household Waste and Source Reduction Element and Hazardous Waste Element.

Responsibility: Community Development and Public Works Departments

Policy S 2.5: Secondary Containment Facilities. Ensure that industries and businesses which store or process hazardous materials provide secondary containment facilities and a buffer zone between the installation and property boundaries sufficient to protect the public health and safety.

Program S 2.5-a: Revise the Zoning Ordinance to require secondary containment facilities and a buffer zone adequate to protect public health and safety on properties with hazardous materials storage and/or processing activities.

Responsibility: Community Development Department

Policy S 2.6: Transportation and Storage of Hazardous Materials. Minimize the risks to public health and safety due to the transportation and storage of hazardous materials.

Program S 2.6-a: Strictly regulate the storage of hazardous materials under California Administrative Code Title 19 requirements.

Responsibility: Community Development Department and Fire Protection District

Policy S 2.7: Truck Routes for Hazardous Material Transport. Develop, in cooperation with the County, regulations prohibiting through-transport by truck of hazardous materials on the local street systems and requiring that this activity be limited to State highways.

Program S 2.7-a: Consider establishing consistent regulations in cooperation with Lake County limiting truck traffic of hazardous materials to State highways.

Responsibility: Community Development and Public Works Departments, City Council

Program 2.7-b: Consider establishing and enforcing a Local Hazardous Material Route Plan and install signage and publicize routes for hazardous materials transport in the Lakeport Planning Area. Adopt an ordinance designating specific routes within the Planning Area for transport of hazardous materials.

Responsibility: Community Development and Police Departments

Policy S 2.8: Lampson Field Airport. Minimize the risk to lives and property due to hazards associated with the operation of Lampson Field Airport.

Program S 2.8-a: Deny any development which creates any air navigation hazards due to electrical interference, smoke, glare, intrusion into established height referral area in the County Airport Land Use Commission [ALUC] General Referral Area.

Responsibility: Community Development Department

Program S 2.8-b: Refer all General Plan Amendments, Rezone applications, Specific Plan Amendments within the Lampson Field Airport Referral Area to the ALUC.

Responsibility: Community Development Department

Policy S 2.9: County Airport Planning. Continue to monitor and actively participate in the County's planning efforts for Lampson Field Airport to ensure that the health and safety of Lakeport residents are protected.

Program S 2.9-a: Closely monitor on an ongoing basis environmental and planning documents, proposed lease agreements with air taxi operators and other related information pertaining to Lampson Field and recommend actions to facilitate the health and safety of residents of Lakeport.

Responsibility: Community Development Department

Program S 2.9-b: Request that the County of Lake continue to inform the City of proposed plans and changes in operations for the Clear Lake seaplane landing area.

Responsibility: Community Development Department

OBJECTIVE S 3: TO MAINTAIN AN EFFECTIVE EMERGENCY RESPONSE SYSTEM.

Policy S 3.1: Emergency Preparedness Plan. Cooperate with Lake County in implementing the County's Emergency Preparedness Plan.

Policy S 3.2: Updated Emergency Operations Plan. Update the City's Emergency Operations Plan, as needed.

Program S 3.2-a: Revise, as appropriate, the City's Emergency Operations Plan to comply with the County's plan and changing conditions within the Lakeport Planning Area.

Responsibility: Community Development and Public Works Departments

Policy S 3.3: Emergency Facilities. Identify essential emergency facilities and ensure that they will function in the event of a disaster.

Program S 3.3-a: Identify specific facilities and lifelines critical to effective emergency/disaster response and evaluate their abilities to survive and operate efficiently immediately after a disaster. Designate alternative facilities for post-disaster assistance in the event that the primary facilities have become unusable.

Responsibility: Police and Public Works Departments and the Lakeport Fire Protection District.

Policy S 3.4: Public Information. Inform the public of what actions to take in the event of an emergency or disaster.

Program S 3.4-a: Designate an existing administrative employee as the City's Public Information Officer to respond to the public in the case of a natural disaster.

Responsibility: Community Development and Police Departments

Policy S 3.5: Emergency Evacuation Routes. Designate the following as emergency evacuation routes to provide a means to evacuate the community and to provide a route to or through the community from other areas:

- Highway 29 • Lakeport Boulevard • Main St.
- 11th Street • High Street
- Hartley Street • Lakeshore Boulevard
- Martin Street • Clear Lake Avenue

Program S 3.5-a: Inform the Lakeport Police Department and the County Sheriffs Department of the emergency evacuation routes as well as of any changes in these routes, within the Lakeport Planning Area.

Responsibility: Community Development Department

Program S 3.5-b: Maintain designated evacuation routes in a passable condition at all times.

Responsibility: Public Works and Police Departments

Policy S 3.6: Fire Hazard Severity Scale. Reduce the Risk of Damage and Destruction from Wildland Fires.

Program S 3.6-a: Adopt and utilize the Fire Hazard Severity Scale for the classification of fire hazard in wildland areas.²

² This scale was developed by the U.S. Forest Service and the State Department of Forestry which has proved to be useful for identifying areas with a high risk of wildfire due to flammable vegetation, rugged terrain and other factors.

Policy S 3.7: Development Projects Fire Risks. Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.

Program S 3.7-a: The Lakeport County Fire Protection District shall review all development proposals and recommend measures to reduce fire risk.

Responsibility: Community Development Department and Fire Protection District

Program S 3.7-b: Proposed developments not located within a five-minute response time of a fire station should be discouraged, unless acceptable mitigation measures are provided.

Responsibility: Community Development Department and Fire Protection District

Program S 3.7-c: Enforce the Fire Safety Ordinance requiring sprinkling of certain structures.

Responsibility: Community Development and Building Departments

Policy S 3.8: Weed Abatement. Promote the use of defensible space in order to reduce the risk of structure fires.

Program S 3.8-a: Work with the Fire District to implement a more effective and environmentally sound weed abatement program and utilize the CDF defensible space standards and recommendations.

Program S 3.8-b: Consider the following methods of weed abatement: use of mechanical rather than chemical removal of weeds; reseeding with native bunchgrass varieties in sloping disturbed soils; and limiting weed abatement activities in areas with known endangered plant and animal species.

Responsibility: Public Works Department and Fire Protection District

Program S 3.8-c: Prepare a brochure describing techniques to achieve effective defensible space and make the brochure readily available to the public.

Responsibility: Fire Protection District

Policy S 3.9: California Building Code. Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur.

Policy S 3.10: Use Redevelopment Funds. Consider use of Redevelopment tax-increment funds to assist property owners in the Lakeport Redevelopment area to complete renovations that increase fire safety.

Policy S 3.11: Fire Hydrant Water Flows. Ensure that there exists sufficient water flow in fire hydrants throughout Lakeport. The standard adopted by the City is a minimum of 1,000 gallons per minute of free flow from two adjacent hydrants flowing simultaneously with 20 pounds per square inch residual pressure.

Program S 3.11-a: Require that all new developments be provided with sufficient fire flow facilities at the time of permit issuance.

Responsibility: Community Development and Building Department and Fire Protection District

Policy S 3.12: Funding for Fire Protection. Recommend that Lakeport adequately fund and staff the Lakeport Fire Protection District.

Program S 3.12-a: Maintain the fee for the Fire Protection Fund. Periodically review and revise the fee structure for the Fire Protection Fund.

Responsibility: Fire Protection District

Policy S 3.13: Demand for Police Services. Review development proposals for their demand for police services and implement mitigating measures to maintain the current high standard of police services.

Program S 3.13-a: Consider the impacts on level of police services of large development proposals in the environmental review and planning process. Mitigating measures shall be implemented that may include the levying of police impact fees, if warranted.

Responsibility: Community Development and Police Departments

XI. HOUSING ELEMENT

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The City of Lakeport is currently in the process of updating their Housing Element. Adoption and Certification is anticipated in September 2009 and upon adoption the Housing Element will be included in the General Plan. Copies of the current Housing Element, adopted in July 2004 are available at the City.

APPENDICES

APPENDIX A

APPENDIX A

GLOSSARY

The terms in this glossary are excerpted and modified from the State General Plan Guidelines, which are adapted from the California General Plan Glossary, 1997, published by the California Planning Roundtable, Naphtali H. Knox, AICP, and Charles E. Knox, Editors.

Abbreviations

ADT:	Average daily trips made by vehicles or persons in a 24-hour period
BMP:	Best Management Practice(s)
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CFD:	Mello-Roos Community Facilities District
CHFA:	California Housing Finance Agency
CIP:	Capital Improvements Program
CMP:	Congestion Management Plan
COG:	Council of Governments
CRA:	Community Redevelopment Agency
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FIRM:	Flood Insurance Rate Map
HCD:	Housing and Community Development Department of the State of California
HUD:	U.S. Department of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCO:	Local Agency Formation Commission
LOS:	Level of Service
NEPA:	National Environmental Policy Act
PUD:	Planned Unit Development
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
TDM:	Transportation Demand Management
TSM:	Transportation Systems Management
VMT:	Vehicle Miles Traveled

Acoustics: The science of sound.

Acre: a unit of land measure equal to 43,560 square feet.

Acres, Gross: The entire acreage of a site. Gross acreage extends to the property line and to the edge of the right-of-way of existing or dedicated streets.

Acresage, Net: The portion of a site exclusive of existing or planned public or private road rights-of-way.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Affordability Covenant: A property title agreement that places resale or rental restrictions on a housing unit.

Affordable Housing: Under State and federal statutes, housing which typically costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs. However, specific housing assistance programs may establish slightly different guidelines regarding income levels, proportion of costs to income, or types of costs included to target specific populations in need. For example, the City of Rocklin's First-Time Homebuyer Program does not include utilities in the cost calculations and the cost-to-income ratio is more flexible.

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Ambient Noise: The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Annexation: The incorporation of land area into the jurisdiction of an existing city with a resulting change in the boundaries of that city.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Assessment District: See "Benefit Assessment District."

Assisted Housing: Housing that has been subsidized by federal, state, or local housing programs.

At-Risk Housing: Multi-family rental housing that is at risk of losing its status as housing affordable for low and moderate income tenants due to the expiration of federal, state or local agreements.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See “Non-attainment.”)

Attenuation: The reduction of an acoustic signal.

A-Weighting: A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Benefit Assessment District: An area within a public agency’s boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no independent life; it is strictly a financing mechanism for providing public infrastructure as allowed under various statutes. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community: a group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map.

Bond: An interest bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See “Carrying Capacity (3).”)

California Department of Housing and Community Development - HCD: The State Department responsible for administering State-sponsored housing programs and for reviewing housing elements to determine compliance with State housing law.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Census: The official United States decennial enumeration of the population conducted by the federal government.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

CNEL: Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a

full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD). This grant allots money to cities and counties for housing rehabilitation and community development activities, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (§53311, et. seq.), a legislative body may create within its jurisdiction a special tax district that can finance tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as public services for district residents. Special taxes levied solely within the district are used to repay the bonds.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health & Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency, for the purpose of planning, developing, replanning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Community Service Districts (CSD): A geographic subarea of a city or county used for planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea. The CSD is a taxation district with independent administration.

Condominium: A building or group of buildings in which units are owned individually, but the structure, common areas and facilities are owned by all owners on a proportional, undivided basis.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity" means in harmony therewith or agreeable to (Sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also required consistency between a general plan and implementation

measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Critical Facility: Facilities housing or serving many people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility “lifeline” facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Decibel or dB: Fundamental unit of sound, defined as one-tenth of the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

Dedication: The turning over by an owner or developer of private land for public use, to a governmental agency having jurisdiction over the public function for which it will be used. Such dedication shall not have any impact of the city’s or county’s general fund. Dedication for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication: In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space: (1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open-spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density: The number of dwelling units per unit of land. Density usually is expressed “per acre,” e.g., a development with 100 units located on 20 acres has density of 5.0 units per acre.

Density Bonus: The allowance of additional residential units beyond the maximum for which the parcel is otherwise permitted usually in exchange for the provision or preservation of affordable housing units at the same site or at another location.

Design Review; Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. “*Design Control*” requires that certain specific things be done and that other things not be done. Design Control language is not often found within a zoning ordinance. “*Design Review*” usually refers to a system set up outside of the zoning ordinance,

whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See “Architectural Control.”)

Detachment: Withdrawal of territory from a special district or city; the reverse of annexation.

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open-space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This later type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams.

Developable Acres, Net: The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruptions of, or significant impact on, natural resource areas.

Development Agreement: A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that “freezes” certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Development Impact Fees: A fee or charge imposed on landowners or developers, the amount of which is designed to pay for the cost of providing, to new development areas, impact-generated infrastructure and other facilities and services, or to address environmental and related impacts.

Dwelling, Multi-family: A dwelling unit within a building containing three or more dwelling units for the use of individual households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single-family Detached: A dwelling, not attached to any other dwelling, which is designed for and occupied by not more than one family and surrounded by open space or yards.

Dwelling Unit: One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a household.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A conservation easement is a restriction placed on a piece of property to protect the resources (natural or man-made) associated with the parcel. The easement is either voluntarily sold or donated by the landowner, and constitutes a legally binding agreement that prohibits certain types of development (residential or non-residential) from taking place on the land.

Easement, Scenic: A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Elderly Household: As defined by HUD, elderly households are one- or two- member (family or non-family) households in which the head or spouse is age 62 or older. Some "senior housing" programs/projects however, serve persons age 55 or older, such as the Del Web or Springview projects.

Element: A division or chapter of the General Plan.

Emergency Shelter: An emergency shelter is a facility that provides shelter to homeless families and/or homeless individuals on a limited short-term basis.

Emergency Shelter Grants (ESG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) provided on a formula basis to large entitlement jurisdictions.

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes as designated by the State or Federal government.

Entitlement City: A city, which based on its population, is entitled to receive funding directly from HUD. Examples of entitlement programs include CDBG, HOME and ESG.

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what

effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act.”)

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision and other land use regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Fair Market Rent (FMR): Fair Market Rents (FMRs) are freely set rental rates defined by HUD as the median gross rents charged for available standard units in a county or Standard Metropolitan Statistical Area (SMSA). Fair Market Rents are used for the Section 8 Rental Program and many other HUD programs and are published annually by HUD.

Family: (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Family Income: According to the Census, a family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. Family income includes all income earned by family members and includes wages, salary, commissions, bonuses, or tips; self-employment income from own nonfarm or farm businesses, including proprietorships and partnerships; interest, dividends, net rental income, royalty income, or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); any public assistance or welfare payments from the state or local welfare office; retirement, survivor, or disability pensions; and any other sources of income received regularly such as Veterans' (VA) payments, unemployment compensation, child support, or alimony.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Fire Hazard Zone: An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

First-Time Home Buyer: Defined by HUD as an individual or family who has not owned a home during the three-year period preceding the HUD-assisted purchase of a home. Jurisdictions may adopt local definitions for first-time home buyer programs which differ from federally funded programs.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an “area of special flood hazard” by the Federal Insurance Administration.

Floodplain Fringe: All land between the floodway and the upper elevation of the 100-year flood.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the “base flood” without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area, Gross: The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet.

Floor Area Ratio (FAR): The gross floor area of all buildings including garages on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 10,000 square feet of gross floor area located on a lot of 5,000 square feet in area has a floor area ratio of 2.0).

Frequency: The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

General Plan: The General Plan is a legal document, adopted by the legislative body of a City or County, setting forth policies regarding long-term development. California law requires the preparation of seven elements or chapters in the General Plan: Land Use, Housing, Circulation,

Conservation, Open Space, Noise, and Safety. Additional elements are permitted, such as Economic Development, Urban Design and similar local concerns.

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Group Quarters: A facility which houses groups of unrelated persons not living in households (U.S. Census definition). Examples of group quarters include institutions, dormitories, shelters, military quarters, assisted living facilities and other quarters, including single-room occupancy (SRO) housing, where 10 or more unrelated individuals are housed.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

HCD: The State of California Department of Housing and Community Development.

High-Occupancy Structure: All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with over 100 occupants.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Holding Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Home Mortgage Disclosure Act (HMDA): The Home Mortgage Disclosure Act requires larger lending institutions making home mortgage loans to publicly disclose the location and disposition of home purchase, refinance and improvement loans. Institutions subject to HMDA must also disclose the gender, race, and income of loan applicants.

Home Ownership Made Easy (HOME) Program: The HOME Investment Partnership Act, Title II of the National Affordable Housing Act of 1990. HOME is a Federal program administered by HUD which provides formula grants to States and localities to fund activities that build, buy, and/or rehabilitate affordable housing for rent or home ownership or provide direct rental assistance to low-income people.

Homeless: *Unsheltered homeless* are families and individuals whose primary nighttime residence is a public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings (e.g., the street, sidewalks, cars, vacant and abandoned buildings). *Sheltered homeless* are families and persons whose primary nighttime residence is a supervised publicly or privately operated shelter (e.g., emergency, transitional, battered women, and homeless youth shelters; and commercial hotels or motels used to house the homeless).

Household: The US Census Bureau defines a household as all persons living in a housing unit whether or not they are related. A single person living in an apartment as well as a family living in a house is considered a household. Household does not include individuals living in dormitories, prisons, convalescent homes, or other group quarters.

Household Income: The total income of all the persons living in a household and includes all income earned by household members and includes wages, salary, commissions, bonuses, or tips; self-employment income from own nonfarm or farm businesses, including proprietorships and partnerships; interest, dividends, net rental income, royalty income, or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); any public assistance or welfare payments from the state or local welfare office; retirement, survivor, or disability pensions; and any other sources of income received regularly such as Veterans' (VA) payments, unemployment compensation, child support, or alimony. A household is usually described as very low income, low income, moderate income, and upper income based upon household size, and income, relative to the regional median income.

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Problems: Defined by HUD as a household which: (1) occupies a unit with physical defects (lacks complete kitchen or bathroom); (2) meets the definition of overcrowded; or (3) spends more than 30% of income on housing cost.

Housing Unit: A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or, if vacant, is intended for occupancy as a separate living quarters. Separate living quarters are those in which the occupants live separately from any other individual in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible.

HUD: See U. S. Department of Housing and Urban Development.

Impact Fee: A fee or charge imposed on developers to pay for a jurisdiction's costs of providing services to new development.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk and paved parking lots. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Impulsive Noise: Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.

Income Category: Four categories are used to classify a household according to income based on the median income for the county. Under state housing statutes, these categories are defined as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee: (See "Dedication, In lieu of.")

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and

colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See “Public and Quasi-public Facilities.”)

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Inter-agency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Intermittent Stream: A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Issues: Important unsettled community matters or problems that are identified in a community’s general plan and dealt with by the plan’s objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking: The purchase of land by a local government for use or resale at a later date. “Banked lands” have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landslide: Downslope movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Large Household: A household with 5 or more members.

Ldn: Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

Leq: Equivalent or energy-averaged sound level.

Life-cycle Costing: A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

Light (duty) Rail Transit (LRT): “Street cars” or “trolley cars” that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent *in-lieu* fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Live-work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Lmax: The highest root-mean-square (RMS) sound level measured over a given period of time.

Local Agency Formation Commission (LAFCO): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county’s LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Loudness: A subjective term for the sensation of the magnitude of sound

Manufactured Housing: Housing that is constructed of manufactured components, assembled partly at the site rather than totally at the site. Also referred to as modular housing.

Market Rate Housing: Housing which is available on the open market without any subsidy. The price for housing is determined by the market forces of supply and demand and varies by location.

Masking: The amount (or the process) by which the threshold of audibility for one sound is raised by the presence of another (masking) sound.

Mean Sea Level: The average altitude of the sea surface for all tidal stages.

Median Income: The annual income for each household size within a region which is defined annually by HUD. Half of the households in the region have incomes above the median and half have incomes below the median.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mello-Roos Bonds: Locally issued bonds that are repaid by a special tax imposed on property owners within a “community facilities district” established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program’s legislative authors.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Microclimate: The climate of a small, distinct area, such as a city street or a building’s courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, is built on a permanent chassis and designed to be used as a dwelling unit when connected to the required utilities, either with or without a permanent foundation.

Mortgage Revenue Bond (MRB): A state, county or city program providing financing for the development of housing through the sale of tax-exempt bonds.

Multiplier Effect: The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The

wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Unit: According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was a model for American suburban development after World War II.

Noise: Unwanted sound

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment.")

Non-conforming Use: "Nonconforming use" means a use which, though lawful when commenced, is now unlawful due to change in the regulations concerning the use.

Notice (of Hearing): A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure: Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overcrowding: As defined by the U.S. Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches. Severe overcrowding is defined as households with greater than 1.51 persons per room.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Overpayment: The extent to which gross housing costs, including utility costs, exceed 30 percent of gross household income. Severe overpayment, or cost burden, exists if gross housing costs exceed 50 percent of gross income. Depending on the specific housing programs, the cost calculations may differ.

Parcel: The basic unit of land entitlement. A designated area of land established by plat, subdivision, or otherwise legally defined and permitted to be used, or built upon.

Park Land; Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open-space for public use.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parks: Open-space lands whose primary purpose is recreation.

Peak Noise: The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the “Maximum” level, which is the highest RMS level.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Physical Defects: A housing unit lacking complete kitchen or bathroom facilities (U.S. Census definition). Jurisdictions may expand the Census definition in defining units with physical defects.

Planned Community: A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD): A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (§65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty: The income cutoffs used by the Census Bureau to determine the poverty status of families and unrelated individuals included a set of 48 thresholds. The poverty thresholds are revised annually to allow for changes in the cost of living as reflected in the Consumer Price Index. Poverty thresholds are applied on a national basis and are not adjusted for regional, state, or local variations in the cost of living.

Prime Agricultural Land: (1) Land used actively in the production of food, fiber, or livestock. (2) All land which qualifies for rating as Class I or Class II in the Natural Resources Conservation Service land use compatibility classifications. (3) Land which qualifies for rating 80 through 100 in the Storie Index Rating.

Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. Prime Farmland must have been used for the production of irrigated crops within the last three years. Prime Farmland does not include publicly-owned lands for which there is an adopted policy preventing agricultural use.

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site; however, aisles within and driveways serving private parking lots are not considered private roads.

Project-Based Rental Assistance: Rental assistance provided for a project, not for a specific tenant. A tenant receiving project-based rental assistance gives up the right to that assistance upon moving from the project.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Public Housing: A project-based low-rent housing program operated by independent local public housing authorities. A low-income family applies to the local public housing authority in the area in which they want to live.

Public Services: See “Municipal Services.”

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Redevelopment Agency: California Community Redevelopment Law provides authority to establish a Redevelopment Agency with the scope and financing mechanisms necessary to remedy blight and provide stimulus to eliminate deteriorated conditions. The law provides for the

planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare by the Agency. Redevelopment law requires an Agency to set aside a minimum of 20% of all tax increment dollars generated from each redevelopment project area for the purpose of increasing and improving the community's supply of housing for low and moderate income households.

Rehabilitation: The upgrading of a building previously in a dilapidated or substandard condition for human habitation or use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan (RHNP): The Regional Housing Needs Assessment (RHNP) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the Sacramento Area Council of Governments (SACOG) region. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Ridgeline: A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way: A strip of land occupied or intended to be occupied, usually under an easement, by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Riparian Lands: Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Section 8 Rental Voucher/Certificate Program: A tenant-based rental assistance program that subsidizes a family's rent in a privately owned house or apartment. The program is administered

by local public housing authorities. Assistance payments are based on 30 percent of household annual income. Households with incomes of 50 percent or below the area median income are eligible to participate in the program.

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See “Sanitary Sewer.”)

Service Needs: The particular services required by special populations, typically including needs such as transportation, personal care, housekeeping, counseling, meals, case management, personal emergency response, and other services preventing premature institutionalization and assisting individuals to continue living independently.

Settlement: (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. *Differential* settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Sanitary Sewer: A system of underground pipes designed for the collection and transportation of wastewater from residential, commercial and industrial uses to a wastewater treatment plant.

Siltation: (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Simple Tone: Any sound which can be judged as audible as a single pitch or set of single pitches.

Small Household: Pursuant to HUD definition, a small household consists of two to four non-elderly persons.

Smart Growth Principles: Smart growth principles recognize connections between development and quality of life. The features that distinguish smart growth in a community vary from place to place, but generally invest time, attention, and resources in restoring community and vitality to center cities and older suburbs. Smart growth is town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses while at the same time preserving open space and other environmental amenities.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Special Needs Groups: Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under California Housing Element statutes, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless. A jurisdiction may also choose to consider additional special needs groups in the Housing Element, such as students, military households, other groups present in their community.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions – for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

State Responsibility Areas: Areas of the state in which the financial responsibility for preventing and suppressing fires has been determined by the State Board of Forestry (pursuant to Public Resources Code §4125) to be primarily the responsibility of the State.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a lot, tract or parcel of land in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.).

Subdivision Map Act: Section 66410 et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See "Settlement.")

Subsidy: Housing subsidies refer to government assistance aimed at reducing housing sales or rent prices to more affordable levels. For example, a project that utilizes government funding in

whole or in part to reduce costs of construction, reduce construction loan interest rates, or rent reductions, etc.

Substandard Housing: Housing which does not meet the minimum standards contained in the State Housing Code (i.e. does not provide shelter, endangers the health, safety or well-being of occupants). Jurisdictions may adopt more stringent local definitions of substandard housing.

Substandard, Suitable for Rehabilitation: Substandard units which are structurally sound and for which the cost of rehabilitation is considered economically warranted.

Substandard, Needs Replacement: Substandard units which are structurally unsound and for which the cost of rehabilitation is considered infeasible, such as instances where the majority of a unit has been damaged by fire.

Supportive Housing: Housing with a supporting environment, such as group homes or Single Room Occupancy (SRO) housing and other housing that includes a supportive service component such as those defined below.

Supportive Services: Services provided to residents of supportive housing for the purpose of facilitating the independence of residents. Some examples are case management, medical or psychological counseling and supervision, child care, transportation, and job training.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (*Source: Minnesota State Legislature.*)

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low- and low-income housing.

Telecommuting: An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Tenant-Based Rental Assistance: A form of rental assistance in which the assisted tenant may move from a dwelling unit with a right to continued assistance. The assistance is provided for the tenant, not for the project.

Threshold of Hearing: The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.

Threshold of Pain: Approximately 120 dB above the threshold of hearing.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See “Trip.”)

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.”

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transitional Housing: Transitional housing is temporary (often six months to two years) housing for a homeless individual or family who is transitioning to permanent housing. Transitional housing often includes a supportive services component (e.g. job skills training, rehabilitation counseling, etc.) to allow individuals to gain necessary life skills in support of independent living.

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management: A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end,” (or origin – often from home, but not always), and one “attraction end,” (destination). (See “Traffic Model.”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code.

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be “non-urban” or “rural.” (See “Urban Land Use.”)

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Reserve: An area outside of an urban service area but within an urban growth boundary, in which future development and extension of municipal services are contemplated but not imminent.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks and recreation) provided to an urbanized or urbanizing area.

U.S. Department of Housing and Urban Development (HUD): The cabinet level department of the federal government responsible for housing, housing assistance, and urban development at the national level. Housing programs administered through HUD include Community Development Block Grant (CDBG), HOME and Section 8, among others.

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-way” or “Easement.”)

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

View Corridor: The line of sight – identified as to height, width, and distance – of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, *etc.*); the route that directs the viewer’s attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as “V/C.” At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.” (See “Level of Service.”)

Water-efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway: See “Watercourse.”

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a “unified” methodology now used by all federal agencies, wetlands are defined as “those areas meeting certain criteria for hydrology, vegetation, and soils.”

Woodlands: Lands covered with woods or trees.

Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining: A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or

wetlands protection, historic designation, or special parking regulations. Also called “overlay zone.”

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zone, Traffic: In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: A land use regulatory measure enacted by local government. Zoning district regulations governing lot size, building bulk, placement, and other development standards vary from district to district, but must be uniform within the same district. Each city and county adopts a zoning ordinance specifying these regulations.

APPENDIX B

APPENDIX B

RECOMMENDED ROADWAY AND INTERSECTION IMPROVEMENTS

Recommended Roadway Improvements

On-Road	From	To	Project Rationale	Type of Project	Summary Description
Central Park Collector	Lakeport Blvd.	20th Street	Capacity	New Road	New collector utilizing Spurr St., Central Park, Smith St., Roscoe St. alignment and acquire additional ROW as land develops along this route.
11th St.	Main St.	Pool St.	Capacity Operation Safety	Widen	Consider widening 11th St. to 60 ft. to provide 2 lanes and center turn lane and geometric improvements at intersecting streets. Acquire ROW as land develops. ⁷
Lakeport Blvd.	Main St.	Parallel Dr.	Capacity	Widen	Widen and improve geometrics to accommodate heavy traffic volumes. Requires ROW acquisition to provide 70' min. width between Main St. and Parallel Dr., signalization and widening of HW 29 overcrossing.
Parallel Dr.	North of Craig Ave.	Martin St.	Capacity	New Collector	Develop a new arterial connecting the existing terminus of Parallel Dr. with Martin Street on the west side of HW 29.
High St.	Intersection	Lakeshore Blvd.	Safety	Channelization	Channelize curve and intersection to promote guidance through curve and provide left turn refuge.
High St.	Intersection	Clearlake Ave.	Safety	Realignment	Increase curb return radius on NE corner of intersection from existing 20' to approximately 100'.
Main St. Forbes St. and Martin St.	Martin St.	11th St.	Safety Capacity Operations	Widening Couplet	Requires geometric improvements at Martin St. Including SW/SE channelization and parking removal on Martin between Forbes and Main to allow 3 through lanes. Includes geometric improvements at intersection of Forbes/11th and Forbes and Martin. Consider repositioning stop signs on Forbes between Martin and 11th. Engineering study required to determine if one-way couplet with Forbes St. is an appropriate solution.

On-Road	From	To	Project Rationale	Type of Project	Summary Description
Main St.	Intersection	Lakeport Blvd.	Operations	Signalization	Signalize with emergency pre-empt. Widen street: Remove valley gutter. Geometric improvements.
Main St.	Intersection	3rd St.	Operations	Signalization	Signalize with emergency pre-empt.
Bevins St.	Intersection at Martin St.		Capacity	Reposition Stop signs	Reposition stop signs to increase through traffic on Bevins St.
11th St.	Undercrossing	HW 29	Capacity	Widen Undercrossng	Widen 11th St. Undercrossing to allow for 4 lanes of traffic or signalize on ramps.
New Arterial	Scotts Valley Rd.	HW 29/175 S. Parallel Dr.	Capacity	New Arterial	Develop new arterial west of HW 29. This is a long range year 2020 project.
Martin St.	Undercrossing	HW 29	Capacity	Widen	Widen to provide 4 traffic lanes.
Various	Grade Separation	HW 29	Capacity Safety	Grade Separation	Consider grade separation at the following locations, pending engineering study: 6th St, Todd Rd., South Main St., and HW 29/175 interchange.
New Roads	Refer to Figure 6: Recommended Roadway Improvements			New Roads	Increase capacity. Requires right-of-way acquisitions.
HW 29	Lakeport Planning Area		Capacity Operation	Widen	Work with CALTRANS to widen to 4 lane freeway between Lakeport and Kelseyville to 4 lane freeway/expressway.

7 An alternative to widening 11th Street is the development of an on-way couplet system utilizing the 11th Street and 10th Street right-of-way with a provision of a new connector from 10th Street to 11th Street as Pool Street.

Intersections Recommended For Improvements (Signalization or Modern Roundabout)

#	Intersection
1	State Route 29/Lakeport Boulevard off ramps
2	Todd Road/Parallel Drive
3	Lakeport Boulevard/Main Street
4	Martin Street/Main Street (or an alternative mid-downtown location)
5	Third Street/Main Street (or an alternative mid-downtown location)
6	Eleventh Street/Main Street
7	State Route 29/Eleventh Street off ramps
8	Lakeport Boulevard/Bevins Street
9	Forbes Street/Third Street
10	Eleventh Street/Central Park Avenue
11	Eleventh Street/Forbes Street
12	Eleventh Street/Willow Tree Center
13	Lakeport Boulevard/K-Mart Center
14	Parallel Drive/State Route 29
15	Parallel Drive/State Route 175