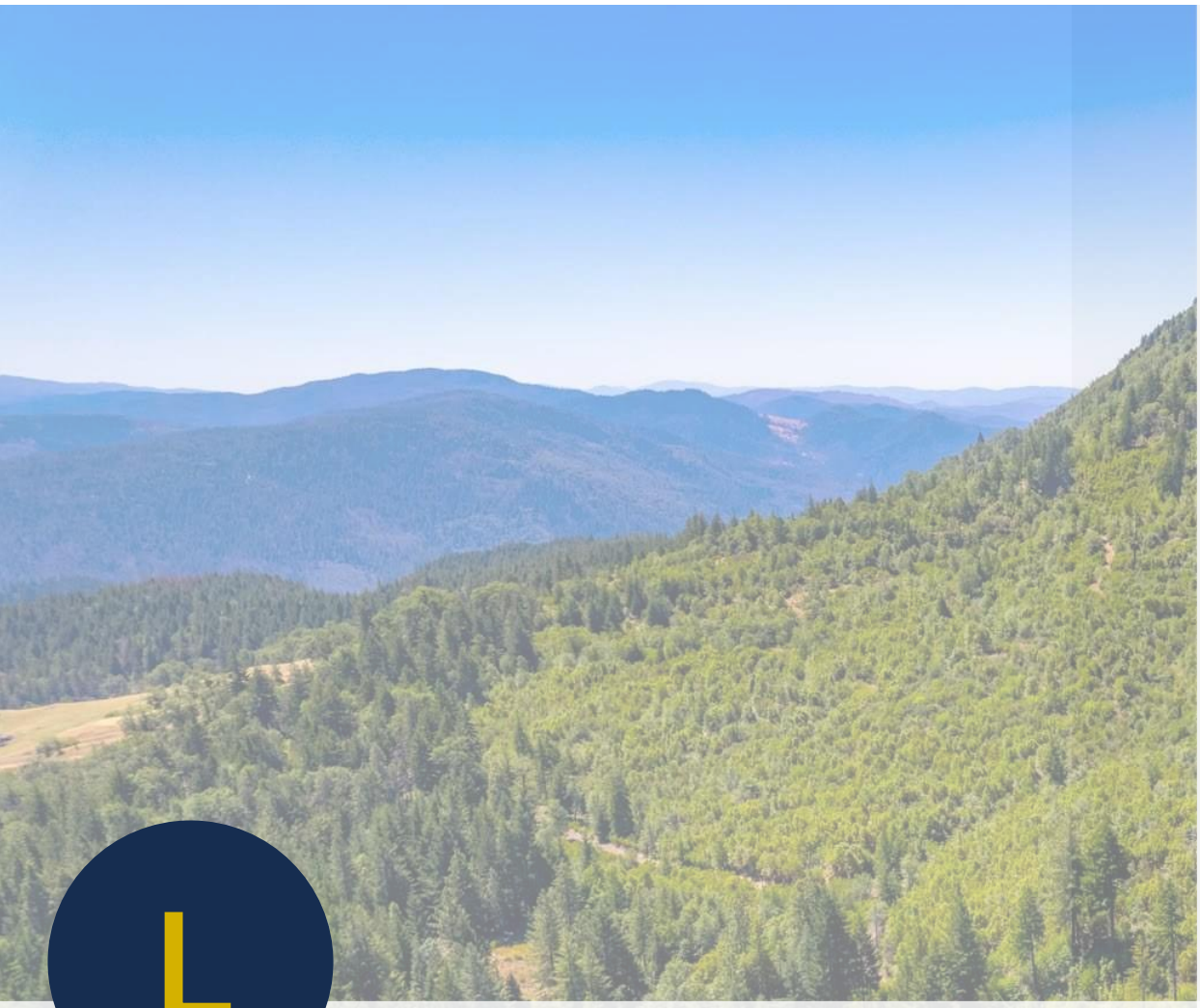

Lakeport Planning Area Elements

~~Public Review~~Revised Draft - ~~February~~ Summer 2026

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LAKEPORT PLANNING AREA ELEMENTS

LAKEPORT PLANNING AREA ELEMENTS CONTENTS

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Introduction

This chapter presents the General Plan elements specific to the Lakeport Planning Area: Land Use; Circulation; Open Space, Conservation, and Recreation; Environmental Justice; Public Facilities and Services; and Economic Development. The chapter also includes a Special Study Areas section that offers more detailed policies for three subareas in the Planning Area and a section on Design Guidelines to support cohesive development in the Planning Area.

This chapter, combined with the countywide elements, make up the General Plan for the Lakeport Planning Area. The countywide elements are Health and Safety, Noise, Geothermal Resources, Agricultural Resources, Water, Housing, and the Aggregate Resources Management Plan.

In recognition of the deep and ongoing connection of the Eastern Pomo and Wappo people native to the Lakeport region, this General Plan acknowledges the area as part of the ancestral homelands of these Tribes. The County affirms its commitment to working collaboratively with Tribal governments to preserve and promote Tribal Cultural Resources, sacred sites, and ~~Traditional~~Tribal Ecological Knowledge.

The General Plan incorporates the perspective of tribal communities to ensure that planning decisions reflect the values, history, and rights of the original stewards of this land. Coordination with Tribal governments guides:

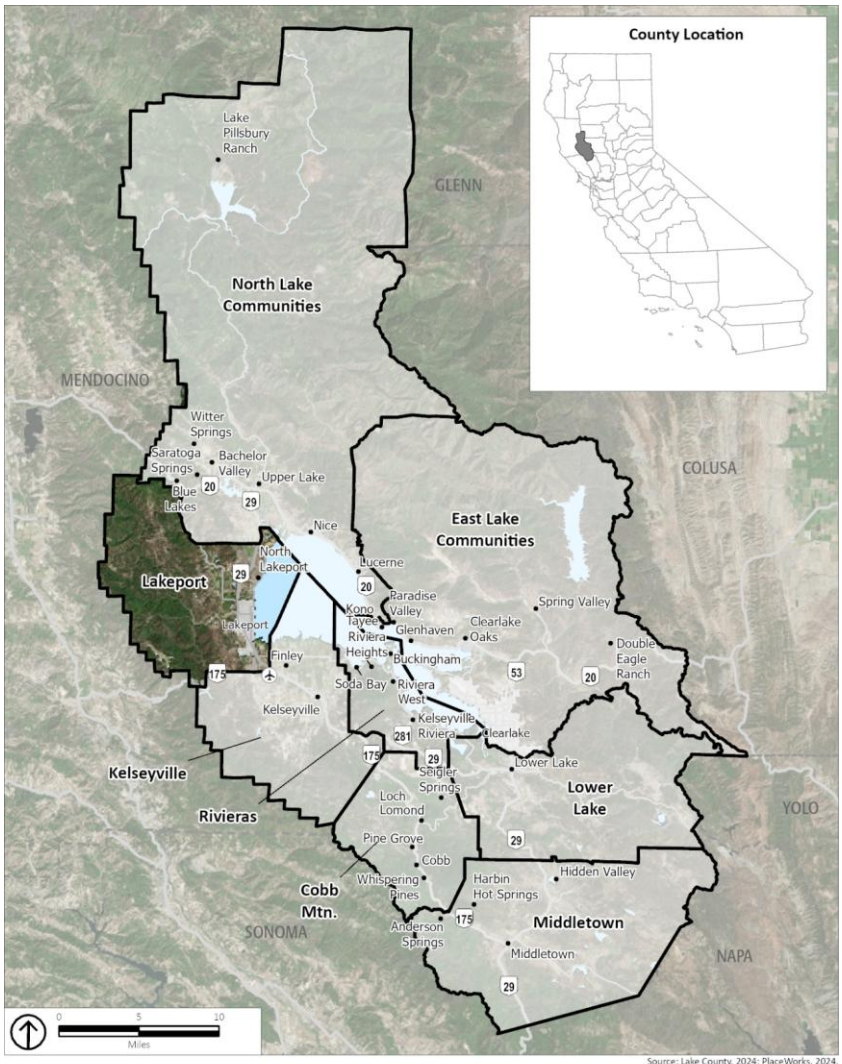
- Identification and protection of cultural and sacred landscapes
- Integration of ~~Traditional~~Tribal Ecological Knowledge into land use, conservation, and resource management decisions.
- Consultation processes that respect Tribal sovereignty and the government-to-government relationship between Lake County and federally recognized Tribal governments.
- Inclusion of tribal perspectives in Environmental Justice and Economic Development strategies to support cultural revitalization and community well-being.

The County recognizes that sustainable planning for the Lakeport Planning Area requires honoring the cultural continuity, environmental stewardship, and historical resilience of the Eastern Pomo and Wappo people indigenous to the land.

Location and Setting

The Lakeport Planning Area (sometimes referred to as the Lakeport Area or the Planning Area) is along the northwest shore of Clear Lake. It borders the Kelseyville Planning Area to the south and east, Mendocino County to the west, and the North Lake Communities Planning Area to the north and northeast. The Planning Area is mid-size in comparison to the other Planning Area geographies in Lake County and encompasses about 8 percent of the land area at approximately 101 square miles. While not included in the Planning Area, the incorporated City of Lakeport is situated in the southeastern portion of the Planning Area along the shore of Clear Lake; the area within the city limit is excluded from the Planning Area boundary because the City governs the area. Some information is provided in this chapter that relates to areas within the city limit because it is relevant to the Planning Area and/or provides contextual details, though the goals, policies, and actions of the General Plan only apply to the unincorporated areas of the county. **Figure L-1** shows the location of the Lakeport Planning Area in relation to the other seven planning areas in Lake County.

Figure L-1 Lakeport Planning Area Regional Setting



The Lakeport Planning Area's identity is shaped by its natural features – creeks, lakes, and the major delta feeding into Clear Lake. In the nearby City of Lakeport, there are multiple lakeside resorts, restaurants, public parks, boat launches, and other access points that shape the area as a peaceful lakeside community. The western Planning Area boundary is lined by the Mayacamas Mountain Range, providing a striking backdrop and further emphasizing the area's rural character. Topography varies throughout the Planning Area. Elevations are highest in the western areas that encompass the Mayacamas Mountains~~,~~ and vary throughout the rest of the Planning Area. Scotts Creek, Clear Lake's largest tributary, runs through Scotts Valley in the western portion of the Planning Area, before flowing into Middle Creek, through Rodman Slough, and into Clear Lake. Much of the Planning Area's geography is shaped by the intricate network of tributaries, deltas, and wetlands that make up the Scotts Creek Watershed. As the largest tributary to Clear Lake, the Scotts Creek Watershed is also the largest source of sediment and nutrients washing into the lake causing harmful algal blooms and other impacts, according to a 2021 Nutrient Erosion Study of the Scotts Creek Watershed by USGS. The Water Resources Element includes goals, policies, and actions to address and protect against the impacts of erosion and nutrient loading in Clear Lake and other water bodies.

~~Topography varies throughout the Planning Area and is highest in the western areas that encompass the Mayacamas Mountains.~~

The Lakeport Planning Area has a Mediterranean climate. Summers are dry and warm to hot, with temperatures frequently exceeding 100 degrees Fahrenheit. Winters are cool and wet with some frost and snowfall at higher elevations. The western parts of the Planning Area are rainiest, with most rainfall occurring from November through April. At lake level, average annual precipitation is 28 to 32 inches. In Scotts Valley and the Mayacamas Mountains, rainfall averages 35 inches annually. The Planning Area includes one unincorporated community, North Lakeport, a primarily residential community on the northeast shore of Clear Lake, immediately north of the City of Lakeport.

The Lakeport Planning Area features a major delta feeding into Clear Lake.

Population density and development is primarily concentrated in the eastern portions of the Planning Area along the shore of Clear Lake, including in the community of North Lakeport. South of North Lakeport, the City of Lakeport has a larger population and an active commercial corridor and charming Main Street; as the County seat, it is also home to the County Courthouse and Administration Building. These more urban uses affect surrounding unincorporated areas within the Planning Area. Areas west of State Route (SR) 29 are much more rural and sparsely populated.

Outside of North Lakeport, the Planning Area is primarily made up of agricultural, rural, public, and resource conservation land. The major roadway serving the Planning Area is SR 29, which travels north to south through the eastern portion of the Planning Area, skirting the City of Lakeport and community of

North Lakeport. Circulation in the Planning Area is highly dependent on highway transportation and local roadways.

The 2023 American Community Survey (ACS) administered by the U.S. Census estimates that the population in the unincorporated Lakeport Planning Area is approximately 3,220 residents. According to America's Labor Market Information System (ALMIS) Employer Database, as of 2024, the Lakeport Planning Area's major employers include Konocti Vista Casino Resort and Sutter Lakeside Hospital.[1]

Access to and views of Clear Lake contribute significantly to the character of the Lakeport Planning Area. Clear Lake is the largest lake wholly within the state of California (since Lake Tahoe lies partly in Nevada), and one of the oldest lakes in North America. As is the case for many other parts of Lake County, lake-centered tourism in the late nineteenth and early twentieth centuries catalyzed development in the area. Over time, changes in vacation patterns and the seasonal nature of the industry led to the deterioration of older resorts. Clear Lake is still a site of recreational activity for residents and visitors to the Planning Area. In addition, Mendocino National Forest is easily accessible to the north from the Planning Area and features hiking trails, campgrounds, and more.

The Lakeport Planning Area's rural identity is enhanced by its agricultural operations, including pear and walnut orchards, vineyards, and cattle grazing. North Lakeport is predominately residential and has a variety of housing types, including mobile home parks and multifamily homes. Planning Area residents rely on commercial services in the nearby City of Lakeport to meet most of their daily shopping and service needs.

History and Planning Context

The Southeastern and Eastern Pomo primarily occupied the Clear Lake region prior to European arrival, mostly along the delta and on islands in Clear Lake. The Eastern Pomo mainly occupied areas further from the lake to the west and northwest, including the Scotts Valley area in the Lakeport Planning Area and extending into parts of the North Lake Communities Planning Area. The Eastern Pomo living in Scotts Valley originated from what is today the City of Ukiah, located to the west in Mendocino County. The Pomo people did not construct permanent villages along the western shores of Clear Lake as the area regularly flooded in the spring and winter. However, Clear Lake was an abundant source of food and other resources.

Clear Lake has sustained Pomo tribes in the area for millennia and continues to be a sacred cultural, life sustaining resource for tribes and one of the most treasured natural resources in the Planning Area.

[1] https://labormarketinfo.edd.ca.gov/majorer/countymajorer.asp?CountyCode=000033

When Euro-American colonizers first arrived in the Clear Lake region, the indigenous population is estimated to have been between 6,000 and 8,000 people. The 2020 U.S. census reported 1,353 Native Americans residing in Lake County, making up 3 percent of the total Lake County population. This population decline has resulted from displacement, marginalization, disease, and other ongoing generational impacts of colonization.

Euro-Americans first passed through the Clear Lake region in the early 1830s, likely fur trades from the Hudson Bay Company or Fort Ross in what is now Sonoma County. In 1844, Manuel Micheltorena, the Governor of California under Mexican rule, gave the 13,314-acre Callayomi Land Grant, encompassing much, if not all, of the present-day Lakeport Planning Area, to Robert T. Ridley, a sailor and the captain of the Port of San Francisco.

In 1858, the City of Lakeport (originally called Forbesville or Forbestown) was founded by William Forbes. When Lake County was established in 1861, Lakeport became the official name of the town. Following the County's founding, the first wave of settlers were primarily cattle ranchers. Economic industries rose to support this new population, including resorts located on the lake and made attractive by the mineral springs, though these activities were generally concentrated north of the Planning Area, in the North Lake Communities Planning Area, and in the incorporated City of Lakeport.

Environmental Justice in the General Plan

While each General Plan element addresses specific aspects of county life, these topics often overlap. This is especially true for the topic of environmental justice, which is the ideal state achieved when all people, regardless of race, income, or other factors, are able to live in a safe and healthy environment. The Environmental Justice Element of the General Plan identifies specific locations in the Planning Area, termed Equity Priority Areas, and certain subgroups of the population, termed Equity Priority Populations, experiencing the greatest barriers to achieving environmental justice; the Equity Priority Areas are mapped in **Figure L-13**. Because environmental justice touches all aspects of the community, there are policies throughout the General Plan that call for prioritizing the needs of these Equity Priority Areas and Equity Priority Populations to support environmentally just outcomes.

Equity Priority Area is a designation applied to federally recognized tribal lands and certain areas with concentrations of low-income households, identified as being at risk of suffering disproportionate impacts of economic, health, and environmental burdens. Equity Priority Areas are mapped in **Figure L-13**.

Equity Priority Populations are community members with characteristics often associated with being vulnerable to environmental justice, health, and safety challenges. These Equity Priority Populations include older adults, individuals with disabilities, farmworkers and other outdoor workers, non-English speakers, and low-income individuals and households.

Land Use

Land use patterns and related policies play an important role in defining local character. The scale, location, and type of development influence the sense of community or feeling of being in nature. Street trees and local art enhance the sense of place, while vacant lots with overgrown vegetation and litter suggest neglect. The location and design of lighting can determine whether stars are visible.

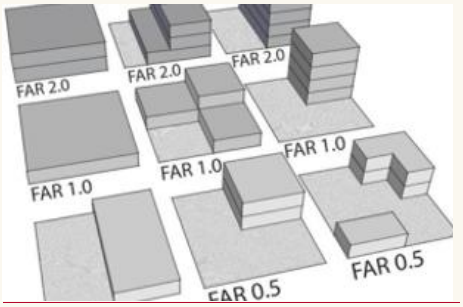
Land use designations help to ensure appropriate housing and commercial development balanced with the preservation of agricultural, open space, and recreation lands.

This Land Use Element fosters continued conservation of agricultural lands and open space while supporting cohesive communities. It shapes the future physical development of the Lakeport Planning Area and works to conserve and enhance livability and quality of life for residents. The element also supports the protection of cultural and sacred sites, traditional gathering areas, and landscapes of ongoing tribal significance as well as the incorporation of ~~Traditional~~Tribal Ecological Knowledge (TEK) in land management, conservation, and fire recovery practices to enhance environmental resilience and uphold the cultural heritage of the area. This element begins by presenting the General Plan Land Use Map and designations, which establish regulations and standards for development. The map is supported by goals, policies, and actions that follow, upholding the principles on which the map was developed, including balancing growth and conservation and preserving community character in the Planning Area.

Land Use Designations and Map

State planning law requires the Land Use Element to designate the general distribution, location, and extent of the various land uses covered by this General Plan. The General Plan Land Use Map is presented in **Figures L-2** (countywide) and **L-3** (Lakeport Communities Planning Area). The following sections describe each land use designation shown in the maps, including the standards for allowed density of residential uses and intensity of nonresidential use. The density and intensity of designations are summarized in **Table L-1**. Finally, Appendix E includes a comparison of land use designation acreages between this Plan and the previously adopted General Plan.

Standards for residential densities are expressed in dwelling units (DU) per gross acre while development intensities for nonresidential uses are expressed as maximum floor-area ratios (FAR). Gross acreage includes all land (including streets and rights-of-way) designated for a particular residential use. Expressed as a decimal, FAR is the ratio of gross building square footage to gross land area. When a building's square footage is equivalent to the area of its lot, the FAR is 1.0. For example, on a lot of 10,000 square feet, an FAR of 1.0 would allow a building of 10,000 square feet. On the same lot, an FAR of 0.5 would allow 5,000 square feet.



This illustration shows how various building configurations represent different FARs on similarly sized lots. This graphic is intended only to show the relative differences in FAR and does not represent an intensity standard for this General Plan.

Community Growth Boundaries

Figures L-2 and **L-3** also show community growth boundaries (CGBs). CGBs are regulatory tools that support both development and conservation goals by preserving open space between communities and maintaining community separation and identity. These boundaries define areas where residential and commercial development may occur by dividing land to be developed at higher densities (1 or more DU/acre) from land to be protected for conservation or developed at lower densities (1 DU/5 or more acres). Land beyond the boundary of the CGB is preserved for uses such as agriculture, forestry, open space, greenbelts, and conservation.

The Lakeport Planning Area includes one CGB, North Lakeport. The North Lakeport CGB is in the northeastern portion of the Planning Area, along the shore of Clear Lake. Existing land uses in the North Lakeport CGB are predominately residential, with many homes lining Clear Lake's western shore. There is limited commercial activity in the CGB and residents typically travel to the City of Lakeport for retail and service needs.

Agriculture

A main function of this land use designation is to protect the county's valuable agricultural resources and prevent development that would preclude its future use in agriculture. These lands are actively or potentially engaged in crop production, including horticulture, tree crops, row and field crops, and related activities. Other agriculture-supporting uses, such as microbreweries, distilleries, agriculture equipment sales, youth agriculture, and wilderness education activities, are also allowed. These lands also provide important groundwater recharge functions. As watershed lands, they collect precipitation and filter water to improve water quality. They are generally supportive of the management of the natural infrastructure of the watersheds. While there are some existing lands with this designation inside CGBs, future applications of the designation should be limited to areas outside CGBs. Agricultural operations are protected from nuisance complaints by the Couty's Right to Farm Ordinance, located in Chapter 3 (Agriculture), Article IV, of the County Code of Ordinances. The Right to Farm Ordinance is discussed in the Agriculture Element.

Density/Intensity: 1 DU/40 acres

Figure L-2 Countywide Land Use Map

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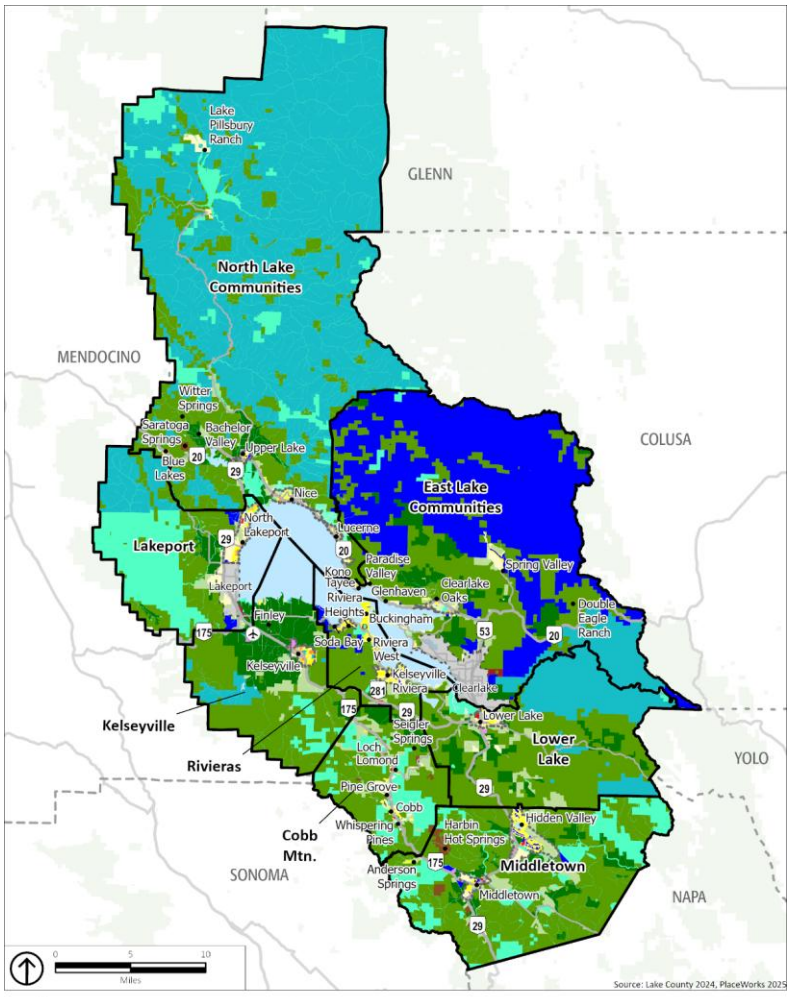
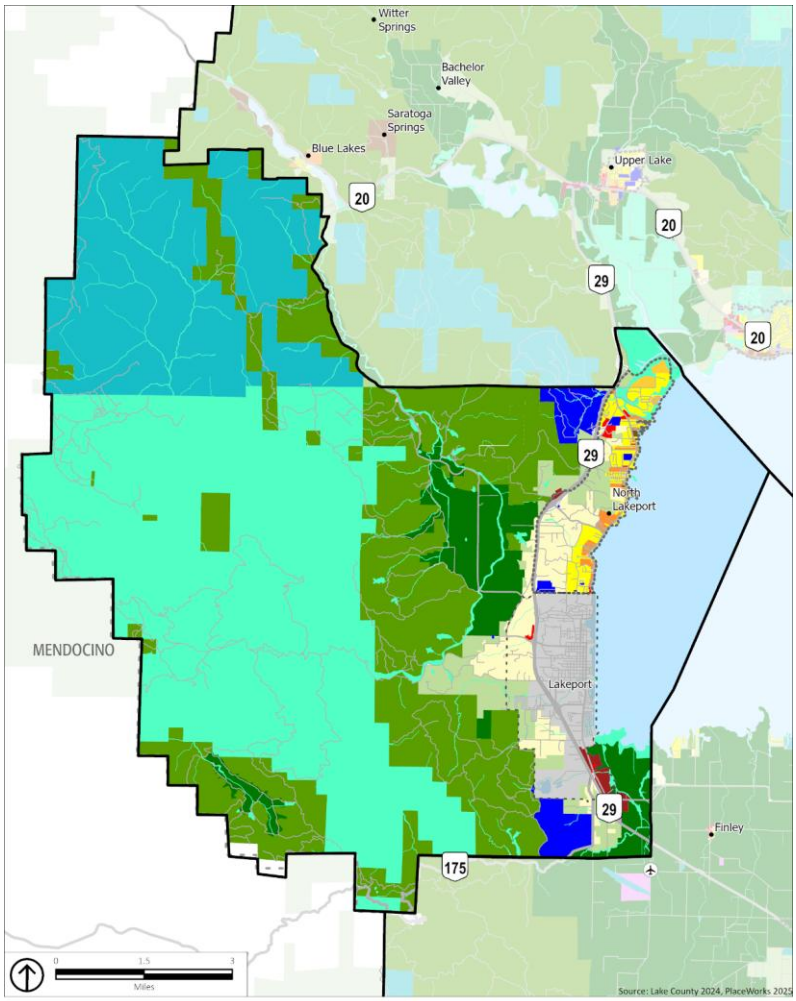


Figure L-3 Lakeport Communities Planning Area Land Use Map

Commented [AH2]: This figure has been updated.



Rural Lands

The purpose of this land use designation is to allow rural development in areas that are primarily in their natural state, although agricultural production, including farming, cannabis cultivation, and vineyards, can occur on these lands. The category is appropriate for areas that are remote, or characterized by steep topography, fire hazards, and limited access. Typical uses permitted by right include, but are not limited to, animal raising, crop production, single-family residences, game preserves, and fisheries. Other typical uses permitted conditionally include, but are not limited to, recreational facilities, manufacturing and processing operations, mining, and airfields. These lands also provide important groundwater recharge functions. As watershed lands, they collect precipitation and filter water to improve water quality. These uses generally support the natural infrastructure of the watersheds and are outside of CGBs.

Density/Intensity: 0.4 FAR; 1 DU/20-45+ acres

Average slope describes the "rise over run," or the degree of vertical increase divided by the degree of horizontal increase of a sloped area, and determines the extent of allowable development. The base density of 1 DU/20 acres shall be reduced when the average slope of the property increases, as follows:

- 1 DU/30-acre maximum density if average slope is 20 percent or higher, but less than 30 percent
- 1 DU/40-acre maximum density if average slope is 30 percent or higher, but less than 35 percent
- 1 DU/45+-acre maximum density if average slope is 35 percent or higher

The maximum density in the Rural Lands designation may be reduced based on factors related to wildland fire/fuel loading, landslide hazards, and distance to the nearest fire station, as enumerated in the Zoning Ordinance.

Rural Residential

This land use designation is designed to provide single-family residential development in a semi-rural setting. Large-lot residential development with agricultural activities is appropriate. These areas are intended to act as a buffer between urban residential development and agricultural uses. Building intensity should be greater where public services, such as major roads, community water systems, or public sewer are available, although most of the lands designated for this land use rely on wells and septic systems. Typical uses permitted by right include single-family residences; crop production (including cannabis); raising poultry, rabbits, and other small animals for domestic use; raising bovine animals, horses, sheep, and goats for domestic use; and sale of crops produced on the premises. Typical uses permitted conditionally include agricultural-related services and recreational facilities. These lands also provide important groundwater recharge functions. As watershed lands, they collect precipitation and filter water to improve water quality. They are generally supportive of the management of the natural infrastructure of the watersheds. This designation is primarily outside of CGBs, but some areas will be appropriate inside these boundaries as well.

Density/Intensity: 1 DU/5-10+ acres

- 1 DU/5 acres if average slope is less than 30 percent and outside an area identified with Class VII-X Landslide Susceptibility
- 1 DU/10+ acres if average slope is 30 percent or greater, or in an area identified with Class VII-X Landslide Susceptibility

Suburban Residential Reserve

This land use designation serves as a transitional designation between rural residential and urban residential uses, but due to soil and slope characteristics, lots generally larger than one-acre minimum are necessary. Larger lot residential development with small-scale, incidental agriculture is appropriate.

Where found in mountain areas, this designation serves to limit densities until the establishment of appropriate infrastructure to support higher densities. However, exceptions have been made for existing subdivisions outside of CGBs, and additional land division may be appropriate on parcels already designated Suburban Residential Reserve when found to be consistent with the existing development pattern already established in the vicinity. ~~Expansion of this land use designation outside of CGBs may be considered to implement Action **L-LU-5.d** for appropriate mixed-use resort or business/industrial park developments.~~ This designation has the potential to result in conflict when located on the fringe of CGBs, adjacent to agricultural uses, unless cluster policies are employed and agricultural buffers are provided. This designation is mostly outside of CGBs, but some parcels with this designation are inside CGBs.

Density/Intensity: 1 DU/1-5 acres

- 1 DU/acre if the area is not identified as a primary recharge area and the area has less than 30 percent average slopes
- 1 DU/2 acres if the area is identified as a primary recharge area and the area has less than 30 percent average slopes
- 1 DU/3 acres if the area has 30 percent or higher average slopes, but is not in an area identified with Class VII-X Landslide Susceptibility in the Health and Safety Element
- 1 DU/5 acres if the area has 30 percent or higher average slopes and is in an area identified with Class VII-X Landslide Susceptibility in the Health and Safety Element

Low-Density Residential

This land use designation is designed to establish areas suitable for single-family residences at relatively low densities. Typical uses permitted by right include single-family homes. This designation is appropriate where the traditional neighborhood character of single-family units prevail, and where the level of services, including roads, shopping, and recreation, does not justify higher densities. While there are some existing lands with this designation outside of CGBs, future applications of the designation should be limited to areas within CGBs.

Density/Intensity: ~~1~~-1-~~67~~ DU/acre

In hazard-prone areas, such as areas with slopes exceeding 20 percent, flood hazard zones, High and Very High Fire Hazard Severity Zones, Class VII-X Landslide Susceptibility areas, and Alquist-Priolo Earthquake Fault Zones, reduced residential densities below the minimum density may be allowed.

Medium-Density Residential

This land use designation is designed to provide areas for residential developments such as duplexes, triplexes, and manufactured homes. This designation is appropriate only where the level of development is compatible with the overall character of the surrounding neighborhood and where adequate public facilities, such as potable water and sewer systems, roadways, and other public services are available. While there are some existing lands with this designation outside of CGBs, future applications of the designation should be limited to areas within CGBs.

Density/Intensity: 7~~6~~–9 DU/acre

In hazard-prone areas, such as areas with slopes exceeding 20 percent, flood hazard zones, High and Very High Fire Hazard Severity Zones, Class VII-X Landslide Susceptibility areas, and Alquist-Priolo Earthquake Fault Zones, reduced residential densities below the minimum density may be allowed.

High-Density Residential

This land use designation is designed to provide for areas of multifamily residential uses that include a wide range of living accommodations, including duplexes, townhouses, and apartments. This designation is appropriate in community areas where a full range of urban services are available, including public water and sewer, adequate circulation facilities, and adequate public services, and where the level of development is compatible with the surrounding neighborhood. This designation is only within CGBs.

Density/Intensity: 10–22 DU/acre

In hazard-prone areas, such as areas with slopes exceeding 20 percent, flood hazard zones, High and Very High Fire Hazard Severity Zones, Class VII-X Landslide Susceptibility areas, and Alquist-Priolo Earthquake Fault Zones, reduced residential densities below the minimum density may be allowed.

Local Commercial

The purpose of this land use designation is to establish areas for small, localized retail, recreational, and service businesses that provide goods and merchandise to the immediate surrounding residents. Convenience facilities may include eating and drinking establishments; food and beverage retail sales; limited personal, medical, professional, and repair services; and other retail sales. Such facilities may range from a single use to a cluster of uses. Residential uses are also allowed in this designation, either as the primary or secondary use. This designation is primarily within CGBs; it may be allowed outside of a CGB to expand an existing commercial development that is already outside of the boundary.

Density/Intensity: 0.5 FAR; ~~where residential uses are allowed with a combining district, the allowed density is~~ 1-9 DU/acre~~6-9 DU/acre~~.

Community Commercial

The purpose of this land use designation is to provide a full range of commercial retail and service commercial establishments serving multiple neighborhoods or the entire community. These districts should include or enable a variety of convenience and shopping opportunities. Typical uses permitted include gasoline service stations, hardware stores, eating and drinking establishments, food and beverage sales, public buildings, general merchandise stores, professional offices, and finance offices. Multifamily residential uses are permitted as secondary uses on upper floors of multistory buildings. Commercial accessory residential uses are also allowed. This designation is primarily within CGBs, and may be allowed outside of a CGB to expand existing commercial development that is already outside of the boundary.

Density/Intensity: 1.2 FAR; when development includes mixed uses, the maximum FAR is 2.0 and the maximum residential density is 1-22 DU/acre~~10-22 DU/acre~~.

Resort Commercial

This land use designation provides for a mix of commercial uses oriented toward tourists and other visitors to the county, including agriculturally based tourism. Typical uses permitted include recreation activities (e.g., golf courses); dining; entertainment services; destination resorts; various types of lodging facilities such as, but not limited to, hotels, motels, retreats, fractional ownership lodging units and time-share units; wineries; spas; and on-site residential uses if secondary and subordinate to commercial resort uses. This designation is both inside and outside of CGBs.

Density/Intensity: 1.0 FAR

Service Commercial

The purpose of this land use designation is to provide areas suitable for heavier commercial uses in developed areas. Typical uses permitted with appropriate buffer distances include automotive-related or heavy equipment sales and services, building maintenance services, construction sales and services, and warehousing. This designation is both inside and outside of CGBs.

Density/Intensity: 1.2 FAR

Industrial

This land use designation provides for a range of manufacturing, the processing of natural resources, research facilities and high-tech campuses, and heavy commercial activities. The intent is to encourage sound industrial/heavy commercial development by designating appropriate areas for such uses, including geothermal service yards, large construction/contractor yards, warehouses, asphalt batch plants, mills, lumber yards, boat building, welding, and fabrication shops. This designation is both inside and outside of CGBs.

Density/Intensity: 1.5 FAR

Resource Conservation

The purpose of this land use designation is to assure the maintenance or sustained generation of natural resources in the county. The highest priority for these lands is to provide for the management of the county's natural resources. This management should include, but is not limited to, functioning as watershed lands, which collect precipitation and filter water to improve water quality. In addition, these lands provide important groundwater recharge capability, which is critical to the maintenance of the natural ecosystem and to providing a sustainable groundwater supply for the county. This category includes significant plant or animal habitats; forest lands in Timberland Preserve Zones; agricultural lands within the Williamson Act; grazing lands; important parts of watersheds, such as waterways and wetlands; outdoor parks and recreation areas; mineral deposits and mining areas that require special attention because of hazardous or special conditions; publicly owned land (e.g., U.S. Forest Service, Bureau of Land Management land, State lands, and County lands); and open space activities. Uses allowed in this designation are those related to resource utilization and resource conservation activities. Resource utilization operations and facilities require a conditional use permit. This designation is both inside and outside of CGBs.

Density/Intensity: Density: 0. Intensity: Not Applicable (determined on a case-by-case basis)

Public Facilities

This land use designation establishes areas for services and facilities that are necessary to maintain the welfare of the community and the natural environment. Typical uses include parks, public marinas, schools, civic centers, hospitals, liquid and solid waste disposal and recycling sites, cemeteries, and public utility facilities, including water and wastewater treatment facilities. This designation does not preclude future facilities from being located outside areas designated Public Facilities. This designation is both inside and outside of CGBs.

Density/Intensity: Density: 0. Intensity: Not Applicable (determined on a case-by-case basis)

Public Lands

This land use designation identifies lands owned or managed by federal, State, or local public agencies for recreation, education, resource management, public safety, utilities, or other governmental purposes. These lands are generally expected to remain in public ownership, although compatible ancillary uses may occur.

Density/Intensity: Not Applicable (determined on a case-by-case basis)

Table L-1 Land Use Designations

Land Use Designation	Label	Residential Density	Nonresidential Intensity	Located Inside/Outside Community Growth Boundary
Agriculture	A	1 DU/40 acres	N/A	Outside[1]
Rural Lands	RL	1 DU/20-45+ acres	0.4 FAR	Outside
Rural Residential	RR	1 DU/5-10+ acres	N/A	Inside/Outside[2]
Suburban Residential Reserve	SR	1 DU/1-5 acres	N/A	Inside/Outside[3]
Low-Density Residential	LDR	1-~~7~~ 6 DU/acre	N/A	Inside[4]
Medium-Density Residential	MDR	~~6~~7-9 DU/acre	N/A	Inside[4]
High-Density Residential	HDR	10-22 DU/acre	N/A	Inside
Local Commercial	CL	~~6~~1-9 DU/acre[5]	0.5 FAR	Inside/Outside[3]
Community Commercial	CC	1~~0~~-22 DU/acre	2.0 FAR	Inside/Outside[3]
Resort Commercial	CR	--	1.0 FAR	Inside/Outside
Service Commercial	CS	--	1.2 FAR	Inside/Outside
Industrial	I	--	1.5 FAR	Inside/Outside
Resource Conservation	RC	0	N/A	Inside/Outside
Public Facilities	PF	0	N/A	Inside/Outside
Public Lands	PL	N/A	N/A	Inside/Outside

[1] Agriculture is primarily outside CGBs; any future applications of the designations should be limited to areas outside CGBs.

[2] Rural Residential is primarily outside of CGBs, but some areas will be appropriate inside these boundaries. Refer to the General Plan Land Use designation description for more information.

[3] Suburban Residential Reserve, Local Commercial, and Community Commercial are allowed outside of the CGB in limited instances. Refer to the General Plan Land Use designation description for more information.

[4] Low-Density Residential and Medium-Density Residential are primarily inside CGBs; any future applications of the designations should be limited to areas within CGBs.

[5] ~~Where residential uses are allowed with a combining district.~~

Goals, Policies, and Actions

Goal L-LU-1

Balanced and orderly growth and conservation that preserve and promote a high quality of life, safe community, conservation of resources, natural beauty, and the recognition and protection of the cultural and historical heritage of indigenous peoples.

Policies

L-LU-1.1

Preserve natural open space resources by concentrating development in existing communities, clustering development, maintaining large lot sizes in agricultural areas, avoiding conversion of lands currently used for agricultural production, and limiting development in areas constrained by natural hazards.

L-LU-1.2

Encourage clustering of allowable densities to reduce development footprints; protect sensitive habitats, scenic resources, natural features, and open spaces; and avoid hazardous areas.

Some of the topics addressed under this goal are also covered in other elements, including:

- Open space and resource conservation—addressed in the Open Space, Conservation, and Recreation Element
- Water and wastewater services—addressed in the Public Facilities and Services Element
- Natural hazards—addressed in the countywide Health and Safety Element

L-LU-1.3

Require proposed developments within designated Community Growth Boundaries served by special service districts to demonstrate capacity to sustain growth as a condition of approval.

L-LU-1.4

Review development proposals for adequate parking while encouraging multi-modal travel options.

~~L-LU-1.3~~L-LU-1.5

Maintain distinct urban edges for all unincorporated communities, while creating a gradual transition between urban uses and open space.

~~L-LU-1.4~~L-LU-1.6

Ensure future amendments to the General Plan Land Use map only allow development where it has access to adequate water supply, wastewater treatment, and public roadways; avoids steep terrain, sensitive natural resources, and natural hazards; and provides appropriate buffers with agricultural land and other incompatible uses.

~~L-LU-1.5~~L-LU-1.7

Limit urban development to the areas within designated Community Growth Boundaries, as shown in **Figures L-2** and **L-3**.

~~L-LU-1.8~~

Encourage residential development at densities higher than one dwelling unit per 3 acres to be located in areas where infrastructure is available, or can be extended, and applicable source capacity is adequate.

~~L-LU-1.6~~L-LU-1.9

Consider development intensity in areas outside of Community Growth Boundaries according to the area's ability to support water and wastewater needs, access, slope characteristics, protection of sensitive natural resources, and the site's susceptibility to natural hazards.

~~L-LU-1.7~~L-LU-1.10

Consult with Tribal governments, in compliance with Assembly Bill 52, on discretionary development projects to protect and preserve areas with known Tribal Cultural Resources.

~~L-LU-1.8~~L-LU-1.11

Integrate ~~Traditional~~Tribal Ecological Knowledge from Tribes into resource conservation strategies, including watershed management, forest management, and habitat restoration.

Actions

L-LU-1.a

Amend the Zoning Ordinance to include a provision that would exclude land lakeward of 7.79 Rumsey from being used in the calculation of lot coverage.

L-LU-1.b

Work with Tribal governments to explore opportunities to integrate traditional stewardship practices and ~~Traditional~~Tribal Ecological Knowledge (TEK) into development reviews, land management, conservation, restoration, recreation planning, and facility planning, siting, and operations.

L-LU-1.c

Work with Tribal Governments to promote Tribal co-management of public lands.

L-LU-1.d

Develop educational materials regarding Tribal Ecological Knowledge practices.

Goal L-LU-2

Development patterns that support a sustainable lifestyle.

Policies

L-LU-2.1

Promote and practice the principles of smart growth.

Transportation-related topics discussed under this goal, including transit access, active transportation, and vehicle miles traveled, are also addressed in the Circulation Element.

L-LU-2.2
Encourage infill development.

L-LU-2.3
Encourage urban development that locates origins and destinations in close proximity to reduce vehicle trips and enhance visual and pedestrian access.

L-LU-2.4
Encourage potential transit destinations, including employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another and to a transit stop.

Smart growth supports choice and opportunity by promoting efficient and sustainable land development, incorporates redevelopment patterns that optimize prior infrastructure investments, and consumes less land that is otherwise available for agriculture, open space, natural systems, and rural lifestyles.

- American Planning Association, 2012

L-LU-2.5
Support the development of land uses with increased densities and mixed uses, including mixed-use resort commercial and residential, to reduce vehicle miles traveled and promote walking, biking, and transit use.

Actions

L-LU-2.a
Develop incentives to promote infill development.

~~**L-LU-2.b**~~
~~Amend the Zoning Ordinance to establish a smart growth overlay zone that encourages higher-density housing, transit-oriented development, and mixed-use development and provides smart growth guidelines for development and redevelopment in these zones.~~

~~**L-LU-2.c**~~**L-LU-2.b**
Work collaboratively with Tribal governments to develop educational programs highlighting traditional ecological practices, such as controlled burns and habitat stewardship, to inform sustainable development policies.

Goal L-LU-3

Cohesive and vibrant communities that preserve and celebrate their historic character and design heritage, and tribal cultural identity.

Policies

L-LU-3.1

Recognize the unique character and assets of each community in the Planning Area and support efforts to strengthen and revitalize all communities.

L-LU-3.2

Support efforts to enhance gateways and transitional zones around North Lakeport to make it distinct and inviting for residents and visitors.

L-LU-3.3

Ensure future development within Community Growth Boundaries is planned at a walkable, neighborhood scale with a range of uses in close proximity and a safe pedestrian environment.

~~L-LU-3.4~~

Collaborate with the Municipal Advisory Council to identify preferred locations for infill, mixed use, public gathering spaces, pedestrian improvements, and tourism related uses.

Some of the topics addressed under this goal are also covered in other elements or sections, including:

- Historic preservation and Tribal Cultural Resources—addressed in the Open Space, Conservation, and Recreation Element
- Commercial development design—addressed in the Special Study Areas and Design Guidelines section

~~L-LU-3.4~~L-LU-3.5

Promote the creation of community focal points and gathering places in North Lakeport.

~~L-LU-3.5~~L-LU-3.6

Encourage and support the arts in the Lakeport Planning Area with music and art installations, public art, and programming throughout the community, prioritizing areas that lack them.

~~L-LU-3.6~~L-LU-3.7

Encourage and support community and regional events (e.g., outdoor concerts, art shows, farmers' markets, races, and festivals) and recreational activities to bolster community pride and identification, including by engaging in marketing efforts.

~~L-LU-3.7~~L-LU-3.8

Encourage preservation of open areas within Community Growth Boundaries to retain a rural character and promote low intensities of development in areas separating communities to retain distinct communities.

~~L-LU-3.8~~L-LU-3.9

Review commercial and industrial development to ensure compatibility with the Lakeport Area Commercial and Industrial Design Guidelines, consistent with Article 54, Design Review Permit, of the Zoning Ordinance.

~~L-LU-3.9~~L-LU-3.10

Maintain the character of established neighborhoods by preserving buildings and areas with special and recognized historic, architectural, or aesthetic value. Ensure the design of new development and remodels of existing structures are compatible with the character of surrounding and adjacent buildings, public spaces, and cultural and historic resources and require new development to complement architecturally and historically significant buildings to protect the overall historic integrity of the area.

~~L-LU-3.10~~L-LU-3.11

Encourage the preservation and maintenance of existing native trees and the incorporation of native, fire-resistant, and drought-tolerant plants, including culturally significant species traditionally used by local Tribes, in public spaces, street landscaping, and in new public and private developments.

~~L-LU-3.11~~L-LU-3.12

When new development requires a permit for tree removal, require removed trees to be replaced with comparable tree species at a two-to-one ratio—i.e., each removed tree is replaced with two new trees, unless it is demonstrated new trees would exacerbate risk of fire.

~~L-LU-3.12~~L-LU-3.13

Continue to fund code enforcement programs and periodically evaluate enforcement priorities based on community needs and input, including from the Municipal Advisory Council.

~~L-LU-3.13~~L-LU-3.14

Encourage and support efforts to promote a greater public awareness of the county's architectural, urban design, and Tribal cultural heritage.

~~L-LU-3.14~~L-LU-3.15

Recognize and incorporate tribal heritage in public art, interpretive signage, community events, and wayfinding throughout the Cobb Mountain Planning Area.

L-LU-3.16

Encourage community and regional events that comply with parking, traffic, sanitation, and emergency regulations.

Actions

L-LU-3.a

Coordinate with local non-profit and other non-governmental organizations to install or maintain public art and gateway, wayfinding, and interpretive signage in North Lakeport to support the area's sense of place; foster an understanding and appreciation for local history and culture, including tribal culture; promote inclusivity; and improve the visual quality of the community.

L-LU-3.b

Investigate a 1 percent assessment on development permits or other types of permits/assessments to fund art installations supported in **Action L-LU-3.a.**

~~L-LU-3.b~~L-LU-3.c

Amend the Zoning Ordinance to eliminate redundancies in the design review process between the General Plan and Zoning Ordinance. This includes eliminating Article 53, Design Review Combining District, instead relying on **Policy L-LU-3.~~8~~ 9** to ensure compatibility with the Lakeport Area Commercial and Industrial Design Guidelines, and revisions to Article 54, Design Review Permit, as needed.

~~L-LU-3.c~~L-LU-3.d

Work with the community to prepare updates to the North Lakeshore Boulevard Special Study Area, Scotts Valley Special Study Area, and South Main Street/Soda Bay Road Special Study Area to reflect current values and priorities.

~~L-LU-3.d~~L-LU-3.e

Work with the community to update the Lakeport Planning Area Commercial and Industrial Design Guidelines to reflect current values and priorities, including that development along lakefront areas enhance visual and physical access to Clear Lake.

L-LU-3.f

Develop and implement a tree preservation ordinance.

~~L-LU-3.e~~L-LU-3.g

Work with local preservation groups and community property owners to improve building facades and exteriors, consistent with the historic and visual character of the surrounding area.

~~L-LU-3.f~~L-LU-3.h

Amend the Zoning Ordinance to allow adaptive reuse of historic resources that preserves the integrity of the resource while allowing for its ongoing use.

~~L-LU-3.g~~L-LU-3.i

Prepare and publish an inventory of underutilized land and encourage adaptive reuse of these properties.

~~L-LU-3.h~~L-LU-3.j

Collaborate with Tribal governments to create a heritage trail, interpretive exhibits, or other programming that celebrates tribal history and presence.

Goal L-LU-4

Coordinated and effective planning over the life of this General Plan.

Policies

L-LU-4.1

Ensure that permitting procedures and regulations are consistent, timely, and cost-effective.

L-LU-4.2

Coordinate growth and development with surrounding jurisdictions, the Local Agency Formation Commission (LAFCO), and other agencies, as appropriate, to maintain open space between communities and promote common goals.

L-LU-4.3

Within the City of Lakeport Sphere of Influence, refer any development and/or entitlements to the City for comment regarding possible annexation and development within the city.

L-LU-4.4

Prior to development in the City of Lakeport Sphere of Influence, work with the City to develop and jointly adopt a plan for territory within LAFCO's ~~adoptedthe~~adopted the Sphere of Influence and consider consistent joint planning and development standards between the City and County for the purpose of promoting City/County cooperation and orderly development.

~~L-LU-4.3~~L-LU-4.5

Require that the sizes and shapes of new parcels will not compromise future land divisions.

~~L-LU-4.4~~L-LU-4.6

The General Plan Update Environmental Impact Report (EIR) assumes the following maximum development projections in the unincorporated county for the year 2050:

- 3,800 new dwelling units
- 986,700 square feet of new commercial and office space
- 393,000 square feet of new industrial space

If new development approved within the unincorporated county reaches the maximum number of residential units and commercial/office and industrial square feet projected in the General Plan EIR, require that the environmental review that is conducted for any subsequent development project address growth impacts that would occur from development exceeding the General Plan EIR's projections.

~~L-LU-4.7~~

Work with the Municipal Advisory Council, business organizations, and community to update this Planning Area Element in a timely manner.

~~L-LU-4.8~~

Promote co-management of public lands with Tribal governments.

~~L-LU-4.5~~L-LU-4.9

Conduct early and ongoing engagement with Tribal governments in planning and discretionary permitting processes to ensure development aligns with tribal cultural, environmental, and historical interests.

Actions

L-LU-4.a

Encourage potential developers to attend pre-development meetings and work closely with appropriate public agencies to consider whether the potential development projects will meet the County's goals and requirements and have adequate infrastructure.

L-LU-4.b

Track growth to ensure it does not exceed the development projections analyzed in the General Plan EIR and described in **Policy L-LU-4.~~4~~6** without subsequent environmental review.

~~L-LU-4.c~~

Update the Planning Area Elements no less than every five to eight years.

~~L-LU-4.c~~L-LU-4.d

Update the Zoning Ordinance to revise the development standards, where needed, to ensure consistency with the density and intensity standards established in this General Plan, including for the Suburban Residential Reserve and Rural Residential Districts.

~~L-LU-4.d~~L-LU-4.e

Update the zoning map to implement the land use map established in this General Plan.

~~L-LU-4.e~~L-LU-4.f

Consistent with State law, continue to conduct tribal cultural impact assessments in coordination with local Tribal governments in discretionary permitting and General Plan amendment processes.

Goal L-LU-5

A range of residential areas that accommodate the housing needs of all income groups with quality living environments.

Policies

Community housing needs are addressed comprehensively in the Housing Element. Additionally, the Housing Action and Implementation Plan serves as a manual with more detailed strategies to address current and forecasted housing need throughout Lake County.

L-LU-5.1
Plan for and encourage a variety of housing types with a full range of affordability.

L-LU-5.2
Develop housing in a manner that complements the small-town community identity and incorporates quality design, consistent with the rural character of the Planning Area.

L-LU-5.3
Encourage development of 'workforce housing' that meets the needs of the local workforce and is affordable to individuals and families earning between 60 percent and 120 percent of the area median income.

L-LU-5.4
Encourage medium-density residential development that is compatible with the neighborhood character within Community Growth Boundaries, is close to services, and where adequate infrastructure is available or can be made available.

L-LU-5.5
Encourage high-density residential development (e.g., apartments and townhouses) within Community Growth Boundaries along collector roadways and transit routes and within walking distance of schools, libraries, parks, shopping, and entertainment areas.

L-LU-5.6
Promote development of affordable, high density housing near public transit and essential services whenever possible.

L-LU-5.7
Encourage the development of housing for seniors and other Equity Priority Populations.

L-LU-5.8
Continue to allow density bonuses for residential development projects that include affordable or qualifying senior housing or incorporate energy-efficient techniques exceeding State standards into the project design, as specified in the Zoning Ordinance.

L-LU-5.9
Protect residential neighborhoods from incompatible uses and activities that adversely affect public health and safety, like industrial uses that produce hazardous waste.

L-LU-5.10

Encourage innovative, non-traditional housing designs and layouts in response to evolving housing trends and needs.

Actions

L-LU-5.a

Continue to support construction of affordable housing, including by pursuing federal, Tribal, and State funding for affordable housing development.

L-LU-5.b

Develop incentives for affordable housing, in addition to density bonuses, to further encourage its development.

L-LU-5.c

Update the density bonus allowances in Article 27 of the Zoning Ordinance to allow a density bonus for residential development projects that include affordable housing that is consistent with State law, which offers a density bonus of up to 50 percent.

L-LU-5.d

Update the density bonus allowances in Article 27 of the Zoning Ordinance to allow up to a 20 percent density bonus for mixed-use residential development projects within a Community Growth Boundary that include an employment-inducing industrial or business park development component.

L-LU-5.e

Consider updating the density bonus process to minimize government obstacles to housing development, consistent with State law.

L-LU-5.f

Continue to promote the development of affordable, senior, and energy-efficient housing by informing developers of the benefits of density bonuses in preapplication conferences.

L-LU-5.g

Develop objective design standards for residential and mixed-use development to provide a streamlined approval process; ensure compatibility with existing community character; and ensure appropriate open space, buffers, and pedestrian improvements are provided.

L-LU-5.h

Develop and maintain an inventory of County-owned surplus lands with residential development potential and post the inventory on a County website to inform developers of potential building opportunities.

Goal L-LU-6

Commercial and mixed-use areas that serve community needs and support a robust local economy.

Policies

L-LU-6.1
Encourage centrally located businesses and services in places that conveniently serve residential areas and/or support revitalization or creation of town centers.

Economic development is addressed in more detail in the Economic Development Element.

L-LU-6.2
Encourage mixed-use development with commercial and residential components in commercial areas when adequate infrastructure is available or can be made available.

L-LU-6.3
Encourage conversion of existing commercial areas to a mix of uses to reduce travel distances and create neighborhoods that offer a variety of housing options.

L-LU-6.4
Continue to allow parking reductions for residential uses in mixed-use areas where it can be demonstrated that shared residential and commercial parking will not result in an unacceptable impact on parking in the public right-of-way or off-street parking lots.

L-LU-6.5
Encourage and support the establishment of more restaurants, retail, and other commercial services.

L-LU-6.6
Encourage development of smaller neighborhood-supporting retail and services, including those offering local agricultural sales, to meet the everyday shopping and personal needs of the surrounding neighborhood.

~~**L-LU-6.7**~~
~~Encourage development of larger regional commercial centers within Community Growth Boundaries that meet resident and visitor needs, such as supermarkets, restaurants, personal services, retail sales, professional offices, medical services, and other complementary uses, as well as venues for selling locally produced agricultural and related products.~~

~~**L-LU-6.8**~~**L-LU-6.7**
Discourage strip commercial development, allowing it only when alternative layouts are infeasible at the project site.

~~L-LU-6.9~~L-LU-6.8

Locate commercial service businesses, such as warehouses, repair services, and building materials sales, away from housing, schools, and other sensitive receptors. Use the following criteria for siting commercial service areas:

- Provide good access to highways or major collectors;
- Buffer existing or planned residential areas, schools, and other sensitive uses;
- Develop in depth rather than in a strip fashion along the access road to provide adequate room for parking, buffering, and other needs; and
- Encourage development as integrated planned areas in conjunction with community commercial areas or with common architectural and site development features.

~~L-LU-6.10~~L-LU-6.9

Encourage members of the private sector to establish new commercial recreation opportunities and to rehabilitate and restore older resorts, including destination resorts, lakefront resorts, dance halls, health and athletic clubs, equestrian facilities, and recreational camps.

~~L-LU-6.11~~L-LU-6.10

Require proposals for budget retailers and discount chains to include a community meeting with the Municipal Advisory Council early in the proposal process to gather input from community members and incorporate refinements to the proposal in response to community concerns. Also require such projects to prepare an analysis of economic and blight-inducement impacts of the proposed development on retail businesses in the market area, employment, County revenues and services, and other relevant economic considerations. ~~The County may waive the requirement for this analysis if the new establishment is found to offer a public benefit and is in alignment with the community's vision for its future development.~~

~~L-LU-6.12~~L-LU-6.11

Encourage opportunities for indigenous-owned businesses within mixed-use and commercial areas.

Actions

~~L-LU-6.a~~

Investigate options to provide permit technical assistance for older resorts, retreat centers, and underused commercial properties.

~~L-LU-6.a~~L-LU-6.b

Amend the Zoning Ordinance to diversify the types of resort uses allowed and conditionally permit resort/recreational uses in commercial land use districts.

~~L-LU-6.b~~L-LU-6.c

Devise and offer incentives for reconstruction and/or redevelopment of local historical resorts.

Goal L-LU-7

Industrial areas that are compatible with their surrounding environment while supporting the economy.

Policies

L-LU-7.1

Encourage a wide range of industrial development activities, prioritizing industries that create living-wage jobs that maximize the education, skills, and talents of county residents.

The Economic Development Element provides more comprehensive guidance for supporting the local economy.

L-LU-7.2

Encourage development of visually attractive, carefully planned industrial parks and planned developments in areas with suitable topography and adequate infrastructure.

L-LU-7.3

Require new industrial or heavy commercial uses to be sited appropriately, on land with average slopes not exceeding 20 percent and outside of a hazard zone, preferably served by public sewer and water facilities and within a Community Growth Boundary.

L-LU-7.4

Encourage industrial uses that use geothermal energy generated on-site when compatible with surrounding land uses.

L-LU-7.5

Require a planned development process for permit approvals of any industrial or heavy commercial uses of five acres or more in size.

L-LU-7.6

Require new industrial and heavy commercial uses to be designed to avoid adverse impacts to adjacent uses, particularly residential neighborhoods, schools, and other sensitive uses, with respect to air quality, noise, odor, vibration, and other impacts.

~~**L-LU-7.7**~~

~~Allow asphalt batch plants and similar processing facilities that are directly associated with the development of a resource to be located at the source of the resource under the following criteria:~~

- ~~Require a use permit;~~
- ~~Prohibit any commercial or industrial uses that are not related to the processing of the resource; and~~
- ~~Require mitigation for impacts to surrounding land uses, the environment, and Lake County watersheds to protect air, surface water, and groundwater quality.~~

~~L-LU-7.8~~L-LU-7.7

Consider including a requirement for consultation with Tribal governments to include Tribal Cultural Resource analysis within the Cultural Resource Reports for discretionary projects.

Circulation

An effective transportation network promotes health, safety, and well-being of all communities by supporting:

- **Public health,** in terms of how well it supports walking and biking and access to food, healthcare, public services, tribal community centers, and traditional gathering areas.
- **Safety,** in terms of how efficiently community members can evacuate and first responders are able to reach destinations during emergency events, as well as how safe the network is for all users.
- **Personal and community economic stability,** in terms of how well it supports access to employment opportunities, shopping, and services; distribution of locally produced products; and the ability of tourists to access the region's attractions, including tribal cultural tourism.
- **Equity,** in terms of how easily community members of all ages, abilities, and income levels can access their daily needs.
- **Environmental quality,** in terms of the amount of greenhouse gas (GHG) and air pollutant-emitting vehicle miles are driven by both personal automobiles and trucks, and the availability of electric vehicle (EV) charging infrastructure or other amenities to support the use of active transportation and high occupancy vehicles.
- **Financial soundness** such that the community can afford to operate and maintain the network in a state of good repair with existing revenue sources and that any expansion has complete funding for capital costs and its long-term operations and maintenance (O&M) costs.

This Circulation Element aims to provide a transportation network that moves people and goods in and around the Lakeport Planning Area conveniently and with minimal risk of injury. The Lakeport Planning Area's circulation network is highly dependent on highway transportation. There is limited pedestrian and bicycle infrastructure, and, as with many rural communities, the Planning Area does not have extensive transit services. However, this element serves to optimize mobility options for bicyclists, pedestrians, and transit-dependent populations, like older adults, to the extent possible. The element also aims to support safe routes to school and access to key destinations, including opportunities for recreation.

The following sections describe the existing and planned roadway network in the Planning Area, including goods movement, active transportation and transit networks, and aviation travel options, followed by emerging trends in circulation. The element concludes with a comprehensive set of goals, policies, and actions to optimize these networks in the years to come.

Roadway Network

Existing Roadway Facilities

Highways, roads, and streets are classified based on their functionality (i.e., the role they play in the overall roadway network). The Lakeport Planning Area circulation network features local roads and streets, collectors, and arterials depicted in **Figures L-4** (countywide) and **L-5** (Lakeport Planning Area). **Table L-2** describes major roadways in the Lakeport Planning Area and the adjacent City of Lakeport by their functional classification and **Table L-3** shows Lake County Road Standards by functional classification.

The primary highways that underpin the Lakeport Planning Area's roadway system are SR 29 and a small section of SR 175. SR 29 is a four-lane highway that runs north to south through the Planning Area and provides both local and regional travel throughout the county. SR 175 is a two-lane highway that connects the Lakeport Planning Area to US Highway 101 to the west. Major collector roads in the Planning Area include Scotts Valley Road, Lakeshore Boulevard, Hill Road, Main Street, and Soda Bay Road. Other roadways in the Planning Area are minor collectors and local County-maintained roads (also called County roads or CRs).

Roadway Classifications

Local roads and streets primarily provide traffic movement within neighborhoods and are generally low-speed, low-volume roads.

Collectors (major or minor) provide access between low-speed/low-volume local streets and high-speed/high-volume arterials. As their name implies, minor collectors collect traffic from the local streets and distribute it to the arterial system or to the smaller urban areas that they directly serve. Major collectors provide circulation between neighborhoods.

Arterials (principal or minor) primarily link cities and towns within and outside the state. Arterial roadways typically have two or more lanes and allow the highest speeds of any roadway functional class.

Figure L-4 Existing Countywide Roadway Functional Classifications

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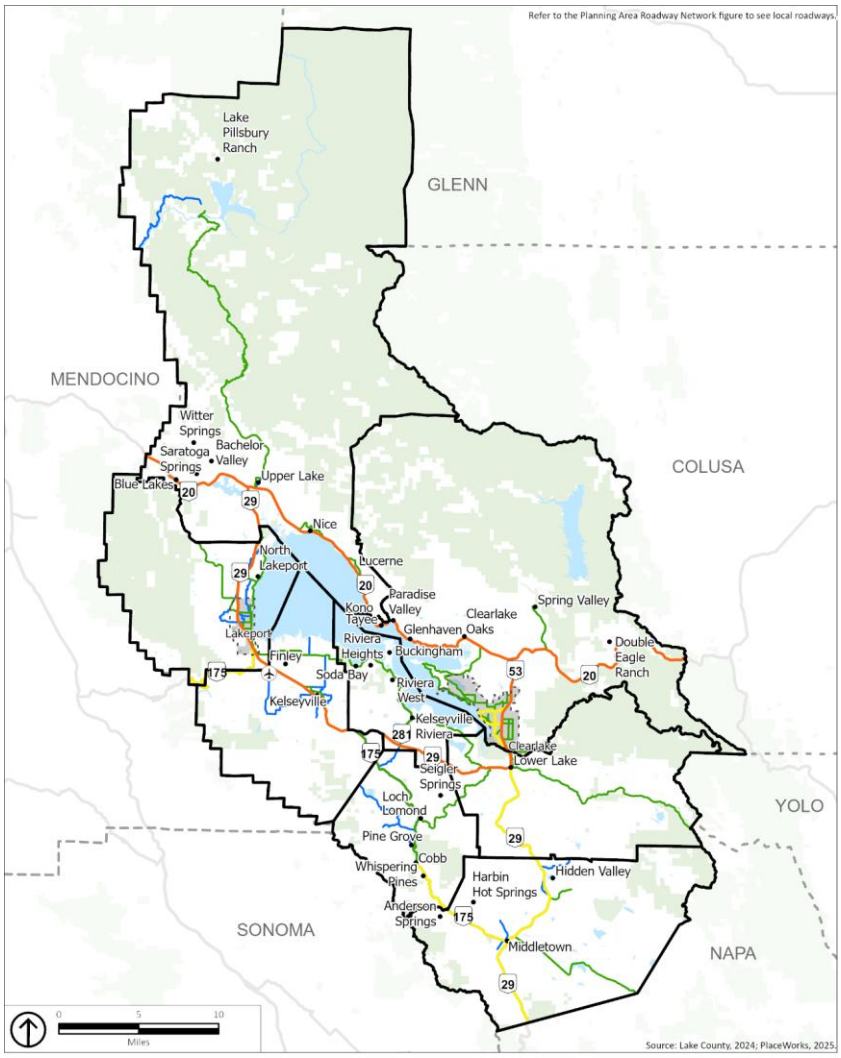

Figure L-5 Existing Lakeport Area Roadway Functional Classifications

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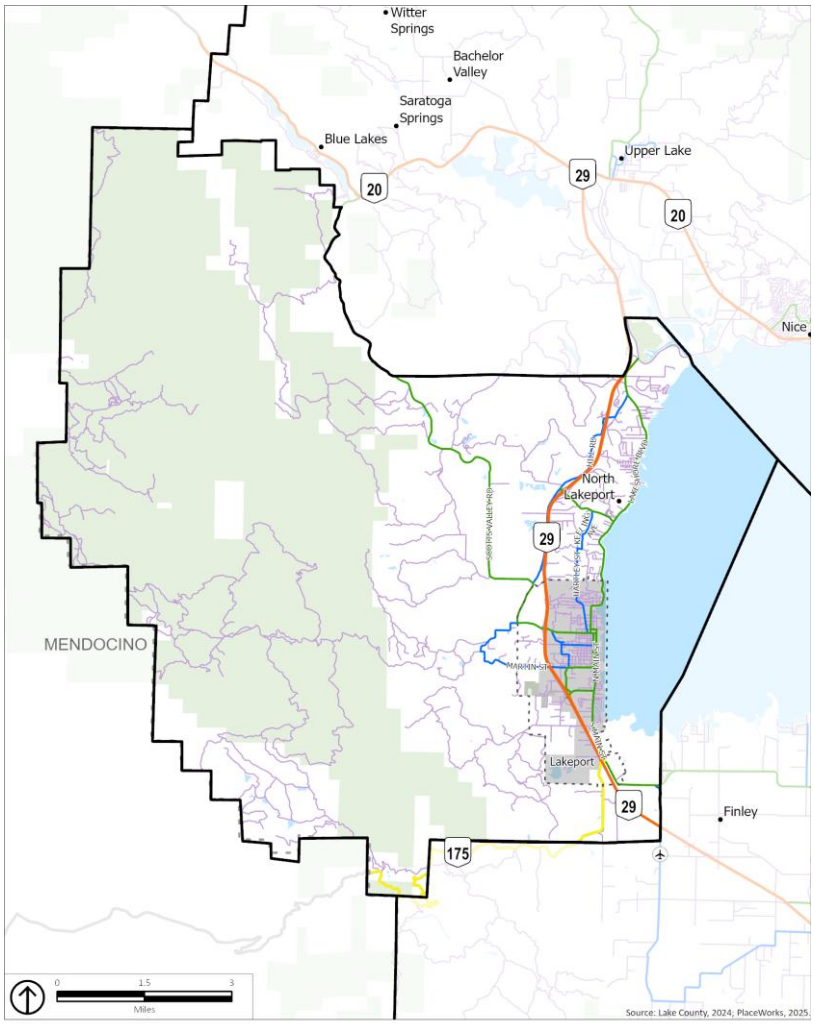


Table L-2 Functional Road Classifications for Major Roadways in the Planning Area

Function	Number	Name	Limits
Principal Arterial	SR 29	SR 29	County line to SR 20
Principal Arterial	SR 175	SR 175	County line to SR 29
Major Collector	CR 401	Scotts Valley Road	SR 29 to SR 20
Major Collector	N/A	Main Street	Soda Bay Road to Main Street
Major Collector	CR 400	Lakeshore Boulevard	20th Street to Nice-Lucerne Cutoff Road
Major Collector	CR 502	Soda Bay Road	S. Main Street to Westlake Drive

CR = County Road; SR = State Route; NA = Not Applicable

Table L-3 Lake County Road Standards

Standards	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Speed Limit	60 MPH	50 MPH	40 MPH	30 MPH	20 MPH
Number of Lanes	2-4	2-4	2	2	2
Lane Width	12 ft	12 ft	12 ft	11 ft	10 ft
Right-of-Way Width	60 ft	60 ft	50 ft (minimum)	50 ft	40 ft
Maximum Grade	12%	12%	12%	12%	16%

ft = feet; MPH = miles per hour

Level of Service

Traffic in Lake County fluctuates significantly by season due to the influx of tourists to the area in the summer months. While State facilities accommodate the highest volumes of traffic, several major collectors that run through the City of Lakeport have a high volume as well, including Lakeshore Boulevard, Main Street, and Eleventh Street.

Level of service (LOS) is used as a quantitative measure of roadway conditions based on the quality of their traffic operations from a driver's perspective. LOS considers conditions such as road configuration, traffic volume, speed, convenience, and capacity.

LOS is generally defined as follows under peak hour conditions (e.g., 7 to 8 a.m. or 5 to 6 p.m.):

- **LOS A** represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
- **LOS B** has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.

- **LOS C** has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- **LOS D** represents high-density, but stable flow. Users experience severely restricted speed and freedom to maneuver, with poor levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Speeds are reduced to a low, but relatively uniform, value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- **LOS F** represents congested conditions where traffic operates well below posted speeds, delays accumulate at intersections, and queuing forms at bottleneck locations. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Travel times become less reliable under LOS F conditions and drivers start adding buffer time to their trips to ensure being on time to appointments.

These definitions of LOS are contained in the Highway Capacity Manual. The Highway Capacity Manual methodology is the prevailing measurement standard currently throughout the United States.

LOS expectations are used to determine specific roadway types and sizes (e.g., functional classification and number of lanes). Providing better conditions comes with higher costs and other tradeoffs like higher energy consumption, emissions, and safety risks that must be balanced against the County's environmental goals. Stable LOS E conditions represent the most efficient use of the roadway space since the public roadway is operating near its capacity.

As part of the Lake County 2050 General Plan update, a 2025 analysis of existing circulation conditions evaluated LOS for several roadways in the county. Of County-owned roadways studied, all within the Lakeport Planning Area operate at a daily LOS C or better.

Vehicle Miles Traveled

If the number of residents, workers, and visitors increase in the county over time, more driving will occur. While some driving in and through the county is inevitable given the long distances between destinations in the county, the County and other agencies can take actions to concentrate growth within and near denser areas to help reduce the length of trips and to increase the viability of walking, bicycling, or taking transit. For example, the developed communities depicted in **Figure L-1** are areas where land uses can be located near enough to support walking or biking as a viable mode of transportation, thus reducing vehicle miles traveled (VMT). VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. California law connects VMT reduction to the State's GHG reduction goals and other objectives, including the encouragement of public transit, infill development, and promotion of active transportation for public health. Though Lake County recognizes the importance of these objectives, the nature of the region's rural land uses with long distances between destinations limits the potential for VMT and GHG reduction through public transit or large mixed-use development projects.

VMT can be measured with a variety of methods and using multiple metrics. This General Plan relies on VMT estimates and forecasts from the Lake-Mendocino travel demand model to assess planning goals and environmental impacts.

Goods Movement

Many businesses and residents in the Lakeport Planning Area rely on goods movement for deliveries and importing or exporting products. Goods in the Lakeport Planning Area are typically transported along SR 29 and SR 175, which are Surface Transportation Assistance Act (STAA) terminal access routes. **Figure L-6** shows the County's designated truck routes to accommodate large vehicles, including for goods movement.

Truck Route Classifications

Truck route classifications are based on the allowable size and design specifications of truck tractors or semitrailers.

Terminal Access Routes allow STAA* trucks, which include semitrailers up to 53 feet long that meet several other conditions regarding distance between axles.

California Legal Routes allow California Legal trucks, which include truck tractors with total lengths of up to 65 feet (truck and semitrailer combined) or double trailers of up to 75 feet.

California Legal Advisory Routes also allow California Legal trucks but provide additional travel advisories for trucks that exceed posted kingpin-to-rear-axle lengths due to roadway turning radii.

Special Restriction Routes restrict certain trucks based on vehicle length or weight, cargo type, or number of axles.

*An STAA truck is one allowed to operate on the national network of highways due to the Surface Transportation Assistance Act (STAA) of 1982, which permits larger and heavier trucks to use certain federally aided highways, including the Interstate system and specific primary routes.

Planned Roadway Network Improvements

The 2022 Lake County Regional Transportation Plan (RTP) is a State and federally mandated plan for transportation improvements in the county. The RTP is updated every four years by the Lake Area Planning Council for Lake County. The RTP is required to include a list of prioritized transportation improvement projects that are financially constrained, or that have funding earmarked for the project, as well as those that are "financially unconstrained," meaning they do not have funding earmarked and do not have a specific timeline for implementation.

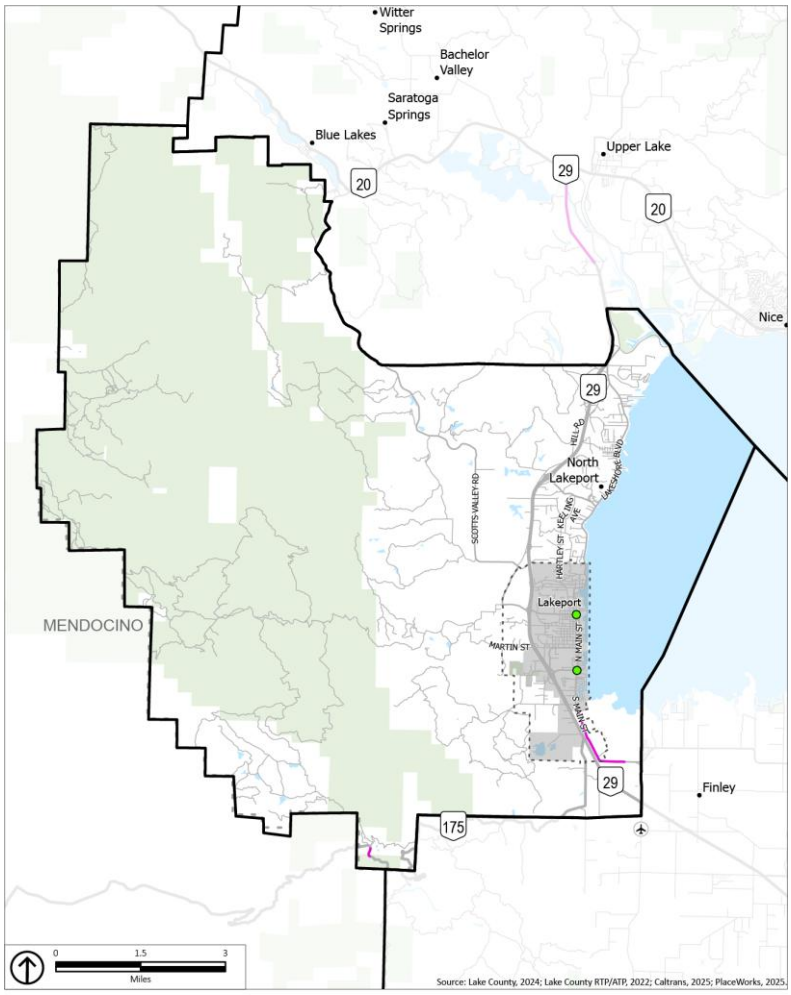
All planned roadway projects must undergo environmental review to identify potential project impacts to ecological, archeological, Tribal, and cultural resources, as well as VMT and other impacts, and establish measures to avoid or mitigate against impacts during the project implementation phase. New transportation projects must also undergo tribal consultation to identify and protect sacred sites, traditional use areas, burial sites, and archaeological resources. Mitigation measures, alternative alignments, and culturally sensitive design practices should be implemented where impacts cannot be avoided.

Figure L-7 shows the County's planned roadway network improvements from the RTP for both the Planning Area and the adjacent City of Lakeport, including the following projects:

- Roundabout at S. Main Street and Lakeport Boulevard in Lakeport (financially constrained)
- Roundabout at Eleventh Street and N. Forbes Street in Lakeport (financially unconstrained)
- Shoulder widening along S. Main Street and Soda Bay Road (financially constrained)

Figure L-6 Countywide Designated Truck Routes

Figure L-7 Lakeport Planning Area Planned Roadway Network



Note: All projects Financially Unconstrained except as mentioned in the report.

Active Transportation

Active transportation is defined as the transport of people or goods through non-motorized means, based around human physical activity. Most of the Lakeport Planning Area lacks active transportation facilities, such as sidewalks, crosswalks, and bicycle lanes, though there are several exceptions, as noted below. The Open Space, Conservation, and Recreation Element includes information about recreational trails.

Existing Pedestrian Facilities

The Lakeport Planning Area is mostly rural except for communities along the lake, primarily north of the City of Lakeport. There are minimal pedestrian facilities outside the vicinity of the City of Lakeport. In the city, pedestrian facilities such as marked crosswalks and sidewalks are present along Main Street and several other street segments, though the pedestrian network has notable gaps and lack of connectivity.

Existing Bicycle Facilities

The California Streets and Highways Code Section 890.4 establishes three primary bikeway classifications, described in the text box. In addition to those listed, Class IV Separated Bikeways are classified in the California Vehicle Code, although none exist or are planned within the Planning Area. There are existing Class II bike lanes and Class III bike routes along Lakeshore Boulevard in the City of Lakeport, but none in the unincorporated Lakeport Planning Area.

Proposed bicycle facilities are described in the next section discussing planned active transportation improvements.

Bikeway Classifications

Shared-Use Path (Class I), also called bike paths, these facilities provide a fully separated, paved facility for the exclusive use of bicycles and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors.

Bike Lane (Class II) are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. Bike lanes are contiguous with motor vehicle travel lanes and should provide a minimum standard width of five feet for comfortable riding.

Bike Route (Class III), a route for bicyclists designated by signs or optional pavement markings where bicyclists travel on the shoulder or share a lane with motorists. Bike routes are typically utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not have enough space for dedicated Class I or II facilities.

Planned Active Transportation Improvements

The Lake County Active Transportation Plan (ATP), integrated into the 2022 RTP, recommends an enhanced network of walking and biking facilities in the Lakeport Planning Area and in the City of Lakeport. **Figure L-8** shows the future bicycle and pedestrian facility improvements planned in the Lakeport Planning Area and the City of Lakeport from the County's 2022 ATP/RTP. **Table L-4** lists the planned bicycle facilities shown in the figure. All planned projects shown are financially unconstrained (unfunded), with the exception of the following three projects, which are financially constrained:

- Tenth Street Bike Boulevard Improvement Project in Lakeport
- Hartley Road Pedestrian Improvements (Twentieth Street to city limit) in Lakeport
- South Main Street/Soda Bay Road Bike Lanes south of Lakeport

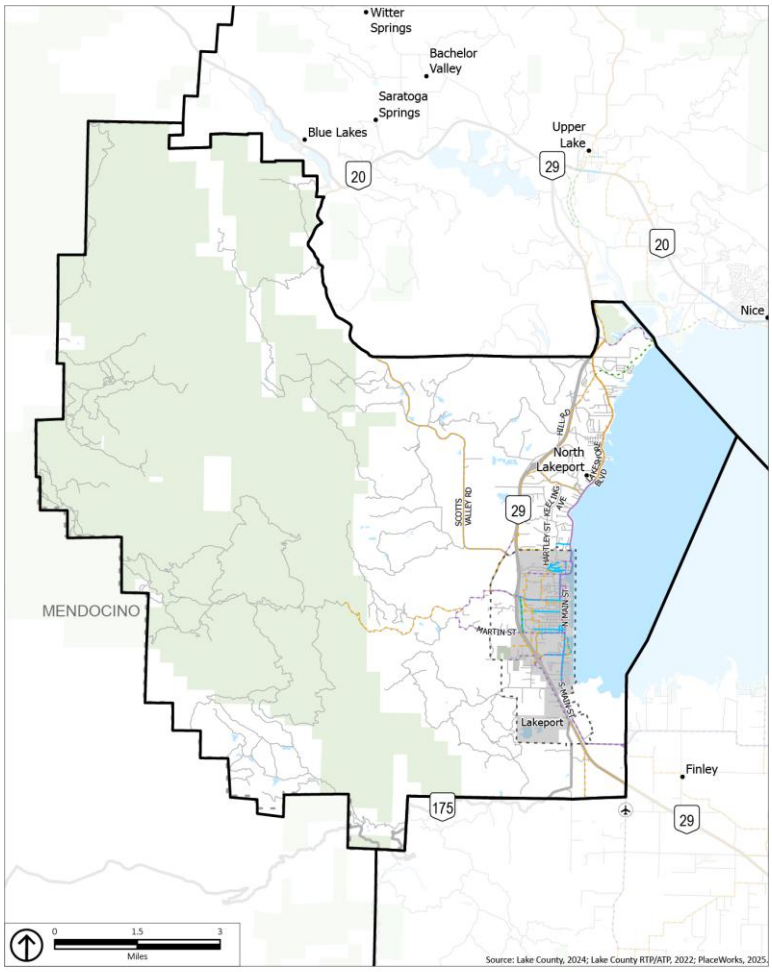
Sidewalks are also planned on several centrally located segments in the City of Lakeport, but only one section of sidewalk is proposed in the unincorporated county on Rainbow Road immediately north of the city limit. While the County and other responsible agencies are actively seeking funding for these projects, there is currently no funding identified, so the projects are uncertain.

Table L-4 Planned Bicycle Facilities

Class	Roadway	From	To	Length (Miles)
I	North Lakeport	Lakeshore Boulevard	Nice-Lucerne Cutoff Road	1.4
II	Hill Road	Scotts Valley Road	Hill Road East	0.3
II	Martin Street	Riggs Road	City limit	1.4
II	Riggs Road	Martin Street	Scotts Valley Road	1.0
II	Nice-Lucerne Cutoff Road	Westlake Road	Nice-Lucerne Cutoff Road	1.6
II	Lakeshore Boulevard	0.4 miles north of Park Way	Nice-Lucerne Cutoff Road	2.8
II	Scotts Valley Road	Hill Road	SR 29/11th Street	0.5
III	Hill Rd (North)	Hill Road East	Lakeshore Boulevard	3.4
III	Park Way	Hill Road East	Lakeshore Boulevard	1.0
III	Scotts Creek Road	Riggs Road	End	3.1
III	Mathews Road	Ackley Road	Highland Springs Road	0.7
III	Ackley Road	SR 29	Mathews Road	0.9
III	Scotts Valley Road	Hill Road	SR 20	10.0
III	Shady Lane	Hartley Road	Hill Road East	0.8
III	Hill Road East	Hill Road (south)	Hill Road (north)	0.1

Source: County of Lake, 2022, *Lake County Regional Transportation Plan/Active Transportation Plan*.

Figure L-8 Lakeport Area Existing and Planned Active Transportation Facilities



Note: All projects Financially Unconstrained except as mentioned in the report.

Transit

Existing Transit Service

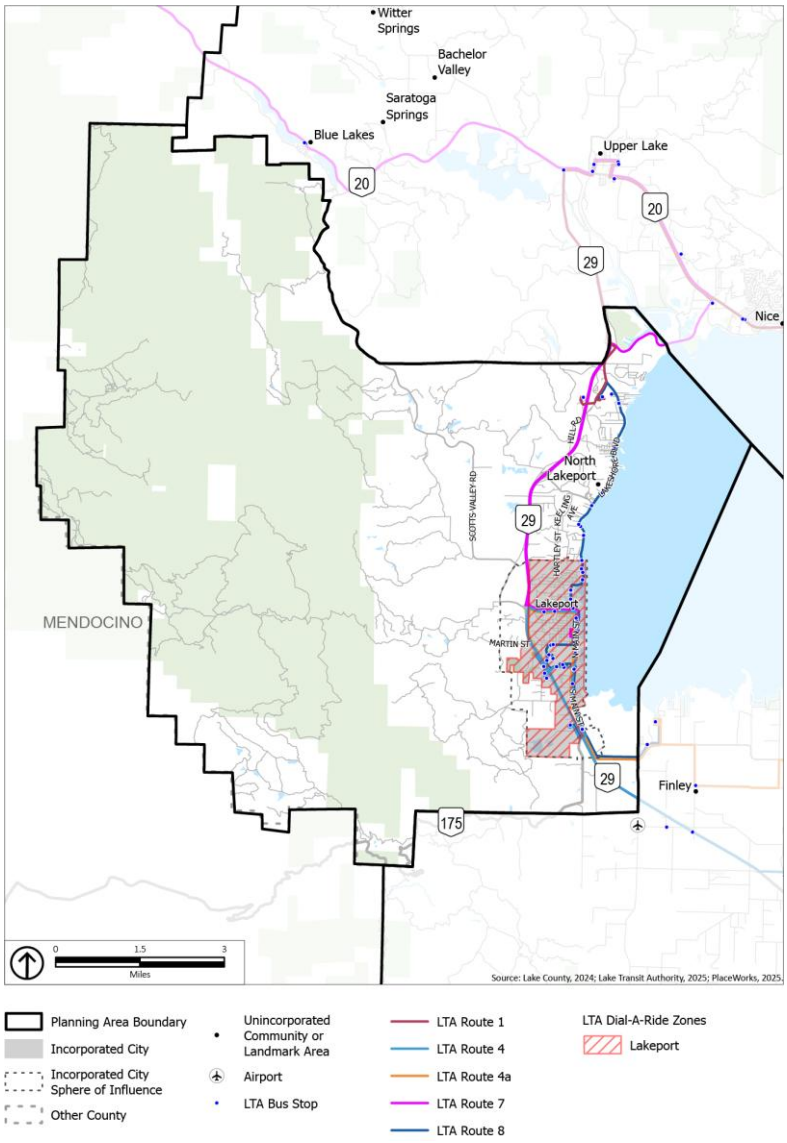
Lake Transit Authority (LTA) provides public transit services throughout Lake County and operates connecting routes to intercity and regional bus services in adjacent Napa and Mendocino Counties. **Figure L-9** shows the existing transit service and bus stop locations in the Lakeport Planning Area and adjacent City of Lakeport. As shown, within the Lakeport Planning Area, LTA operates five routes, Routes 1, 4, 4A, 7, and 8, offering both local and regional transportation services.

LTA Route 1 provides 10 roundtrips daily, linking communities along the north and east side of Clear Lake, starting in the City of Lakeport and continuing north to the communities of Upper Lake, Nice, and Lucerne in the North Lake Communities Planning Area, east along SR 20 to Glenhaven and Clearlake Oaks in the East Lake Communities Planning Area, and terminating in the City of Clearlake. LTA Route 4 operates along SR 29, serving the City of Lakeport; communities in the Kelseyville, Rivieras, and Lower Lake Planning Areas; and the City of Clearlake. It operates seven northbound and southbound trips daily. LTA Route 4A provides two weekday roundtrips from the City of Lakeport to the community of Kelseyville, as well as to the community of Soda Bay and Kit's Corner in the Rivieras Planning Area. LTA Route 7 operates three daily roundtrips connecting the City of Lakeport to communities in the neighboring North Lake Communities Planning Area to the north, and to the City of Ukiah in neighboring Mendocino County to the west. It stops in the City of Lakeport, the communities of Upper Lake and Blue Lakes in the North Lake Communities Planning Area, and Mendocino College and the City of Ukiah in Mendocino County. LTA Route 8 provides services primarily within the City of Lakeport but extends south into the Lakeport Planning Area and on to the neighboring Kelseyville Planning Area, operating from 7:30 a.m. to 7:30 p.m. with 12 roundtrips daily. All routes operate Monday through Friday.

In addition to fixed routes, LTA offers Dial-a-Ride services near the City of Lakeport. However, in areas not served by Dial-a-Ride, LTA offers Flex Stop service where the bus will travel up to one mile beyond its regular route to drop passengers off at a curbside location, benefiting residents in the Planning Area living within a mile of the LTA line.

LTA also offers Medi-Links, which provides nonemergency medical transportation throughout Lake County as well as out-of-county destinations such as Deer Park/St. Helena, Napa, Santa Rosa, Ukiah, Willits, and the Sacramento and San Francisco Bay areas. Medi-Links is a shared ride service and must be arranged at least seven days prior to a medical appointment.

Figure L-9 Lakeport Planning Area Transit Service and Facilities



Planned Transit Improvements

The 2023 Lake County Transit Development Plan analyzes current public transportation operations and identifies potential changes that could improve transit to better serve Lake County communities.

Given the low ridership levels on LTA Route 8 in 2021 and 2022, the service plan recommends replacing Route 8 with a new Lakeport micro-transit service that would run Monday through Saturday. For the same reason, the service plan recommends that Route 4a be eliminated and replaced with a new South Clear Lake On-Demand micro-transit service three days a week. With the new micro-transit service, passengers would be able to call, use the phone app, or a computer to request rides within roughly 30 minutes.

The 2022 RTP identifies financially constrained transit projects, including both short- and long-term projects, such as improving bus stop amenities for existing and new routes, expanding operations facility/fueling infrastructure, and purchasing new transit vehicles. Note that RTPs often contain optimistic funding projections that may not be consistent with current financial realities.

Aviation

The nearest public airport is Lampson Field, the only public airport in Lake County, located immediately south of the Planning Area in the neighboring Kelseyville Planning Area. The second nearest is the Ukiah Municipal Airport in the City of Ukiah in neighboring Mendocino County.

Lampson Field is a general aviation airport. The Lake County Public Works Department oversees the operation, maintenance, and improvements to the airport. Lampson Field provides general aviation service to the surrounding communities, serving as a base for local personal and recreational flyers, a point of access for personal and recreational visitors to the community, a transportation facility for business and corporate aviation, a place to conduct aviation-related business, and a site for emergency access to the community. It is surrounded by agricultural and rural residential uses.

To protect public safety and the long-term operations of the airport, the County's Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP), which regulates the location of land uses near the airport, including on land within the Lakeport Planning Area, through the designation of Airport Land Use Compatibility Zones (see **Figure L-10**). The ALUCP seeks to protect the public from adverse effects of aircraft noise, ensure people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure no structures or activities adversely affect navigable airspace.

Figure L-10 Lampson Field Airport Compatibility Zones

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Emerging Trends

Technological advancements have contributed to new options for moving people and goods around Lake County; these include:

- Commercial ride-sharing services (e.g., Uber, Lyft)
- Food and grocery delivery services (e.g., Grubhub, Uber Eats, DoorDash, or independent restaurants and grocery stores offering their own delivery services)
- Electric vehicles (EV) (e.g., cars, bikes, and scooters)

Ride-sharing services offer residents, workers, visitors, and students the choice to travel by automobile to their desired destinations. Given the distances between origins and destinations in Lake County, this service offers one of the fastest travel time options in the county for those that do not have access to a private vehicle, cannot drive, or prefer not to drive. These services contribute to countywide VMT and emissions but also offer access to a wide variety of destinations that would otherwise be difficult to access.

Food and grocery delivery services similarly offer more options for community members to meet their needs, while being cost prohibitive to some. In some cases, coordinated online shopping and on-demand delivery can reduce VMT compared with in-store shopping, but the reduction depends on a number of other factors.

Alternative fuel vehicles help reduce GHG emissions, but they still contribute to vehicle congestion and delay. This Circulation Element includes policies that support installation of EV charging infrastructure as feasible. Currently, there are several charging stations in the City of Lakeport.

Other transportation technologies may use the Lake County transportation network in the coming years, including Autonomous Vehicles (AVs), also known as self-driving cars and trucks. As of 2025, AVs are being tested but are not yet in widespread use, though many predict that they will be by 2050. AVs would lower the cost of vehicle travel, which could contribute to sprawl and greater levels of vehicle use. However, they could also lower the risk of collisions from human factors like driving under the influence, falling asleep, being distracted, and speeding and would allow more people that do not have access to private vehicles to travel more frequently at automobile speeds. In anticipation of AVs, this General Plan focuses on supporting growth suitable to the rural character of Lake County.

Costs and Revenues

Transportation costs and funding are important considerations for the General Plan. The Circulation Element should be financially constrained for capital, operations, and maintenance costs. As such, this element needs to include appropriate policies and actions that will align transportation network performance expectations with reasonable funding expectations. The County's ability to expand the transportation network to accommodate new growth will depend on its ability to fully pay for the ongoing operation and maintenance of the network.

There are 27 projects planned in the Lake Area Planning Council's RTP, outlining a variety of operation and maintenance projects aimed at improving the existing transportation infrastructure. Funding relies on multiple sources, such as State and federal grants and the Road Maintenance and Rehabilitation Account.

The County does not have sufficient funding to maintain the existing network in a state of good repair. A good example of the current challenge is the cost and funding of pavement. This is one of the larger maintenance costs for the County and does not include other transportation infrastructure or services such as transit services and facilities, sidewalks, bike paths, signals, markings, signs, or storm drains.

Goals, Policies, and Actions

Goal L-C-1

Effective intergovernmental communication and cooperation on transportation issues.

Policies

L-C-1.1

Coordinate with the incorporated Cities of Clearlake and Lakeport on regional transportation planning to support the goals of the Regional Transportation Plan.

L-C-1.2

Maintain a cooperative relationship with the California Department of Transportation (Caltrans) to provide maintenance and safety improvements on State highways.

Actions

L-C-1.a

Work with Caltrans and other transportation agencies to maintain the Regional Transportation Plan, identify funding priorities, and develop an expenditure plan for available transportation funds in accordance with federal, State, and regional transportation planning and programming procedures.

L-C-1.b

Work with local agencies to identify road improvement opportunities.

L-C-1.c

Maintain working relationships with transportation agencies in the region to ensure coordination of road improvements, data exchange on projected traffic impacts, and County participation in regional transportation planning activities.

L-C-1.d

Work with Lake County Transit to expand Dial-a-Ride services, particularly for Equity Priority Populations.

L-C-1.e

Support efforts to ensure transportation provider services are online-accessible to enhance utilization of current transit providers for out-of-county transportation needs.

L-C-1.f

Consult local Tribal governments when reviewing capital improvements for Tribal Cultural Resource impacts.

L-C-1.g

Pursue opportunities for native plant restoration and habitat protection along rights-of-way and medians.

Goal L-C-2

A unified, coordinated, and cost-efficient road and highway system that is safe, uncongested, and efficient.

Policies

L-C-2.1

Plan and construct a road network to accommodate projected growth in traffic volumes resulting from residential, commercial, industrial, and other development.

L-C-2.2

Maintain, and improve where feasible, the road system to reduce traffic accidents, improve circulation, and maintain or improve its physical condition, in conformance with the priorities and recommendations established in the Regional Transportation Plan.

L-C-2.3

When undertaking roadway improvements, prioritize maintenance and safety, considering both public reports and internal expertise and data.

L-C-2.4

Prioritize roadway improvement or maintenance projects as follows:

- **Priority One: Urgent Projects.** Projects of an urgent nature that are clearly needed to protect the health and safety of the traveling public, such as imminent bridge or roadbed failure.
- **Priority Two: Safety Projects.** Projects that are intended to reduce the number and severity of collisions in a particular location.
- **Priority Three: Reconstruction/Maintenance Projects.** Projects that involve ongoing maintenance, rehabilitation, and reconstruction requirements to preserve the existing bridge and road network.
- **Priority Four: Capacity Improvements.** Projects that involve operational improvements to the existing road network that increase service efficiency and capacity.

- **Priority Five: New Construction Projects.** Projects that involve construction of a new bridge or road. New County construction projects will receive higher priority when they accommodate development in locations within reasonable proximity to employment and shopping centers and encourage energy conservation in the transportation sector.

L-C-2.5

Work with Caltrans to support maintenance and improvements to Caltrans-managed roadways to support these roadways operating at LOS D or better. However, Caltrans no longer receives funding to maintain operational levels of service and instead receives funding that support strategies to minimize vehicle miles traveled and maximize the safety of all road users.

L-C-2.6

To maintain traffic flow and minimize potential collisions, only allow access from individual parcels to highways and arterials when access to lower road classifications is not feasible, as determined by the County. The County is best able to assess the feasibility of making roadway connections to local or lower order roads; however, Caltrans right of way designations and permit requirements will govern the ability of applicants to obtain Caltrans encroachment permits.

L-C-2.7

Require roadway facilities constructed or used by new development to comply with the Lake County Road Standards (**Table L-3**).

L-C-2.8

Require new roads in residential areas to:

- Be designed to avoid cut-through traffic through the residential area.
- Be paved when serving more than four lots.
- Be improved with processed gravel at a minimum when serving four or fewer lots at densities less than one dwelling unit per five acres.
- Offer adequate right-of-way to contain road improvements for dedication.

L-C-2.9

Work with California Highway Patrol and Lake County Sheriff to limit truck traffic to designated truck routes, as shown in **Figure L-6**.

L-C-2.10

Support the formation of maintenance districts to fund road maintenance and improvements in a manner consistent with County standards and when there is demonstrated community support.

L-C-2.11

Evaluate impacts to tribal cultural sites and consult with local Tribal governments when planning street, transit, and roadway projects that could impact tribal cultural sites.

Actions

L-C-2.a

Implement and maintain the Capital Improvement Plan to ensure it continues to meet the needs of the Lakeport Planning Area as they evolve.

L-C-2.b

Improve and construct roads to the Lake County Road Standards, as shown in **Table L-3**. Use the American Association of State Highway and Transportation Officials (AASHTO) standards, Caltrans standards, and County expertise to inform any revisions to the Lake County Road Standards.

L-C-2.c

Explore options to implement a traffic mitigation fee that would apply to new development and/or subdivisions for the maintenance of existing County roads.

L-C-2.d

Implement vehicle weight limit restrictions on roadways near sensitive uses, like schools and residential neighborhoods, to discourage cut-through truck traffic.

L-C-2.e

Pursue all available sources of funding and protect existing sources of funding for the development, improvement, and maintenance of the existing roadway system.

L-C-2.f

Coordinate with local Tribal governments when siting public EV charging infrastructure, roads, or transit facilities.

Goal L-C-3

A transportation network that accommodates new development while reducing per-capita VMT and GHG emissions and promotes environmental protections and stewardship.

Policies

L-C-3.1

Incorporate complete streets principles and practices into the planning, design, and construction of circulation network improvements to accommodate all network users, including people walking, biking, and riding transit.

"**Complete Streets** is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities."

- Smart Growth America, 2025

L-C-3.2
Lead and encourage activities to design and construct streets to support connectivity and promote pedestrian comfort and safety by including appropriate amenities, such as sidewalks on both sides of the street, shade trees, public benches, and pedestrian-scale lighting, when feasible, prioritizing the North Lakeport community.

L-C-3.3
Encourage vehicle trip reduction through home occupations and telecommuting.

Air quality, a topic closely related to VMT and GHG emissions, is covered in the Health and Safety Element.

L-C-3.4
Encourage regional employers to provide employees with options and incentives to use alternative modes of transportation to work or to otherwise reduce VMT (e.g., transit subsidies, bicycle facilities, ridesharing, alternative work schedules, telecommuting, and preferential parking for carpools).

L-C-3.5
Require new land use development projects to reduce VMT through feasible California Air Pollution Control Officers Association (CAPCOA) on-site VMT reduction strategies.

L-C-3.6
Support transitioning on-road vehicles, including personal, business, government, and public transit fleets, to electric power from renewable sources or other zero-emission fuels.

L-C-3.7
Support efforts to build electric vehicle charging stations at employment and community destinations, as allowed by market conditions.

L-C-3.8
Encourage the use of road construction methods that reduce air, water, and noise pollution associated with road and highway development.

L-C-3.9
Avoid locating roadways on naturally occurring asbestos whenever feasible alternative locations exist. If locating a roadway on asbestos is unavoidable, ensure adequate construction and surfacing with non-asbestos materials in compliance with local and State requirements.

Actions

L-C-3.a *[2]

Adopt and maintain a VMT environmental threshold and development project screening process based on the Lake Area Planning Council Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study.

L-C-3.b *

Require new development with the potential to increase VMT, to prepare a VMT analysis and to reduce VMT through` feasible California Air Pollution Control Officers Association (CAPCOA) on-site VMT reduction strategies, as needed to be consistent with the County's adopted VMT threshold.

L-C-3.c

Develop a program to encourage trip reduction measures among County employees using various strategies, such as transit and/or carpool/vanpool subsidies, bicycle facilities, alternative work schedules, ridesharing programs, telecommuting options, employee education, and preferential parking for carpools/vanpools.

L-C-3.d

Encourage carpooling by providing information to community members about park-and-ride locations and available programs.

L-C-3.e

Amend Article 46 of the Zoning Ordinance to create electric vehicle charging and parking requirements for new development (e.g., one electric vehicle space per every 15 non-electric vehicle spaces and one charging station for large development based on square footage).

L-C-3.f

Encourage and support annual maintenance to unpaved rural, ranch, and fire roads.

Goal L-C-4

A transportation system that protects human life.

Policies

L-C-4.1

Implement a safe systems approach to designing the transportation network for all users; this approach acknowledges that people make mistakes and focuses on roadway design and operational changes to create safe streets.

[2] General Plan policies and actions marked with an asterisk (*) denote policies and actions that work to mitigate effects of cumulative development expected during the life of the General Plan, identified in the General Plan Environmental Impact Report (EIR).

L-C-4.2

Strive to eliminate fatal and serious injuries for all road users by 2050 through a holistic view of the roadway system that includes provisions that account for human error, recognize vulnerable road users, such as pedestrians and bicyclists, and promote redundant and proactive safety measures.

L-C-4.3

Require safety improvements, such as reflective signage and street lighting (where appropriate) to reduce the likelihood of collisions during any roadway infrastructure improvement process, while avoiding offsite light impacts, including dark skies best practices.

L-C-4.4

When modifying the transportation network, consider opportunities to expand emergency access so that all residential areas have at least two means of emergency access.

L-C-4.5

Promote slow travel in neighborhoods through installation of infrastructure associated with reduction in crash risk, such as marked crosswalks, new lighting, and improved intersection controls.

L-C-4.6

Pursue funding for a Safe Routes to School program and implement improvements, such as traffic-calming measures and high-visibility sidewalks and crosswalks.

L-C-4.7

Engage local Tribal governments and local community organizations in safety planning and emergency access identification.

Actions

L-C-4.a

Identify safety corridors and areas that generate high concentrations of bicyclists and/or pedestrians. In these areas, use evidence-based strategies, including strategies identified in the United States Department of Transportation's Strategic Highway Safety Plan, to develop safety measures specific to those areas that are intended to eliminate traffic fatalities, with an emphasis on preventing fatalities of bicyclists, pedestrians, and users of other micromobility devices.

A **safety corridor** is a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.

- California Vehicle Code Section 22358.7(a)(1)

L-C-4.b

Engage local Tribal governments when developing safety measures for high-risk corridors near tribal lands.

Goal L-C-5

A safe and efficient public transportation system that offers a convenient alternative to the private automobile, reduces roadway congestion, and meets the community's transit needs.

Policies

L-C-5.1

Support public transportation programs that promote access to shopping, employment, education, health care, and recreation.

L-C-5.2

Support the continuation and coordination of transportation programs provided by social service agencies, particularly those serving older adults, individuals with disabilities, and other Equity Priority Populations.

L-C-5.3

Support Lake Transit Authority on improvements to fixed-route bus and dial-a-ride services, including expanding the service area, providing more frequent buses at key times of the day, and improving transit amenities, such as bus shelters, benches, and wayfinding signage at bus stops.

L-C-5.4

Prioritize support for the following transit service efforts outlined in the Regional Transportation Plan and Lake County Transit Development Plan:

- Provide new and improve existing transportation services for older adults, individuals with access and functional needs, low-income individuals and/or other vulnerable populations;
- Provide intercommunity services between communities in the Planning Area and throughout the county; and
- Expand intercity transit carriers, particularly to Ukiah and the Bay Area.

L-C-5.5

Encourage transit access and compatibility during the review and approval process for industrial, commercial, and residential development.

L-C-5.6

Encourage bus stops at key destinations, population centers, and/or along arterials and collectors to facilitate public transit use.

L-C-5.7

Engage local Tribal governments and local community organizations in planning routes and transit services, particularly for elders and community centers.

Actions

L-C-5.a

Cooperate with the Lake Area Planning Council, Lake Transit Authority, and other related agencies in studying transit needs and developing an implementation program for public transportation services in the county.

L-C-5.b

Explore opportunities to improve Lake Transit Authority services to Planning Area residents during updates to the Lake County Transit Development Plan, including regional connections to major destinations like the Sacramento International Airport.

L-C-5.c

Update the Transit Development Plan with input from local Tribal governments to include tribal community needs.

Goal L-C-6

A continuous and easily accessible active transportation system that facilitates safe, equitable, and connected walking, biking, and micromobility options.

Policies

L-C-6.1

Construct new and maintain and improve existing pedestrian and bicycle facilities, consistent with the countywide Active Transportation Plan, as funding is available.

L-C-6.2

Incorporate facilities for non-motorized users, such as sidewalks and bike routes, when constructing or improving roadway facilities and when reviewing new development proposals.

L-C-6.3

Require bicycle lanes, multiuse paths, and sidewalks in conjunction with road improvement projects, as feasible. Develop, as funds become available, Class II bicycle lanes and multiuse paths on new collector and arterial streets.

L-C-6.4

Require facilities for nonmotorized users, such as sidewalks and bike routes, for subdivisions ~~with a density of one or more dwelling units per acre~~within Community Growth Boundaries. Required facilities should be commensurate with the impacts of the project, consistent with local and regional plans, and provide for infrastructure that integrates circulation and recreational use and aligns with surrounding development.

L-C-6.5

Require new residential and commercial development to incorporate bike lanes and sidewalks, as appropriate.

L-C-6.6

Require public and private development projects to include bicycle access and safe bicycle parking facilities at office buildings, schools, shopping centers, and parks, where feasible.

L-C-6.7

Follow the adopted Caltrans design standards for the development, maintenance, and improvement of bicycle facilities.

L-C-6.8

Construct and maintain bicycle routes and multiuse trails in a manner that minimizes conflicts between bicyclists, pedestrians, and equestrian users with automobiles and private property rights.

L-C-6.9

Prioritize active transportation improvements benefitting tribal communities and Equity Priority Areas.

L-C-6.10

Incorporate ~~Traditional~~Tribal Ecological Knowledge in the design of active transportation improvements.

L-C-6.11

Ensure new pedestrian/bike paths avoid or mitigate impacts to Tribal Cultural Resources, when feasible.

Actions

L-C-6.a

Engage in each update to the countywide Active Transportation Plan, prepared by the Lake Area Planning Council, to ensure the active transportation needs of the Lakeport Planning Area are met.

L-C-6.b

Pursue funding to improve and maintain the existing bicycle system and to plan and construct new bicycle facilities that encourage commuting and recreation.

L-C-6.c

Pursue funding to eliminate gaps in the existing sidewalk network and/or upgrade pedestrian facilities, with priority given to facilities near schools, and connections between residential areas and commercial centers.

Goal L-C-7

Safe and viable aviation activities that meet community needs.

Policies

L-C-7.1
Promote compatible land use planning in areas surrounding Lampson Field, including by prohibiting the development of uses adversely affecting aviation, following federal and State regulations governing operations and land use restrictions related to airports, and working with the Federal Aviation Administration and aviation operations to minimize conflicts with residential areas and other sensitive uses.

L-C-7.2
Protect Lampson Field from encroachment by incompatible uses and minimize the public's exposure to safety hazards and excessive noise by ensuring that all new development near Lampson Field is consistent with the Lake County Airport Land Use Commission's Airport Land Use Compatibility Plan.

L-C-7.3
Work with the Lake County Airport Land Use Commission to support implementation and maintenance of the Airport Land Use Compatibility Plan to ensure consistency with applicable federal and State requirements, regional plans, and this General Plan.

L-C-7.4
Encourage the establishment of scheduled air carrier services for Lake County.

L-C-7.5
Continue to improve and modernize County air transportation activities and services.

L-C-7.6
Consider expectations for vertical take-off and landing technology development in airport operations planning.

L-C-7.7
Regulate the location of private airfields and heliports to protect public safety and minimize impacts on nearby residents and other sensitive uses.

Action

L-C-7.a
Work with the Airport Land Use Commission to update the Airport Land Use Compatibility Plan.

Open Space, Conservation, and Recreation

The Open Space, Conservation, and Recreation Element addresses a wide range of natural and cultural resources as well as public parks and recreation facilities. The specific topics covered in this element include:

- Biological Resources
- Cultural Resources, including Archaeological, Historic, and Tribal Cultural Resources
- Energy Resources
- Mineral Resources
- Open Space and Recreation
- Scenic Resources

Use of natural resources must be balanced with responsible management and conservation efforts to ensure their ongoing availability, quality, and reliability. The resources addressed in this element are among the Lakeport Planning Area's most sensitive assets to be conserved and sustained for future generations, like publicly accessible natural areas, healthy ecosystems, and historic and indigenous culture.

The Planning Area features abundant open spaces, scenic views, and critical wildlife habitats.

Lake County is also committed to improving government to government relations with all Native Sovereign Nations in the county. As part of this commitment, at the time of this plan release, the County is drafting a Co-Management Agreement for the Clear Lake watershed and basin to enter into a Memorandum of Understanding. The County also has been working on a Heritage Resource Treatment Plan drafted by the Habematolel Pomo of Upper Lake and Koi Nation of Northern California and forwarded to the other five Tribal governments. As of the publication of this General Plan, all three are still in the draft stage.

This element inventories these natural and built resources in the Lakeport Planning Area and provides goals, policies, and actions to manage their use for all current and future residents.

Biological Resources

Natural Communities and Habitats

In the Lakeport Planning Area, the predominant plant communities are mixed chaparral woodlands and brush/chaparral. Chapparal communities are defined by dense, low shrubs. Chapparal woodlands also have tree stands mixed among the chapparal ground cover. Tree stands can include conifers, which are evergreen trees like firs and pines, and deciduous trees that lose their leaves during the winter, like oaks and buckeyes. Chapparal and chaparral woodlands are most commonly found in the western portions of the Planning Area, covering much of the Mayacamas Mountain Range and foothills. Conifer-dominant woodlands are generally located at lower elevations in this area, while hardwood forests and chaparral woodlands are typically in higher elevation areas. The central-east part of the Planning Area, including Scotts Valley and along the western side of SR 29, is flatter, with deeper, moister soil. This region is host to oak grasslands and other annual grasslands. The eastern part of the Planning Area along the western shore of Clear Lake, although largely developed, is host to oak grasslands and emergent freshwater marshlands closer to the Lake, where water-depending tall reeds and grasses emerge from the surface of the water.

The Open Space, Conservation, and Recreation Element recognizes the ecological and cultural importance of the Lakeport Planning Area's native habitats. Through partnership with Tribal governments, Lake County will protect biodiversity, restore natural systems, and sustain traditional ecological and cultural relationships that have cared for these lands since time immemorial.

Wetlands and Riparian Corridors

Wetlands and riparian corridors (i.e., land areas bordering rivers, streams, and other water bodies) support the widest array and highest number of mammals, reptiles, birds, and amphibians of the vegetation communities in the Planning Area. In addition to providing important wildlife habitat, wetlands and riparian areas play a critical role in stabilizing streambanks, reducing soil erosion, and slowing stormwater runoff. Healthy wetland and riparian systems help trap and retain sediment before it reaches creeks and tributaries, reducing the amount of sediment ultimately deposited into Clear Lake. ~~Vegetation along the shores of Clear Lake and its marshes and creek-banks act as a natural filter for sediment deposited into the lake. In addition to providing important wildlife habitat, wetlands and riparian areas play a critical role in stabilizing streambanks, reducing soil erosion, and slowing stormwater runoff. Healthy wetland systems help trap and retain sediment before it reaches creeks and tributaries, reducing the amount of sediment ultimately deposited into Clear Lake.~~ Over time, changes in the course of streams and disturbances to riparian vegetation from development, stream diversion and containment, and agriculture have resulted in significant ecological impacts in the Planning Area, like increased sediment and nutrients deposited into Clear Lake and the reduction of native fish species and other wildlife. However, the County, local tribes, and environmental advocacy groups have also been working to restore major portions of the Clear Lake watershed and wetland habitat, including by setting aside conservation lands like the Rodman Slough wetland area.

Scotts Creek is the largest tributary into Clear Lake, contributing an estimated 24 percent of the lake's total stream flow as of a 2010 County assessment. It is roughly 105 miles long in total, meandering from the Mayacamas Mountains in the west through Scotts Valley and northward to Bachelor Valley, Blue Lakes, and Tule Lake in the North Lake Communities Planning Area. There, it joins Middle Creek and empties into Clear Lake.

Ecologically Sensitive Resource Areas

Ecologically sensitive resource areas are areas containing unique, representative, and/or sensitive habitats, communities, or ecological processes.

There are a variety of ecologically sensitive resource areas in the county. These can include mountain regions, valleys, forest lands, riparian corridors, and lakes, as well as habitats that support State or federally listed threatened or endangered species or species that are under consideration for listing, including wetland, riparian, vernal pool, and oak woodland habitats.

Clear Lake and its tributaries throughout the county are an ecologically sensitive resource area as habitat for the Clear Lake hitch (*Lavinia exilicauda chi)*. The Clear Lake hitch is only found in the Clear Lake watershed, including Clear Lake and its tributaries, such as Blue Lakes and Thurston Lake, due to geologic processes that have isolated the Clear Lake hitch ecosystem. Adult hitch migrate upstream in tributaries of Clear Lake to spawn each spring and then return to the lake. Though there were once an abundance of hitch, their population has significantly declined as the Clear Lake ecology has been altered and degraded. Historically, the hitch were a vital part of the lake's ecosystem; an important food source for numerous birds, other fish, and wildlife; and a staple food for the Pomo tribes of the Clear Lake region. This General Plan establishes a 20-foot Resource Conservation buffer around Clear Lake and its tributaries, as shown in **Figures L-2** and **L-3**, to protect the area from development that might further impact the hitch population.

While not comprehensive, other ecologically sensitive resource areas in the Lakeport Planning Area are the Robin Hill and Rodman Slough area on the northwest shore of Clear Lake, Lyons Creek just south of Rodman Slough at the northeastern Planning Area border, and the Kuulanapo Wetland Preserve in the southeast part of the Planning Area. The Robin Hill and Rodman Slough areas are relatively undisturbed wildlife habitat, making them important sites for protection and preservation. Lyons Creek is also an important resource area as it flows directly into Clear Lake.

The Kuulanapo Wetland Preserve is over 280 acres in size and part of a larger acreage of wetlands, riparian areas, and oak woodlands that have been acquired and stewarded by the Lake County Land Trust, a non-profit organization that works to protect Lake County's natural environment by conserving the region's land and water resources. Habitat types vary and include lake, creek, freshwater marsh, riparian, pasture, and valley oak woodland ecosystems. The health of this preserve and the health of Clear Lake are intertwined, making Kuulanapo Wetland Preserve a critical site for preservation and conservation. The Kuulanapo Wetland Preserve is part of the California Department of Fish and Wildlife's (CDFW's) Big Valley Wetlands Protection Plan.

Cultural Resources

The Clear Lake Basin, which encompasses parts of the Lakeport Planning Area, is well studied and considered one of the state's most important regions for cultural resources. The region contains numerous ancestral village sites, ceremonial areas, petroglyphs, trails, and historic structures, which remain vital to both the tribal and broader community's identity. For tribal communities, these cultural resources are not relics of the past but living connections to language, tradition, and spiritual practice. Many cultural sites are intertwined with natural features, such as lakes and creeks that hold ecological and ceremonial significance. The protection, study, and enhancement of cultural resources allows for important research and education. State legislation and programs, including the California Historical Building Code and the 1976 Mills Act, aid in the protection of these significant resources. The California Historical Building Code ensures historic buildings are maintained and rehabilitated using historically sensitive construction techniques. The Mills Act provides property tax incentives to owners of qualified, owner-occupied, historical properties to maintain and preserve them in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Direct coordination with Tribal governments and collaborative management approaches ensure that Tribal cultural landscapes are identified, protected, and interpreted in accordance with Indigenous values and laws. By studying and protecting the Planning Area's cultural resources, past cultural patterns and processes will continue to provide a better understanding of the area's history and enrich its present.

Archaeological and Historic Resources

The Lakeport Planning Area is an archaeologically rich and culturally sensitive region, containing a high density of prehistoric sites. There are more than 15 known pre-contact archaeological resources recorded in the Lakeport area. Many of the buildings throughout the Planning Area are historic—dating back to the late 1800s and early 1900s—and important landmarks to the community. Two sites in the City of Lakeport are on the National Register of Historic Places, the Old Lake County Courthouse and the Lakeport Carnegie Library; the Old Lake County Courthouse is also a California Landmark.

Tribes and Tribal Cultural Resources

Pomo tribes have occupied the Clear Lake Basin, including the Planning Area, for at least 11,000 years. Prior to European colonization, up to 2,000 Eastern Pomo people and a small population of Wappo resided in the vicinity of what is now the Lakeport Planning Area. The Clear Lake basin supported Indigenous populations in the thousands due to its ample water resources and remained relatively uncontacted by Europeans until the mid-1800s, much later than other parts of California, primarily due to the area's isolated geography. Today, descendants of these tribes maintain a living presence in the area, continuing traditional practices and stewardship of ancestral lands, although there are no federally recognized tribal lands in the Planning Area.

The Scotts Valley Band of Pomo Indians has offices in the City of Lakeport and the City of Concord in nearby Contra Costa County. The federal government terminated the tribe and its Sugar Bowl Rancheria in 1965 as part of the California Rancheria Termination Act. The Scotts Valley Band of Pomo Indians' federal

recognition was not restored again until 1992, and the tribe remains landless today. The tribe's government consists of a seven-member Tribal Council, a General Council, and a Tribal Administrator. Its departments include Environmental Protection, Family and Health Services, Housing, and Temporary Assistance for Needy Families (TANF).

The area's rich tribal history and living tribal culture are reflected in a range of Tribal Cultural Resources throughout the Planning Area. Tribal cultural resources often are less tangible than an object or a site itself. For example, sometimes the importance is tied to views of or access to a sacred site. Therefore, consultation with culturally affiliated indigenous tribes is key to identifying Tribal Cultural Resources, as required by Assembly Bill (AB) 52. In addition, AB 52 also requires that local agencies evaluate and mitigate to the extent feasible a project's potential impacts to Tribal Cultural Resources.

Pursuant to Senate Bill (SB) 18, the County notified and consulted with local tribes throughout the General Plan Update process. The policies and actions in this element reflect that tribal consultation and commit the County to sustaining a collaborative relationship through implementation of the General Plan.

Energy Resources

The unincorporated Lakeport Planning Area has a total population of approximately 3,220 people. The highest energy demand is from residential, commercial, office, hotel and resort, and recreational uses. Affordable and reliable energy is an ongoing, high-priority issue for Planning Area residents.

Most of the Planning Area's electricity is supplied from the statewide electrical grid operated by the Pacific Gas and Electric Company (PG&E). Recent data shows that PG&E's electric power mix is largely GHG-free and/or from renewable sources. In 2022, 49 percent was from non-emitting nuclear generation, 38 percent from eligible renewable resources (wind, geothermal, biomass, solar, small hydro), 8 percent from hydroelectric facilities, and 5 percent from natural gas. Throughout the county, most homes and businesses use on-site propane storage tanks as an additional fuel source, as PG&E does not supply natural gas in Lake County. Private propane gas companies supply gas via tank on a site-by-site basis.

Electricity utilities throughout California, including PG&E, have begun to occasionally "de-energize," or turn off the electricity for power lines that run through areas where there is an elevated fire risk. This is intended to reduce the risk of power lines being damaged and igniting a wildfire. These events, called public safety power shutoff (PSPS) events, result in a loss of power for customers served by the affected power lines. A PSPS event may occur at any time of the year, but they usually occur during high wind events and dry conditions. PSPS events can also create vulnerabilities for community members that lack backup power supplies and depend on electricity for heating or cooling homes and buildings, lighting, and internet, as well as people who depend on electrically powered medical devices.

Mineral Resources

The California Department of Conservation, Geological Survey (California Geological Survey) classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1975 (SMARA;

Public Resources Code Sections 2710 et seq.). Cities and counties are required to incorporate MRZs delineated by the State into their General Plans. According to the California Geological Survey, there are no MRZs delineated by the State in the Planning Area or Lake County as a whole. The Planning Area's mining activity is primarily sand and gravel extraction. Scotts Creek and its associated terraces are the primary source of aggregate. On an annual basis, in-channel gravel permits and projects allow mining of 5,000 cubic yards on Scotts Creek.

The Lake County Aggregate Resource Management Plan identifies two potential quarry sites in the Planning Area: Little Cow Mountain and South Fork East. Little Cow Mountain is about 4,000 acres in size, situated partially in the Lakeport Planning Area and partially in the North Lake Communities Planning Area; the site consists primarily of sandstone (75 percent). South Fork East is about 2,000 acres in size and about three miles southwest of the City of Lakeport. The predominant rock type is graywacke sandstone in addition to small amounts of chert and greenstone.

Conflicts between mining and urban uses throughout California led to the passage of SMARA, which established policies for conservation and development of mineral lands. It contains specific provisions for the classification of mineral lands by the State Geologist.

The 1992 Lake County Aggregate Resources Management Plan, provided as **Appendix A** to this General Plan, provides more detail on the mineral resources and mining operations in Lake County.

Open Space and Recreation

Open space and recreation areas are depicted in **Figures L-11** (countywide) and **L-12** (Lakeport Planning Area).

The County operates two public park sites in the City of Lakeport, Vista Point and Museum Square. Together, they total approximately four acres. Vista Point in the south part of the City of Lakeport features panoramic views of Clear Lake and the surrounding hillsides and mountains, as well as a Visitor Information Center that also houses the office for the Lake County Chamber of Commerce. Shaded picnic areas, restrooms, and outdoor barbecues are also available at the three-acre park. Museum Square is a town green in the commercial center of the City of Lakeport across from the Lake County Administration Building. The Square provides benches amply shaded by mature trees, and is home to the County's Historic Courthouse Museum and Public Safety Memorial.

Highland Spring Recreation Area is part of the Planning Area's network of parks and public open spaces.

Figure L-11 Countywide Open Space, Conservation, and Recreation Areas

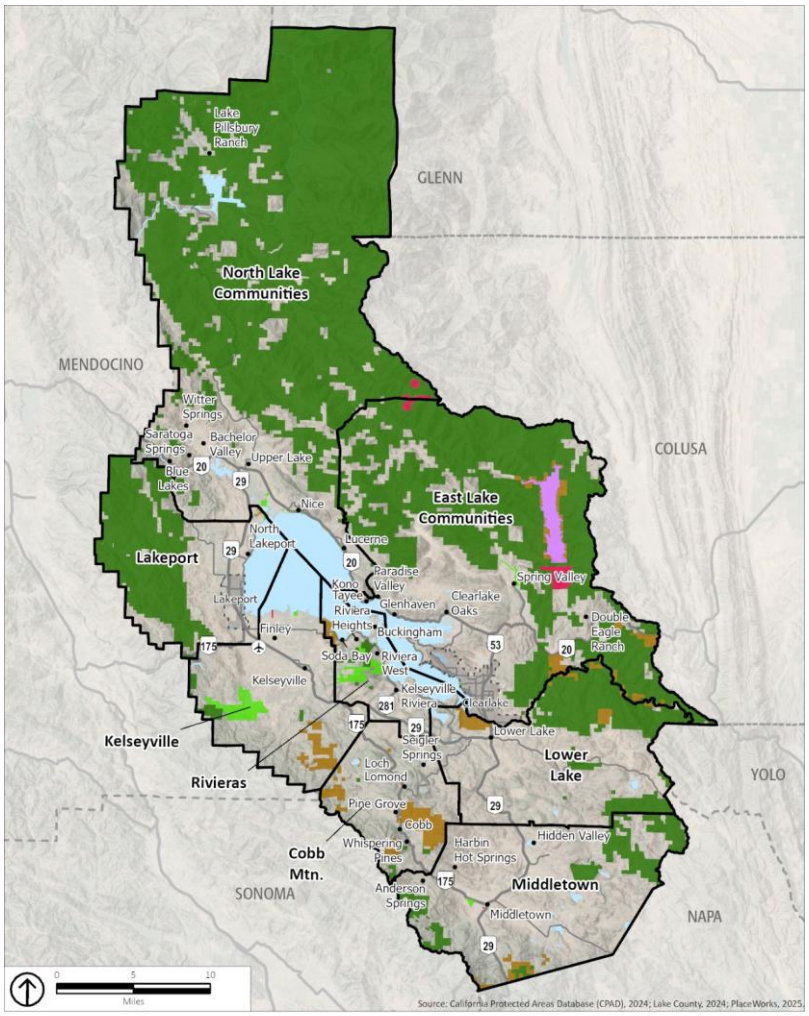
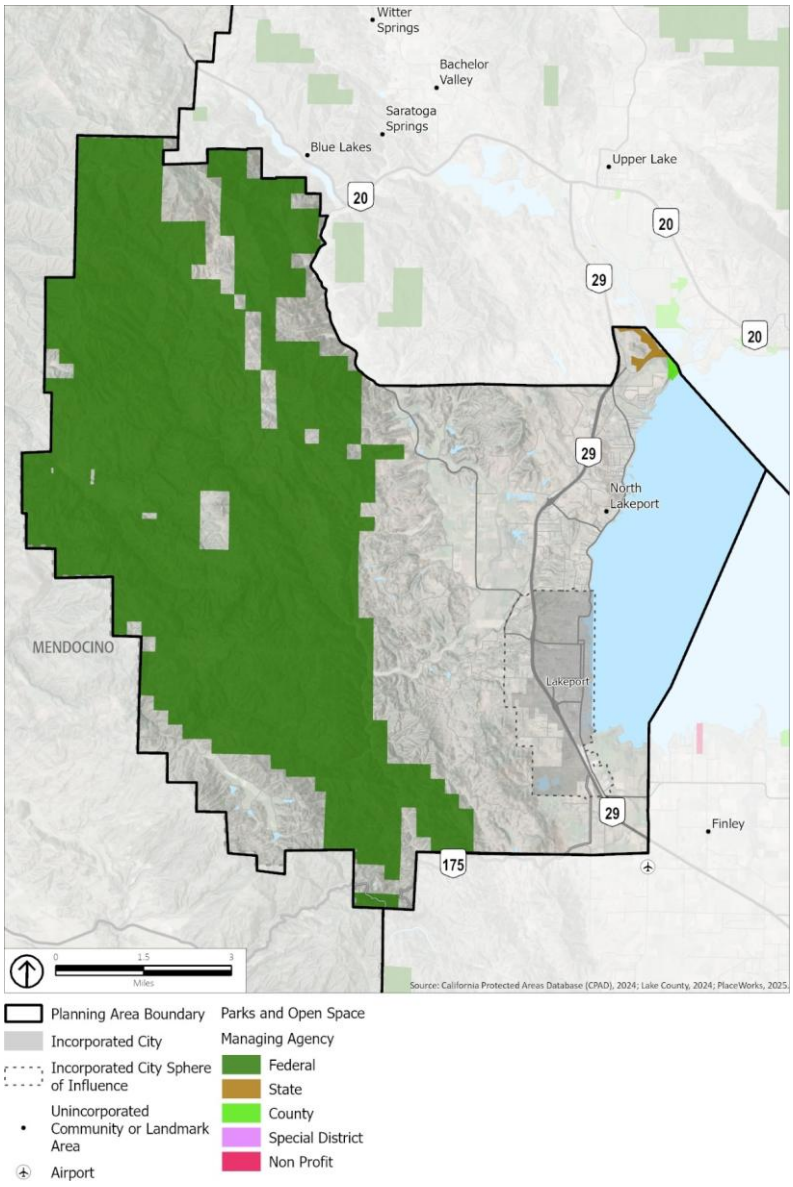


Figure L-12 Lakeport Planning Area Open Space, Conservation, and Recreation Areas



Residents of the Planning Area are also served by park facilities operated by the City of Lakeport. These include:

- **Library Park,** which offers direct access to Clear Lake and features picnic areas, a playground, restrooms, docks, and boat ramps.
- **Westside Community Park**, a 60-acre land area that is leased in portions by the Westside Community Park Committee for development. As development is completed, the City of Lakeport designates the newly developed areas as parkland and assumes administration and maintenance. It features sports fields, a pump track, and horseshoe pits.
- **Xabatin Community Park**, a lakeside park on the site of a former high school featuring a lakefront promenade connecting to Library Park, skate park, basketball court, splash pad, restrooms, and shaded picnic areas.

State and federal lands in and around the Lakeport Planning Area also offer recreational opportunities, such as Cow Mountain Special Recreation Management Area in the western portion of the Planning Area, operated by the federal Bureau of Land Management (BLM). Mendocino National Forest in the neighboring North Lake Communities Planning Area is also a short distance away, accessible to residents in the Planning Area.

The 2024 Lake County Parks, Recreation, and Trails Master Plan provides a roadmap for park, recreation, and trail improvements, addresses maintenance and operations of the system, and guides ongoing improvements and decisions, all informed by input from local residents, agencies, and environmental organizations. The plan discusses the need for increased seating, seasonal food vendors, and tree monitoring in Museum Square, as well as maintaining vistas and adding shade at Vista Point.

The Konocti Regional Trails Plan, adopted by the Lake County Board of Supervisors in January 2011, is a framework for developing a countywide network of nonmotorized trails for activities like hiking, biking, and horseback riding while preserving natural and cultural resources. The 2024 Parks, Recreation, and Trails Master Plan proposes additions to the trails network outlined in the Konocti Regional Trails Plan that would connect to regional recreation areas like Blue Ridge-Berryessa Natural Area (BRBNA), Mendocino National Forest, and more. Implementation of these plans is ongoing; several trail projects remain in the planning, permitting, or funding stages.

Scenic Resources

The Lakeport Planning Area's scenic resources contribute substantially to residents' quality of life. They serve as a source of community pride, enhance property values, and offer beautiful and interesting views throughout the region. The Planning Area's historic, small-town character; forested ridges; grasslands and hills; and views of Mount Konocti, the Mayacamas Mountains, Scotts Valley, and Clear Lake are all valued scenic resources. The region's scenic landscapes and viewsheds also hold deep ancestral and spiritual significance to tribal communities. Protection of Tribal Cultural Resources within these visual corridors is essential to maintaining both the physical beauty and the Planning Area's cultural heritage.

Wildflowers are among the many natural attractions that draw visitors to Lake County.

Views can be impacted by anything from billboards and utility lines to unmaintained structures and unscreened industrial or construction operations. Development on ridgelines and steep slopes can negatively impact scenic resources because it is often visible from a distance. Thoughtful policy, land use designations, and guidelines can preserve and improve a community's identity and maintain the quality of viewsheds.

Well-maintained scenic resources, especially scenic routes and highways, can bolster the Planning Area's recreation-based economy, providing value for residents and visitors. Scenic routes are publicly accessible roadways that traverse picturesque landscapes. They offer extensive views of scenic areas or prominent features. SR 29, which crosses the Lakeport Planning Area, is eligible to be designated as a State Scenic Highway. The roadway offers views of Clear Lake and the Mayacamas Mountains and is the primary entrance route to the Planning Area from both the north and south.

The following roadways are also significant open space corridors in the Planning Area:

- Nice-Lucerne Cutoff between SR 29 and SR 20. This roadway is bisected by the Planning Area boundary and connects the Lakeport Planning Area with the North Lake Communities Planning Area.
- Scotts Valley Road from the Planning Area boundary to SR 20. This roadway defines the southwestern boundary between the Lakeport Planning Area and the North Lake Communities Planning Area.
- Hill Road and Hill Road East
- Lakeshore Boulevard
- Soda Bay Road

Policy guidance in this section works to preserve and enhance scenic resources, and to maintain the quality of life and the rural character of the Lakeport Planning Area.

Goals, Policies, and Actions

Goal L-OS-1

Protection of the Lakeport Planning Area's diverse biological resources, sensitive significant habitats, and ecosystem health.

Policies

L-OS-1.1

Coordinate with applicable federal, Tribal, State, regional, and local land management agencies on natural resources and habitat planning, preservation, and mitigation measure development.

L-OS-1.2

Support protection and restoration of wetland, riparian, and other significant natural areas in the Lakeport Planning Area for wildlife habitats, groundwater recharge, ~~and~~ passive recreation, and to reduce soil erosion into creeks and Clear Lake.

L-OS-1.3

Protect natural lands, including natural resource areas, wildlife habitat, and open space, from encroachment or destruction by incompatible development and invasive species.

L-OS-1.4

Require development patterns and practices that conserve habitat for protected species and sensitive biological resources, limiting encroachment into areas that support sensitive habitats and directing development into less-sensitive areas.

L-OS-1.5

Maintain ecologically sensitive resource areas in their natural state to the greatest extent possible. Limit development in and near these areas to compatible, low-intensity uses with adequate provisions to protect sensitive resources, including setbacks around resource areas. Prohibit projects that would lead to fragmentation of ecologically sensitive resource areas.

L-OS-1.6

Encourage the use of conservation easements, transfer of development rights, mitigation banking, or similar equity transfer documents to protect unique vegetation, habitat areas, habitat corridors, and sensitive biological resources in new projects.

L-OS-1.7 *

Require a qualified biologist to prepare a biological resources assessment as part of project approval for proposed development on sites that may support special-status species, sensitive natural communities, important wildlife corridors, or regulated wetlands and waters to identify potential

impacts and measures for protecting the resource and surrounding habitat. Require a qualified biologist conduct focused surveys, as identified and recommended in the biological resources assessment, during the appropriate season(s) for identification of the resource.

L-OS-1.8

When reviewing development proposals, consult with the most updated California Natural Diversity Database (CNDDB) and other available studies prepared by the California Department of Fish and Wildlife (CDFW) to avoid potential impacts on sensitive habitats or special-status species.

L-OS-1.9 *

Require a wetland delineation study prepared using the protocol defined by the US Army Corps of Engineers as part of project approval for proposed development on sites with the potential to contain wetland resources. Require that a report on the findings of this survey be submitted to the County as part of the application process and, where proposed development would impact a wetland resources, require mitigation measures prior to project approval.

L-OS-1.10 *

Require that construction or other ground-disturbing activities avoid nests of native birds when in active use by implementing protection measures to ensure compliance with the California Fish and Game Code and federal Migratory Bird Treaty Act. Compliance guidelines are detailed in the General Plan Environmental Impact Report.

L-OS-1.11 *

Require installation and maintenance of construction barrier fencing around sensitive resources on or adjacent to construction sites prior to construction activities and throughout the construction period.

L-OS-1.12

Maintain creeks in their natural state ~~whenever possible~~ and allow creeks and floodways to function as natural flood protection features during storms.

L-OS-1.13 *

Require new development along significant watercourses, riparian vegetation, and wetlands to establish an ecological buffer zone between the waterway and development to protect the resource. Consider providing opportunities for multiuse trails and recreation within the buffer zone when appropriate.

L-OS-1.14 *

Require Creek Management Plans and Mineral Reclamation Plans to include measures to protect and maintain riparian resources and habitats.

L-OS-1.15

Encourage federal, State and local agencies that manage public lands in the county to prevent vehicular travel in streambeds to minimize sedimentation and protect overall water quality, and in particular Clear Lake hitch and their habitat.

L-OS-1.16 *

Support the conservation and management of oak woodland communities and their habitats and, where a proposed development would impact an oak woodland community, require mitigation measures prior to project approval.

L-OS-1.17

Increase planting and regeneration of native trees, shrubs, grasslands, and natural landscapes and protect existing native plant species ~~whenever possible~~ to preserve the visual integrity of the landscape, provide habitat, and improve air quality and community health.

L-OS-1.18

Require majority use of California native plant species in large, landscaped areas in new development projects, and require construction practices that avoid spread of invasive plant species by minimizing surface disturbance; seeding and mulching disturbed areas with certified weed-free native mixes; disinfecting/decontaminating equipment; and using native, noninvasive, drought-resistant species in erosion-control plantings.

L-OS-1.19 *

Protect wildlife migration corridors and, prior to approval of projects that might impact identified wildlife connectivity and wildlife linkage areas, require that a habitat connectivity/wildlife corridor evaluation be completed by a qualified biologist. The evaluation shall identify project design features that would reduce potential impacts to wildlife movement and incorporate wildlife corridors for new development plans where appropriate.

L-OS-1.20

Discourage use of fencing that poses risks to wildlife.

L-OS-1.21

Work with conservation agencies to identify appropriate locations and methods for incorporating wildlife crossings into future road projects.

L-OS-1.22

Encourage Caltrans to consider the installation of wildlife over or under passes.

L-OS-1.23*

Require Design lighting in residential areas, and along roadways, and adjacent to sensitive habitat areas to prevent artificial lighting from spilling and/or reflecting into adjacent properties, including natural or open space areas by incorporating design features, such as shielded lighting and landscaping.

L-OS-1.24

Integrate ~~Traditional~~Tribal Ecological Knowledge (TEK) in biological resource management, habitat restoration, and open space stewardship.

Actions

L-OS-1.a

Consult with the California Department of Fish and Wildlife to identify significant environments and priorities for acquisition or maintenance of open space areas based on biological and environmental concerns and develop a strategy for maintaining areas that will preserve the populations of plants and animals in the county.

L-OS-1.b

Prepare and maintain a mapped inventory of ecologically sensitive resource areas, including unique natural areas, wetlands, floodplains, riparian resources, and the habitat of rare, threatened, endangered, and other uncommon and protected species.

L-OS-1.c *

Adopt a Creek and Riparian Area Management Ordinance in consultation with a qualified biologist to support Clear Lake hitch and other sensitive riparian habitat and educate affected property owners on their responsibilities and options for proper maintenance on private properties. Require projects with the potential to impact creeks and riparian areas to demonstrate compliance with the Ordinance prior to project approval.

L-OS-1.d

Improve County roads, where needed, to prevent vehicular travel in streambeds to minimize sedimentation and protect overall water quality, and in particular Clear Lake hitch and their habitat.

L-OS-1.e

Develop educational materials regarding the impacts of off-highway vehicle (OHV) travel in streambeds to sedimentation, water quality, and Clear Lake hitch and their habitat, prioritizing distribution to landowners with riparian areas on their property.

L-OS-1.f

Develop, adopt, and implement an Oak, Landmark, and Heritage Tree Preservation Ordinance.

~~L-OS-1.f~~L-OS-1.g

Develop and implement a Countywide Wildlife Migration Corridor Preservation Plan.

~~L-OS-1.g~~L-OS-1.h

Review “WW” Waterway, “FW” Floodway, “FF” Floodway- Fringe, and “W” Wetlands combining district information on a periodic basis. Update the boundaries of these combining districts as needed to reflect updates to mapped ecologically sensitive resource areas.

Goal L-OS-2

Archaeological, Tribal, cultural, and historical resources that are protected and preserved throughout the Planning Area for the long-term benefit of residents, tourists, and future generations.

Policies

L-OS-2.1 *

Review proposed development projects in conjunction with the California Historical Resources Information System, Northwest Information Center at Sonoma State University, to determine whether project areas contain known archaeological resources, both prehistoric and/or historic-era, and Tribal Cultural Resources, or if they have the potential to hold such resources and if so, implement mitigation to protect the resource.

The California Environmental Quality Act (CEQA) Guidelines offer definitions for some of the key terms used in this Goal's policies and actions and are included in the following pages for reference.

L-OS-2.2 *

Whenever possible, require new development to preserve significant historical, archaeological, or paleontological resources on-site through project design. If on-site preservation is not feasible, mitigate impacts through techniques such as relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records. Any documentation of historic resources shall be conducted in accordance with Historic American Building Survey (HABS) Level III standards, as defined by the US Secretary of the Interior.

Tribal Cultural Resources (TCRs) are "sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are included or determined to be eligible for inclusion in the California Register; and/or included in a local register of historical resources; and/or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant."

- CEQA Guidelines Section 20174

L-OS-2.3 *

Upon discovery of significant archaeological, paleontological, historic, or Tribal Cultural Resources during site development, require all activity to be halted within 100 feet of the find(s) and notify a professional archaeologist, paleontologist, historian, and/or local Tribal government representative (if appropriate) to evaluate the find(s) and recommend mitigation procedures, if necessary. Findings and mitigation measures are subject to review and approval by the Lake County Community Development Director prior to resuming site development work.

L-OS-2.4 *

As a condition of approval for discretionary grading permits, require construction employees to be trained in recognizing potentially significant archaeological, paleontological, historic, or Tribal Cultural Resources that may be discovered during ground-disturbing activities. Require project proponents to submit verification that all site workers have received sensitivity training prior to commencement of ground-disturbing activities.

L-OS-2.5 *

Require discretionary review for demolition permit applications on important historic sites to mitigate impacts.

L-OS-2.6

Protect cultural and archaeological sites with potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Register of Historical Resources. Such sites may be of statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values.

L-OS-2.7

Follow the Secretary of the Interior Standards for Preservation, Rehabilitation, Restoration, and Reconstruction for the treatment of historic properties.

L-OS-2.8

Prioritize preservation and adaptive reuse of buildings, sites, and areas with identified archaeological, cultural, or historic significance.

A **historical resource** is a resource listed in the California Register of Historical Resources (CRHR) or determined to be eligible for listing in the CRHR by the State Historical Resources Commission, a resource included in a local register of Historical Resources, or identified as significant in a Historical Resource survey meeting the requirements of Public Resources Code (PRC) Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

- CEQA Guidelines Section 15064.5(a)

A **unique archaeological resource** is "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: it contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; it has a special and particular quality such as being the oldest of its type or the best available example of its type; or it is directly associated with a scientifically recognized important prehistoric or historic event or person."

- CEQA Guidelines Section 21083.2

L-OS-2.9

Support efforts led by community groups, the Heritage Commission, archaeologists, and others to prepare plans and grant applications for the protection of historic buildings.

L-OS-2.10

Coordinate historic and cultural resources management with local Tribal governments, planning and regulatory agencies, and nearby jurisdictions.

L-OS-2.11

Support and distribute information to the community from local, State, and national education programs about cultural and archaeological resources.

L-OS-2.12

Conduct education and outreach to the community about the various federal, Tribal, State, local, and private funding sources and economic mechanisms available to support historic resource preservation.

Actions

L-OS-2.a

Contract with a qualified cultural resource coordinator for the development of review procedures and ordinances for the protection of cultural heritage resources, including mechanisms for the protection of identified cultural sites from vandalism and instances when owners of designated historic properties assert economic hardship.

L-OS-2.b *

Contract with archaeologist(s) that meet the Secretary of the Interior's Professionally Qualified Standards to perform cultural resource studies for environmental analysis on discretionary projects where a cultural resource report is deemed necessary, including outreach to Tribal governments for input on Tribal Cultural Resources.

L-OS-2.c

Establish a process for considering the designation of structures older than 50 years as historic structures or landmarks eligible for special recognition and preservation protections.

L-OS-2.d

Engage the Lakeport Area community to identify appropriate sites for the Historic Preservation Combining District and apply the District to identified sites.

L-OS-2.e

Support continued operation of the Lake County Heritage Commission to review development projects that may impact historic resources.

L-OS-2.f

Prepare a historical resources inventory for the Planning Area, using State and federal standards to evaluate their significance.

L-OS-2.g

Apply to the State to become a Certified Local Government, making the County eligible for historic preservation programs.

Goal L-OS-3

Celebrated, amplified, and preserved tribal influences and Tribal Cultural Resources throughout the Lakeport Planning Area.

Policies

L-OS-3.1

Protect tribal heritage, honor the early stewards of this land, and treat Native American remains and Tribal Cultural Resources with sensitivity and respect.

L-OS-3.2

Support educational and other opportunities to increase knowledge and promote awareness of the history of indigenous peoples in what is now the Lakeport Planning Area, and how the County's relationship with local Tribal governments has evolved.

L-OS-3.3

Respect and protect Tribal Cultural Resources, including historic, cultural, and sacred sites; cultural landscapes; views of or access to resources; and objects with cultural value to California tribes, recognizing that protecting Tribal Cultural Resources supports both cultural preservation and environmental health outcomes.

L-OS-3.4

Conduct formal and early government-to-government consultation with culturally affiliated Tribes on all projects with potential cultural, environmental, or scenic impacts to identify and protect recorded and unrecorded Tribal Cultural Resources through the discretionary development review process.

L-OS-3.5

Require protection of cultural resource sites in subdivision projects by avoiding identification of sites on maps, relying instead on other techniques, including establishing building envelopes.

L-OS-3.6 *

Consult with culturally affiliated Tribal governments when developing mitigation measures to avoid or minimize impacts on Tribal Cultural Resources. Mitigation could include notification of culturally affiliated Tribal governments prior to and tribal monitoring during ground-disturbing activities.

L-OS-3.7 *

Upon discovery of a burial, human remains, or suspected human remains, require immediate halt to all work within 100 feet and notify the Sheriff's Department, the culturally affiliated Tribal governments, and a qualified archaeologist for proper internment and tribal rituals according to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5.

L-OS-3.8

Work with appropriate Tribal governments to protect sacred sites from visual intrusion or development inconsistent with cultural values, particularly along scenic corridors and riparian areas.

Actions

L-OS-3.a

Establish and maintain collaborative relationships with local Tribal governments to facilitate tribal consultation, preserve Tribal Cultural Resources, and coordinate land use planning in areas around tribal lands.

L-OS-3.b

Work with local Tribal governments to establish programs and secure funding to implement actions aimed at preserving Tribal Cultural Resources.

L-OS-3.c

Collaborate with Tribal governments to identify cultural sites, sacred landscapes, cultural viewsheds, and traditional use areas, and incorporate them into land use planning through a Tribal Resource Conservation Overlay or equivalent mechanism, that requires a consultation-based review for any future land use designation changes affecting these areas to protect Tribal Cultural Resources and uphold the tribes' ongoing stewardship of their ancestral lands. Where appropriate, explore partnerships for co-management, conservation, and interpretive uses that honor the ancestral and ongoing relationship between Tribal governments and these lands.

Goal L-OS-4

Conserved energy resources.

Policies

L-OS-4.1

Require the use of energy conservation features and encourage renewable and carbon-free energy generation and storage systems in new construction and renovation of existing structures.

L-OS-4.2

Support efforts to increase renewable and carbon-free energy generation, including wind, solar, and biomass.

L-OS-4.3
Promote and incentivize small-scale, on-site renewable energy and storage systems for existing residential units, nonresidential buildings, and in the agricultural sector.

L-OS-4.4
Participate in local and State programs that reduce the consumption of energy.

L-OS-4.5
Work with energy providers to promote and expand cost saving options for low-income households.

L-OS-4.6
Construct all new or remodeled County buildings and retrofit existing buildings to be energy efficient and rely on renewable and carbon-free energy resources where feasible.

L-OS-4.7
Consider fuel efficiency as one of the main selection criteria when purchasing new County vehicles.

L-OS-4.8
Coordinate with energy providers to locate transmission systems in locations that minimize environmental and other impacts.

Actions

L-OS-4.a
Prepare a new General Plan Energy Element to guide the development, governance, financing, and ongoing management of energy generation projects and energy resources within the county in a manner that maximizes benefits to the Lake County community.

L-OS-4.b
Investigate use of community benefit agreements for new energy generation developments.

~~**L-OS-4.a**~~**L-OS-4.c**
Explore opportunities to purchase and install solar panels and battery storage in bulk to serve homes and businesses in the community, prioritizing Equity Priority Populations, including establishment and subsidization of community solar programs that supply electricity to multiple consumers from a single photovoltaic solar location.

~~**L-OS-4.b**~~**L-OS-4.d**
Explore options to create a bulk buying program or revolving loan fund that allows people to purchase energy-efficient electric appliances (heat pumps, fans, air purifiers, heaters, stoves, ovens, etc.) and other items that increase building efficiency at wholesale prices or minimal cost to increase energy efficiency and replace hazardous appliances in their home or business. Work with volunteer groups to support installation and disposal of old appliances for Equity Priority Populations.

~~L-OS-4.c~~L-OS-4.e

Coordinate with local utility providers and educational institutions to develop informational brochures that promote energy conservation and the use of renewable and carbon-free energy sources. Make these brochures available to the public and distribute them with building permit application materials.

~~L-OS-4.d~~L-OS-4.f

Work with local agencies and non-profits to retrofit and upgrade homes for energy efficiency and climate resiliency.

Goal L-OS-5

Continued economic viability of mineral extraction activities while minimizing impacts on the public and the environment.

Policies

L-OS-5.1

Require that all mining operations prevent environmental contamination from storage and disposal of wastes and hazardous materials or general operating activity at the site.

L-OS-5.2

Prioritize remediation, monitoring, and restoration of historic mine sites located within or near tribal ancestral territories.

L-OS-5.3

Ensure that all mining operations are performed in compliance with the policies and implementation measures included in the Lake County Aggregate Resources Management Plan (**Appendix A** to this General Plan).

L-OS-5.4

Require new development adjacent to existing mining operations to be designed to provide a buffer between the proposed use and the mining operation. Require new mining operations to provide a buffer between the mine and existing or likely adjacent uses to minimize incompatibility issues and mitigate environmental and aesthetic impacts. Required buffer distances will be based on an evaluation of noise, aesthetics, drainage, operating conditions, topography, lighting, traffic, operating hours, and air quality.

L-OS-5.5

Promote the use of Best-Available Control Technology to minimize dust, smoke, fumes, and odors associated with mining and processing operations.

L-OS-5.6

Require review and approval by the Environmental Health Department and Air Quality Management District for storage of hazardous materials associated with new mining operations.

Goal L-OS-6

A parks, recreation, and open space system that serves the recreational needs of Lakeport Planning Area residents and visitors.

Policies

L-OS-6.1

Provide and promote a balanced recreation system offering a variety of quality social activities and recreational opportunities for all community members.

L-OS-6.2

Coordinate the development of parks and recreation facilities with the rate of growth in the Lakeport Planning Area to ensure parks and recreation facilities are adequate to serve the local population.

L-OS-6.3

Maintain a level of service standard of 5 acres per 1,000 residents for parks.

L-OS-6.4

Support the continued maintenance and improvement of existing recreational facilities and expansion of new recreational opportunities on County-owned lands, as outlined in the countywide Parks, Recreation, and Trails Master Plan, and on State and federally-owned lands.

L-OS-6.5

Support efforts to develop a linear park along Scotts Creek for fishing to complement and support the local resort and tourism industries.

L-OS-6.6

When constructing new County parks, use the following guidelines:

- Locate the park to promote an equitable distribution of facilities within the Planning Area and across the county.
- Locate the park centrally to serve as much of the population base as possible.
- Locate the park at the intersection of major and/or minor collectors to facilitate access.
- Locate the park along designated bicycle routes to facilitate access by bicyclists.
- Locate the park in close proximity to shopping areas, cultural facilities, such as libraries or museums, schools, and employment centers.
- Develop community parks to be appropriately sized.
- Provide night lighting when feasible to reduce vandalism and extend the use of the facility.
- Locate the park on sites that do not contain Naturally Occurring Asbestos, unless adequate clean cover material and other effective controls, as determined by the Lake County Air Quality Management District, are incorporated to minimize public exposure to asbestos dust.

L-OS-6.7

Expand access to diverse, high-quality parks, green spaces, recreational facilities, trails, and natural environments for Equity Priority Populations, including by facilitating multiple transportation modes. Design and maintain these facilities to offer a safe and comfortable environment for users of all ages and abilities.

L-OS-6.8

Strengthen the role of County parks as community focal points by constructing meeting halls and recreational buildings on existing parks where feasible.

L-OS-6.9

Support expanded access to indoor and outdoor recreation opportunities by working with other agencies to co-locate recreation spaces, parks, and trails with public facilities, such as schools and utility easements.

L-OS-6.10

Require large development projects to construct and maintain parks within the development, when appropriate.

L-OS-6.11

Support partnerships with local Tribal governments for joint management and interpretation of parks, trails, and open space areas to reflect and honor the tribes' enduring connection to the land.

L-OS-6.12

Involve community members in the design and development of all park and recreation facilities, with special emphasis on engaging Equity Priority Populations.

L-OS-6.13

When building parks and recreational facilities in areas with sensitive habitat, preserve habitat areas and design the space to avoid potential impacts on the habitat from park users.

L-OS-6.14

Promote passive recreation in flood-prone areas to absorb floodwater and protect developed areas.

L-OS-6.15

Seek opportunities to install bird watching amenities in the County parks.

Actions

L-OS-6.a

Implement and periodically update, as needed, the countywide Parks, Recreation, and Trails Master Plan.

L-OS-6.b

Seek funding to implement the Parks, Recreation, and Trails Master Plan and to keep parks safe, attractive, and responsive to community needs, including funding for park acquisition, planning, capital improvements, lifecycle replacement of amenities, recreation programming, recreation centers, and maintenance operations.

L-OS-6.c

Identify public lands suitable for off-road recreation and explore opportunities to develop these uses.

L-OS-6.d

Investigate the feasibility of developing a park expansion and improvement program that includes a combination of one or more of the following: impact fees for new homes, special assessment districts, and county service areas.

L-OS-6.e

Work to ensure parks and recreation spaces are kept clean and free of litter and hazardous materials.

L-OS-6.f

Enforce prohibitions of drug use and overnight and/or long-term camping in parks, recreation, and open space areas.

Goal L-OS-7

Public access to and opportunities for community enjoyment of Clear Lake.

Policies

L-OS-7.1

Provide trails, turnouts, and public open spaces wherever possible along the lakeshore.

L-OS-7.2

Manage County-owned land near Clear Lake in a manner that maximizes public enjoyment of the lake, including by:

- Retaining vacant County-owned lakefront properties and making improvements, as needed, to expand opportunities for public access to and use of Clear Lake, unless a land swap, as described below, would result in better public access;
- Considering land swaps with private lakefront property owners that would enable consolidation of County properties into more useable parcels;
- Acquiring surplus lakefront lands from other public agencies and retaining them for public lake access;
- Prioritizing expansion of lakefront lands for public access adjacent to existing lakefront recreational lands to foster an integrated lakefront recreation network; and
- Utilizing public streets that dead-end at the lake for public access to the lake.

L-OS-7.3

Continue to support efforts to improve and increase public access to Clear Lake, prioritizing sites in established communities and near existing resort development.

L-OS-7.4

Require new commercial development along the shoreline of Clear Lake to provide public lake access, including docks, as appropriate.

L-OS-7.5

Support water-related uses and facilities on vacant or redeveloped lakefront lands, provided the uses and/or facilities will not negatively impact the environment or preclude public access to the lake.

Water-related uses and facilities are those whose primary purpose is to provide for public access to and use of the lake, such as fishing, boating, swimming, water skiing, viewing, and commercial uses that derive major economic benefits from their immediate proximity to the lake.

L-OS-7.6

Discourage conversion of privately owned lakefront lots that provide public access to the lake to uses that would preclude future public use.

L-OS-7.7

Prioritize maintenance and improvement of public lakefront lands in the County's budget to help maximize the recreation, aesthetic, and economic benefits derived from public view and use of the lakefront.

L-OS-7.8

Maintain a safe boating environment on the County's waterways.

L-OS-7.9

Maintain and expand County boat launch facilities to ensure adequate and convenient access to Clear Lake.

Actions

L-OS-7.a

Continue to maintain the Clear Lake public launch and marina facilities to ensure easy and safe access by the public.

~~L-OS-7.b~~

Investigate development of dock maintenance regulations.

~~L-OS-7.b~~L-OS-7.c

Install and maintain signage identifying areas open to public access along the lake.

~~L-OS-7.c~~L-OS-7.d

Explore innovative programs that would expand public lake access in residential areas along the lake.

~~L-OS-7.d~~L-OS-7.e

Explore the feasibility of developing additional boat launch facilities at streets that dead-end at the lake.

~~L-OS-7.e~~L-OS-7.f

Establish temporary docking areas for boats used in commuting across Clear Lake in locations where the County maintains dock facilities.

~~L-OS-7.f~~L-OS-7.g

Establish no-wake zones in ecologically sensitive resource areas and areas primarily used for nonmotorized recreation, such as swimming, kayaking, and bird watching.

Goal L-OS-8

An interconnected multiuse trail system that serves a variety of recreational needs in the Lakeport Planning Area.

Policies

Infrastructure to support walking and biking, including trails, is also addressed in the Circulation Element.

L-OS-8.1

Support efforts to develop a Class I bike path along the north side of Lyons Creek from Lakeshore Boulevard east to Robin Hill Drive.

L-OS-8.2

Encourage landowners to create easements along waterways or across lands that would connect existing and proposed trails.

L-OS-8.3

Provide safe access to existing and new parks for hikers, cyclists, and equestrians. Support development of improved and additional safe access for hikers, cyclists, and equestrians on State and federal lands.

L-OS-8.4

Continue to support equestrian activities in the Lakeport Planning Area, including through land use regulations that support horse ownership and stewardship.

L-OS-8.5

Increase public awareness and support for county trails through promotions, interpretive programs, exhibits, publication, maps, and the County's website.

L-OS-8.6

Provide water and shade structures at trail heads and county parks, where feasible, to support their use and decrease adverse health impacts from recreation during extreme heat days.

Actions

L-OS-8.a

Develop incentives to encourage dedication of trails.

L-OS-8.b

Develop trails consistent with the County Bikeway Plan and the Konocti Regional Trails Plan for hiking, bicycling, and riding.

Goal L-OS-9

Preserved and enhanced scenic resources and viewsheds in the Lakeport Planning Area.

Policies

L-OS-9.1 *

In rural areas outside of Community Growth Boundaries, require structures built in the immediate foreground view of a scenic route to be sited a sufficient distance from the roadway edge to minimize intrusion on the natural features and backdrops as viewed from the roadway or adjacent residences. In rural and urbanized areas, require structures built in the immediate foreground of a scenic route to minimize obstruction of views of significant natural features. Require development on hillsides to blend in with the surroundings through exterior color choices and maximum height restrictions.

L-OS-9.2

Develop and maintain roads and highways in a manner that protects natural and scenic resources.

L-OS-9.3

Develop access to scenic viewpoints along County roadways and multiuse trails. Provide interpretive information at these access points to inform visitors and residents of the natural and cultural history of the Lakeport Planning Area and region.

L-OS-9.4

Encourage utility companies and service providers to choose the least conspicuous locations for distribution lines, towers, and fuel breaks to avoid impacts to viewsheds where possible.

L-OS-9.5

Use native and drought tolerant landscaping to frame and direct attention to major views and away from unattractive developments to the extent practical. Permit selective cutting and pruning to enable establishment or improvement of roadway views. Discourage the use of herbicides wherever possible.

L-OS-9.6

Ensure light does not impact the dark skies of Lake County.

Actions

L-OS-9.a *

Develop an ordinance that regulates development on or near ridgelines and hilltops to minimize impacts to scenic viewsheds.

L-OS-9.b

Amend the Scenic Combining District to include ridgelines, working in consultation with Tribal governments and community groups.

L-OS-9.c

Amend the Scenic Combining District regulations in the Zoning Ordinance to prohibit billboard signage on commercial properties.

L-OS-9.d

Work with local Tribal governments to establish a sacred viewshed preservation policy, balanced with economic development and private property rights.

Goal L-OS-10

Preserved and enhanced visual quality within community areas.

Policies

L-OS-10.1

Require new development to screen mechanical equipment and trash storage facilities from public view.

L-OS-10.2

Require appropriate visual screening and roadway setbacks for industrial and service commercial uses, including through the use of native vegetation for screening.

L-OS-10.3 *

Require lighting that enhances visibility, convenience, and public safety without creating glare or light pollution.

L-OS-10.4 *

Require the use of low-glare building materials for new buildings constructed within the Planning Area.

L-OS-10.5

Require new commercial development to install street trees in accordance with an adopted streetscape plan and with fire-safe landscaping requirements.

L-OS-10.6

Encourage undergrounding of existing utilities along the entire length of South Main Street and Lakeshore Boulevard and require new utilities throughout the Planning Area to be installed underground, whenever feasible.

Actions

L-OS-10.a *

Amend the Zoning Ordinance to regulate outdoor lighting in a way that minimizes light pollution that disrupts dark skies while providing for safety and reasonable use.

L-OS-10.b

Establish a coordinated roadway signage program for the Lakeport Planning Area that identifies routes and major destinations, provides traffic information, and provides directional information to major destinations while supporting the visual character of the region.

L-OS-10.c

Maintain Code Enforcement services to support the visual quality of the community.

L-OS-10.d

Work with PG&E to form an underground utilities district along the entire length of South Main Street and Lakeshore Boulevard in the Planning Area.

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Environmental Justice

In 2016, the California State legislature passed SB 1000, making the topic of environmental justice a required element in General Plans. This new Environmental Justice Element for the Lakeport Planning Area accomplishes the following:

- Introduces the concept of environmental justice.
- Summarizes the process used to identify communities in the county impacted by environmental justice issues (termed Equity Priority Areas).
- Identifies environmental justice issues in the Planning Area, which include pollution exposure, access to public facilities and services, food security, availability of healthy living spaces, abandoned properties and illegal dumping issues, access to healthcare, access to recreation, and opportunities for community engagement.
- Establishes goals, policies, and actions to address these issues and the needs of impacted communities. As noted in the Introduction, because environmental justice touches all aspects of the community, some of these policies and actions are in other Lakeport Planning Area Elements.

Environmental Justice Definition

Environmental justice is defined as "the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies…and includes, but is not limited to all of the following:

The availability of a healthy environment for all people.

The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities.

Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision making process.

At a minimum, the meaningful consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions."

- California Government Code Section 65040.12(e)(1)

The concept of environmental justice recognizes that low-income residents, communities of color, indigenous peoples, and tribal nations are disproportionately exposed to environmental health hazards like soil and water contamination and that this inequity is the result of many factors that have occurred throughout history and are still occurring today. Some of these factors include inappropriate zoning and negligent land use planning, intersecting structural inequalities, deed restrictions and other discriminatory housing and lending practices, limited political and economic power among these demographic groups, the prioritization of business interests over public health, development patterns that tend to concentrate pollution and environmental hazards in these communities, and the placement of economic and environmental benefits in other communities. As a result, these impacted communities continue to face significant barriers to their overall health, livelihood, and sustainability.

Equity Priority Areas and Populations

Among the requirements to comply with SB 1000, jurisdictions must identify environmental justice-impacted communities; in Lake County, these are termed Equity Priority Areas. State law allows jurisdictions to use discretion in identifying Equity Priority Areas, though the State provides several possible thresholds and data sources to inform the designation. Guidance from the California Environmental Protection Agency (CalEPA) suggests including federally recognized tribal lands among the Equity Priority Areas, in addition to areas that have certain social characteristics, such as a concentration of low-income households, and that are disproportionately affected by environmental pollution and other hazards. The inclusion of tribal areas in this definition reflects an understanding of the ongoing and generational impacts of colonization, displacement, and marginalization affecting indigenous peoples today, evidenced by disproportionately negative economic and public health outcomes in tribal communities.

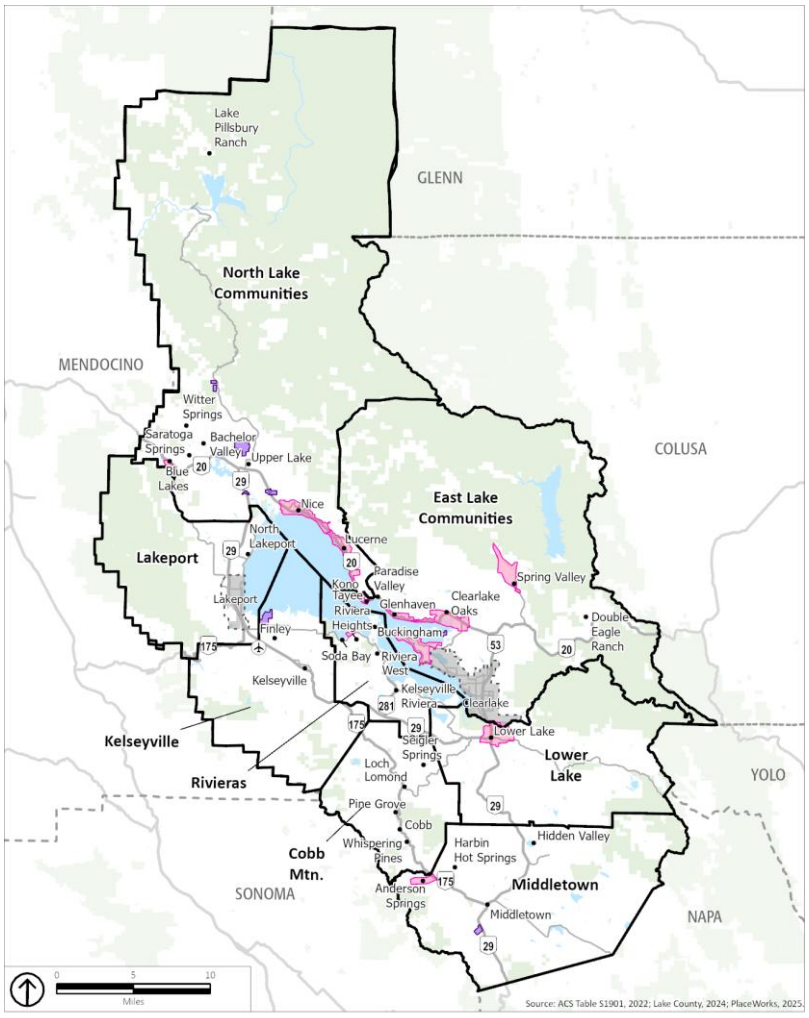
The County also consulted income data to identify the most economically disadvantaged areas of the Planning Area as Equity Priority Areas. Specifically, the County identified census block groups where the median income is 80 percent or less of the countywide area median income. These areas were then trimmed to only include populated areas and exclude open spaces.

Countywide tribal and income-based Equity Priority Areas are shown in **Figure L-13**. As shown in the figure, there are no tribal or income-based Equity Priority Areas in the Lakeport Planning Area.

Although there are no Equity Priority Areas in the Planning Area, the County recognizes that there are community members throughout the county who may be acutely vulnerable to being underserved in a variety of areas, including environmental justice, health, and safety. The General Plan terms these Equity Priority Populations, which include the following groups of people:

- Older adults
- Individuals with disabilities
- Farmworkers and other outdoor workers
- Non-English speakers
- People of color and immigrant communities
- Tribal communities
- Low-income individuals and households
- Unhoused people
- Residents and community members in the Planning Area impacted by the 2015 Valley Fire

Figure L-13 Countywide Equity Priority Areas



Policies and actions in the General Plan to address environmental justice issues that are place-specific, such as the clean-up of abandoned lots, may apply to the entire Planning Area or county but include language to first prioritize addressing the needs of Equity Priority Areas. Similarly, policies and actions that are not necessarily tied to a geographic location but do address an environmental justice issue may include references to Equity Priority Populations. Some policies and actions focus on both Equity Priority Areas and Equity Priority Populations.

Environmental Justice Issues in the Lakeport Planning Area

This section describes public health and environmental justice issues identified in the Lakeport Planning Area and raised by community members, including tribal communities, and public health advocates during the General Plan 2050 engagement process.

Pollution Exposure

Air quality is very good overall in Lake County and in the Lakeport Planning Area. However, the Planning Area occasionally experiences poor air dispersion, leading to temporarily poorer air quality. Local air pollution can also result from agricultural tillage and agricultural applications of fertilizers and sprays. Smoke is a frequent air quality hazard in the Planning Area and throughout Lake County. Sources of outdoor air pollution from smoke include residential burning, prescribed vegetation burning, agricultural burning, and wildfires.

While air pollution is not an issue exclusive to any one demographic group or community in the Planning Area, some of the identified Equity Priority Populations may be more vulnerable to health impacts from poor air quality due to pre-existing health conditions, excess exposure (e.g., outdoor farmworkers), limited incomes, and other constraints, like access to quality healthcare.

Water pollution from agricultural activity, including illegal cannabis cultivation, as well as from high concentrations of septic tank usage, creek stabilization activities, and wetlands loss and degradation, is also a concern across the county, including in the Lakeport Planning Area. The Water Resources and Open Space, Conservation, and Recreation Elements discuss these issues in more detail and provide policies and actions to address this concern.

Policies and actions addressing air quality are included in the countywide Health and Safety Element.

Access to Public Facilities and Services

Due to the Lakeport Planning Area's remote location and rural setting, access to vital public services is sometimes limited, which can be exacerbated for Equity Priority Populations that face economic constraints. Specific issues facing the Lakeport Planning Area's Equity Priority Populations include long response times for emergency services, like police, fire, and ambulance services; access to reliable power (an acute issue for those with power-dependent medical needs); and affordable garbage collection and disposal services.

Policies and actions addressing standards for emergency response times and power shutoffs are found in the Health and Safety Element. Policies and actions addressing water, sewer, and solid waste disposal services are found in the Public Facilities and Services Element.

Food Security

Equity Priority Populations face barriers accessing healthy food, including fresh produce and minimally processed foods. The location and distribution of retail outlets selling these foods, transit accessibility to existing locations, and cost are all key determinants in whether the food is truly accessible. In addition to increasing access to healthy food, community members are also interested in educational and economic opportunities related to local agriculture that could empower communities to grow and/or sell their own food.

Healthy food in this General Plan refers to foods containing fruits, vegetables, whole grains, lean proteins, and/or healthy fats and limited amounts of saturated fat, sodium, or added sugar.

In addition to the goals, policies, and actions in this element addressing food access, the Land Use Element includes strategies to develop new grocery stores and other fresh food outlets, and the Circulation Element includes policy guidance to optimize transit options to key destinations.

Healthy Living Spaces

Housing affordability is an issue throughout the state. In Lake County, overcrowding is prevalent due to high housing costs and has the potential to pose mental and physical health risks for Equity Priority Populations, including spreading communicable disease.

Older homes often have a greater risk of having lead-based paint, asbestos, and/or mold, which can all pose risks to human health. Local public health advocates have also identified exposure to toxins, such as aerosols and tobacco smoke, in multifamily housing as an environmental justice issue throughout the county, in addition to tobacco use generally as a health hazard. The issue of toxins in multifamily housing is especially acute for children and other sensitive residents living in multifamily residential buildings where 'third-hand' smoke can seep through walls, vents, and plumbing. Low-income residents with less access to healthcare and other resources are particularly vulnerable to health risks from smoking and from exposure to second- and third-hand smoke and aerosols.

Abandoned Properties and Illegal Dumping Issues

Along the shoreline of Clear Lake, there are informal and dilapidated structures that not only impact the area's scenic and aesthetic value but also pose public health concerns. Illegal dumping is also an issue in the Lakeport Planning Area, warranting policies that provide incentives for junk removal and structure improvements. Policy guidance related to scenic impacts is provided in the Open Space, Conservation, and Recreation Element, while the Land Use Element and Public Facilities and Services Element include policy guidance related to code enforcement and illegal dumping.

Access to Healthcare

Healthcare access is limited and an increasing need in the Lakeport Planning Area as the population ages. Lack of access to medical professionals, clinics, hospitals, and in-home care, along with having to drive long distances for medical services, poses difficulties for residents. This is of particular concern for Equity Priority Populations, especially older residents living on fixed incomes and/or with disabilities who may have limited mobility options but need more frequent access to medical services.

Access to Recreation

Lakeport Planning Area residents need more active recreation opportunities, especially for youth. While community members support expanded recreation opportunities for all Planning Area residents, public recreation facilities and after-school programs are particularly important for Equity Priority Populations, whose residents often lack resources to pay for private extracurricular activities and may have limited mobility options to access recreation opportunities more than a short distance away.

The Open Space, Conservation, and Recreation Element provides information and policy guidance on multipurpose trail development, expansion of the park system, community participation in park design, and the broadening of recreation opportunities in the Planning Area.

Opportunities for Community Engagement

Low-income residents and other Equity Priority Populations face difficulties engaging in civic processes, such as the General Plan Update or an individual development proposal, due to barriers like transportation, technological literacy, and internet access, and having time available to be involved. Community members who do not speak English or those with limited English proficiency are often precluded from engaging in civic processes when translation services are not available.

In addition to the community engagement policies addressed in this element, the Public Facilities and Services Element also includes policy guidance to create a more informed citizenry by improving telecommunications services.

Environmental Justice Issues in Tribal Communities

Environmental justice for tribal communities requires recognition of the historical and ongoing impacts of colonization, displacement, and land-use inequities that continue to affect tribal communities. While Tribal communities continue to live in, steward, and preserve sacred cultural resources and practices in the region, they also continue to face disproportionate barriers and impacts with respect to the Community-Identified Issues discussed in the above subsections, and additionally with respect to Tribal sovereignty and access to Tribal Cultural Resources and ancestral land. For example, in addition to posing risks to human health, environmental degradation and pollution also pose risks to Tribal Cultural Resources such as sacred sites, traditional plant gathering areas, and waterways used for cultural practices and livelihoods. Similarly, investments, infrastructure improvements, development of parks and recreation facilities, and other measures to address the Environmental Justice issues described above

must be planned and implemented in collaboration with Tribal governments and the broader community in a way that upholds Tribal sovereignty and avoids disturbances to culturally significant landscapes. Environmental justice for tribal communities includes the protection of Tribal Cultural Resources and ancestral lands as a fundamental component of community health, identity, and environmental balance, in addition to supporting tribal community health and access to clean air and water, healthcare, economic opportunity, and safe homes. This involves prioritizing environmental restoration and contamination cleanup in areas of cultural significance or ancestral use, ensuring Tribal participation throughout the planning and policy process particularly in aspects that affect culturally important lands and resources, and promoting tribal-led environmental stewardship programs and access to funding for sustainable land management and habitat restoration practices. Ongoing collaboration with Tribal governments supports a just and inclusive approach to planning that recognizes cultural survival, environmental stewardship, and tribal self-determination as fundamental components of community well-being. Related goals, policies, and actions addressing these concerns are included in the Agricultural Resources, Water Resources, Health and Safety, and Open Space, Conservation, and Recreation Elements.

Goals, Policies, and Actions

Goal L-EJ-1

Communities that promote high quality of life and good health outcomes for everyone, including Equity Priority Populations.

Policies

L-EJ-1.1

Promote efforts to improve community health outcomes and ensure that County investments support community health goals whenever possible.

Refer to the Health and Safety Element for additional policies pertaining to community health.

L-EJ-1.2

Limit exposure to secondhand smoke, including from electronic smoking devices, tobacco smoke, and cannabis smoke, and enforce State and local laws and regulations pertaining to prohibitions of tobacco and cannabis use in specified locations and selling tobacco and cannabis to minors.

L-EJ-1.3

Lead and support activities to facilitate affordable access to health care, including addressing infrastructure and service barriers to broadband access for telehealth and multimodal access to clinics.

L-EJ-1.4

Encourage and support the expansion of medical and senior care facilities, such as medical clinics, urgent care, emergency care, behavioral health facilities, and pharmacies, prioritizing areas that lack access to healthcare. Strategies could include incentives or streamlining efforts.

L-EJ-1.5

Support facilities enhancements to optimize libraries and other public spaces to support telemedicine appointments.

L-EJ-1.6

Support efforts to attract medical professionals to the Lakeport Planning Area.

L-EJ-1.7

Collaborate with neighboring jurisdictions to assess and address issues related to capacity and access to emergency, acute, and preventative/primary healthcare services.

~~L-EJ-1.8~~

Encourage and support efforts to expand access to community health workers, promoters, peer navigators and support specialists, and neighborhood-based mutual aid networks that reduce social isolation; strengthen community connections; and connect residents to services, benefits, food resources, telehealth, and civic processes before challenges escalate into crises.

~~L-EJ-1.8~~L-EJ-1.9

Design and improve County facilities and programs to meet the needs of older adults and other Equity Priority Populations.

~~L-EJ-1.9~~L-EJ-1.10

Work with local Tribal governments and local community organizations on mitigation strategies for asthma-related environmental hazards.

Actions

L-EJ-1.a

Establish a process for assisting community-based organizations and public-private partners with obtaining financing (e.g., grants) to implement physical improvements and beautification projects such as public art, fire-resilient vegetative buffers, and planting strips.

L-EJ-1.b

Consider adopting a tobacco and cannabis retail licensing fee that earmarks a portion of the fee for enforcement of tobacco- and smoking-related policies.

L-EJ-1.c

Consider adopting an ordinance prohibiting smoking (including vaping, electronic cigarettes, tobacco, and cannabis) in specific areas, such as:

- Inside and near doors and windows of multifamily housing units to limit residents' exposure to the harmful effects of second-hand smoke.
- At worksites, including in and near unenclosed spaces of employment, outdoor dining areas, and unenclosed waiting areas.

- On public property, including in public parks and trails, and at public events, such as farmers' markets and community fairs.

L-EJ-1.d

Consider adopting an ordinance aimed at reducing instances of youth using tobacco products that might include prohibiting the location of tobacco retailers near schools and other youth-serving facilities and/or establishing restrictions on the placement and promotion of tobacco products so they are not easily accessible to youth.

L-EJ-1.e

Establish a Commission on Aging and Adult Services to review and make recommendations to the Board of Supervisors on specific issues, policy questions, and funding resources relating to older adults, including senior centers and senior service provider organizations, among others.

L-EJ-1.f

Work with the newly formed Commission on Aging to prepare a new Chapter of the County's Code of Ordinances for "Community Services" to detail services available in the county, including support services for older adults.

L-EJ-1.g

Explore adoption of an elder income index and/or other mechanisms to provide cost relief for older adult residents in the county.

L-EJ-1.h

Work with North Coast Opportunities (NCO) to activate the AmeriCorps/Senior Corps Retired Senior Volunteer Program (RSVP) program to collect volunteer hours and use those as in-kind monetized matching funds, as allowed by the State and federal RSVP programs, to maximize funding for needed community services.

Goal L-EJ-2

Access to living spaces that are safe, clean, and healthy for all Lakeport Planning Area residents.

Policies

L-EJ-2.1

Ensure housing in the Lakeport Planning Area provides safe and sanitary environments for residents.

L-EJ-2.2

Encourage and support efforts to facilitate housing rehabilitation, including farm labor housing.

L-EJ-2.3

Ensure that future improvements in the Planning Area will not result in a net loss of subsidized affordable housing or significant preventable displacement of residents.

L-EJ-2.4

Ensure adequate living conditions for tenants through ongoing and effective code enforcement.

L-EJ-2.5

Work with and support agencies and organizations providing supportive services to individuals experiencing homelessness, including efforts to secure temporary and long-term housing for unhoused community members.

Actions

L-EJ-2.a

Pursue all available federal and State funds to assist with housing preservation and rehabilitation, with a focus on identifying funding to remediate health and safety issues for housing units occupied by Equity Priority Populations.

L-EJ-2.b

Review and update the Zoning Ordinance to remove unnecessary barriers to the development of farmworker housing.

L-EJ-2.c

Amend the Zoning Ordinance to adopt development and maintenance standards for farmworker housing.

L-EJ-2.d

Create an assistance program for homeowners and landlords to bring older properties up to code and improve their livability, with priority given to homes housing Equity Priority Populations.

L-EJ-2.e

Develop a system or other mechanism to inventory rental housing in the county by address, both to track the stock of rental housing and to develop a mailing list to reach rental housing occupants. Additional details in the inventory may also include property owner contact information.

L-EJ-2.f

Conduct periodic outreach to Equity Priority Populations to inform tenants of their rights and responsibilities. Written outreach efforts should be provided in English and Spanish.

L-EJ-2.g

Work to identify appropriate camping options for unhoused individuals and eliminate camping where prohibited.

Goal L-EJ-3

Convenient and affordable access to healthy food for all Lakeport Planning Area residents.

Policies

L-EJ-3.1

Support efforts to establish and/or expand programs and other activities to improve food security and eliminate hunger, including food assistance programs, community gardens, Tribal food gardens, and school lunch access.

L-EJ-3.2

Encourage new healthy food retailers near existing transit connections.

L-EJ-3.3

Expand local food access and agriculture by supporting and encouraging certified farmers' markets, urban farming, community gardening, and other similar activities.

L-EJ-3.4

Encourage new development projects to incorporate community gardens into the project design, as appropriate.

Actions

L-EJ-3.a

Develop incentives to encourage the establishment of grocery stores and other venues selling healthy foods, preferably locally grown or produced, in areas with limited access to healthy food.

L-EJ-3.b

Work with certified farmers' markets to support acceptance of payment via EBT (Electronic Benefits Transfer) to maximize access.

L-EJ-3.c

Inventory and map food deserts in the Lakeport Planning Area to inform future policy and decision making to address food access barriers.

L-EJ-3.d

Streamline permitting processes for grocery stores and markets in food deserts.

Goal L-EJ-4

Effective decision making that seeks and incorporates the voices of Lakeport Area residents, including from Equity Priority Populations.

Policies

L-EJ-4.1

Empower all residents to participate in local decision making and ensure meaningful public engagement processes and events that make it possible for everyone—especially Equity Priority Populations—to participate and influence outcomes.

L-EJ-4.2

Use multiple channels—including digital and print media, County websites, local radio, and cable TV—to share publicly important information and publicize opportunities for community engagement to ensure access for everyone, including those without home computers or internet.

L-EJ-4.3

Provide interpretation and translation services for community announcements, community meetings, services, and programs, to ensure accessibility for all community members, as appropriate.

L-EJ-4.4

Encourage sponsors of major development projects to have early and frequent communication, in the appropriate language(s), with affected residents and interested parties.

L-EJ-4.5

Strive for more diverse representation on boards, commissions, committees, and similar bodies to better reflect the demographics and varying viewpoints of Lakeport Planning Area residents, including representatives of Equity Priority Populations and/or other underrepresented groups, as appropriate.

L-EJ-4.6

Engage young people in long-range planning processes and other County-administered programs and processes through outreach and partnerships with libraries, schools, and local youth organizations when possible.

Actions

L-EJ-4.a

Support Municipal Advisory Councils (MACs) to develop best practice guidelines to support all County departments with conducting effective outreach in the Lakeport Planning Area, such as how to identify appropriate engagement activities and practices based on the project or issue type and stakeholders involved, a list of stakeholders and/or community leaders in the area, and language interpretation or translation services to offer.

L-EJ-4.b

Explore options and seek funding to transition to accessible outreach materials for those with sensory disabilities (e.g., visually impaired and/or deaf or hard of hearing).

L-EJ-4.c

To inform existing and potential future municipal advisory councils (MACs), adopt a policy detailing the process for forming a MAC and the roles, responsibilities, and authority of a MAC, which may take inspiration from the Mendocino County Policy #51, Formation/Operation of Municipal Advisory Councils.

L-EJ-4.d

Periodically update Equity Priority Area maps, including the Tribal Lands boundaries as updated by the Bureau of Indian Affairs, to ensure that the appropriate communities are prioritized as part of the County's work to implement the Environmental Justice Element.

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Public Facilities and Services

Public facilities are buildings, pipes, pumps, roadways, and other infrastructure that support community living. Public services include fire protection, law enforcement, waste collection, education, and other vital services the County and other public agencies provide to residents. Access to public facilities and services is a major ongoing priority and key issue in the Lakeport Planning Area. Aging infrastructure, especially aging water infrastructure, is of particular concern. This element prioritizes the provision of a high and healthy quality of life for the Planning Area's residents by enhancing public services, improving infrastructure, and improving access to and affordability of these utilities and services.

The Public Facilities and Services Element addresses the publicly provided facilities and services in the Planning Area and presents information and policy guidance to maintain and, when possible and appropriate, enhance the Planning Area's facilities and services. The following topics are covered:

- Fire Protection and Law Enforcement Service
- Water and Wastewater Service
- Stormwater Management
- Solid Waste Disposal
- Communications Systems
- Educational Facilities and Services
- Disadvantaged Unincorporated Communities

These topics are an integral part of the County's planning strategy and an important consideration when considering growth and development in the Lakeport Planning Area.

Many services are provided by agencies and organizations not under the purview of the County, so Lake County has limited direct control over their services, though this element includes Goals, Policies, and Actions to guide the County's collaboration with external entities and other efforts aimed at making sustainable, high-quality services available to the community.

This element also considers public facility and service needs and deficiencies in low-income areas considered to be disadvantaged unincorporated communities based on State guidance.

Fire Protection and Law Enforcement Service

Fire protection and emergency medical service for the Lakeport Planning Area is provided by the Lakeport Fire Protection District (FPD). There are two Lakeport FPD stations between the Planning Area and City of Lakeport, Station 50 and a substation. Station 50, situated in the City of Lakeport, serves as the headquarters for Lakeport FPD and is staffed by four personnel. The substation is located west of the community of North Lakeport, just east of SR 29. In addition to its 15-person staff, Lakeport FPD receives support from 19 volunteer firefighters. There are also mutual-aid agreements in place between the Lakeport FPD and CAL FIRE and the surrounding fire districts.

The Lake County Sheriff's Office, which is headquartered in the City of Lakeport, provides law enforcement, patrol, and coroner services to the Lakeport Planning Area. The California Highway Patrol (CHP) also provides traffic control, accident investigation, and vehicle licensing for State highways in the Planning Area. CHP collaborates with the Sheriff's Office when requested during joint operations and emergencies.

The Health and Safety Element provides more detail and policy guidance related to wildfire hazards and emergency response.

Water and Wastewater Service

There are seven public water systems in the Planning Area that are regulated by the State Water Resources Control Board, Division of Drinking Water. These systems fall within one of two designation types:

- **Community water systems** have at least 15 service connections used by yearlong residents or regularly serve at least 25 or more yearlong residents, including subdivisions, mutual water companies, manufactured home parks, and similar residential areas.
- **Transient, non-community (TNC) water systems** regularly serve less than 25 of the same people for six or more months of the year, and include restaurants, motels, campgrounds, small grocery and other retail stores, and other nonresidential uses.

The water systems in the Lakeport Planning Area are:

- **Lake County Service Area #21 – North Lakeport**, a community water system that provides services in North Lakeport via residential, commercial, and industrial connections. The system relies on surface water from an intake at Clear Lake and can purchase water from the City of Lakeport.
- **Jitter Bean Coffee**, a TNC system for a coffee shop south of the City of Lakeport.
- **Mendo Mill & Lumber Company**, a TNC system that services a hardware store south of the City of Lakeport.
- **Rotten Robbie**, a TNC system servicing a gas station south of the City of Lakeport along SR 29.
- **Thomas Water System,** a TNC system for a grocery store.
- **Wall Water**, a TNC system for an RV park.
- **Wildwood**, a TNC system for a summer camp.

The rural portions of the Lakeport Planning Area are served by private domestic wells. The Lake County Environmental Health Department (EH) issues permits for all groundwater wells in the county and regulates State Small Water Systems, which have between 5 and 14 connections. EH also inspects and permits water systems that serve food establishments with private water systems, such as bed and breakfast facilities.

Water is a vital need for local agriculture, which sources water primarily from groundwater wells in the Scotts Valley Groundwater Basin via irrigation wells. The Planning Area's agricultural areas are mainly in Scotts Valley and along Scotts Creek, west of SR 29 and the community of North Lakeport. Most agricultural land use consists of pasture, walnut groves, vineyards, and pear orchards.

The areas immediately surrounding the City of Lakeport are served by the Northwest Regional Wastewater System, which is managed by the Lake County Special Districts Administration. The system provides wastewater collection and treatment service to these areas, as well as to parts of the adjacent North Lake Communities Planning Area. The Basin 2000 project proposes a connection between the Northwest Treatment Facility and a nearby effluent (i.e., liquid waste) pipeline that would pipe treated wastewater to The Geysers geothermal power plant for the purpose of generating geothermal power. The effluent would be injected into the geothermal steam fields to help continuously maintain the pressure needed to generate steam. Lake County Sanitation District first published the Full Circle Effluent Pipeline Preliminary Design Report in 2004. A Request for Proposals for updates to the report was issued in February 2024, indicating continued project interest.

The remainder of the Lakeport Planning Area relies on on-site wastewater treatment systems (OWTS), commonly known as septic or leach field systems. These systems require permits from EH, who conduct site evaluations to determine whether each site is appropriate for the installation of a new OWTS and the type of system needed.

Stormwater Management

The Lakeport Planning Area, like the rest of the county, has areas prone to flood risk. These risks are described and addressed in the countywide Health and Safety Element; however, this element addresses the related issue of stormwater management or the public policies, activities, and infrastructure employed to regulate the rate, volume, and quality of runoff. Lake County uses a variety of facilities and methods to manage stormwater, including:

- **Levees,** or high ridges along waterways and reservoirs to provide flood control.
- **Stormwater detention facilities,** which are designed for the temporary storage of stormwater, working to attenuate peak runoff and provide water quality treatment benefits by allowing particulates to settle in the basin.

Low-impact development refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration, or use of stormwater to protect water quality and associated aquatic habitat. **Green infrastructure** refers to the management of wet-weather flows that use these processes, and the patchwork of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. At both the site and regional scale, low-impact development/green infrastructure practices aim to preserve, restore, and create green space using soils, vegetation, and rainwater harvest techniques. Examples of green infrastructure include rain harvesting systems, bioswales (channels that provide stormwater treatment and retention), permeable pavements, green roofs, and urban tree canopies.

- United States Environmental Protection Agency, 2024

- **Groundwater recharge facilities**, which move water from the ground's surface into aquifers, which can occur naturally or through human-controlled methods.
- **Stormwater retention**, the process of collecting and storing rainwater, snowmelt, and other storm runoff to prevent flooding.

Traditional development involving removing vegetation and soil and installing impermeable surfaces (like asphalt and concrete) increase stormwater runoff and can exacerbate flood risk, so the General Plan encourages low-impact development and green infrastructure.

Solid Waste Disposal

The Lakeport Disposal Company, which transports garbage, recycling, and green waste to the Lake County Transfer Station, provides curbside trash, recycling, and green waste pick-up services in the Planning Area. Compostable material and construction debris are transferred to the Quackenbush Mountain Resource Recovery and Compost Facility. Solid waste is transported to the Eastlake Sanitary Landfill, and waste tires are transported off-site to a location in Ukiah (Mendocino County). A large number of Planning Area residents self-haul solid waste to the Lake County Transfer Sation and a drop-off recycling center operated by Timberline Disposal.

The County's waste management efforts are guided by the Countywide Integrated Waste Management Plan (CIWMP), mandated by State law under AB 939. The CIWMP outlines local waste diversion and disposal conditions while establishing programs to meet state waste diversion goals. The CIWMP serves as the County's primary tool for developing countywide waste reduction programs and addressing landfill needs.

In alignment with the CIWMP, the County's Solid Waste Management Plan outlines additional strategies to increase diversion rates, expand green waste composting programs, and comply with State recycling mandates. Despite these initiatives, unincorporated areas of Lake County, including the Lakeport Planning Area, face challenges in meeting waste diversion goals, as reflected in CalRecycle data. However, ongoing education, enforcement, and expanded services aim to address these gaps and foster more sustainable waste practices in the region.

Communications Systems

Telephone services in the Lakeport Planning Area are available from numerous providers. Cellular service is provided by major carriers such as Verizon, AT&T, and T-Mobile. Landline services are available through providers such as Spectrum and AT&T. Cable television is available by subscription through Mediacom, which also offers internet service. Mediacom's system is equipped with fiberoptic cable, providing both internet uses and subscription-based cable television.

According to the Federal Communications Commission (FCC) National Broadband Map, high-speed internet access (i.e., with download/upload speeds at or above 25/3 megabytes-per-second) is limited to the populated eastern portion of the Planning Area on either side of SR 29 and in Scotts Valley, but is generally unavailable in the unpopulated western parts of the Planning Area dominated by the Mayacamas Mountains and foothills. The community of North Lakeport and areas surrounding the City of Lakeport generally have good high speed internet coverage, but Planning Area residents have expressed some concern about limited cell phone and high-speed internet service.

Educational Facilities and Services

The Lakeport Unified School District serves the majority of youth in the Planning Area. There are four school sites in the Planning Area: Lakeport Elementary School, Terrace Middle School, Clear Lake High School, and Lakeport Alternative Education Center. The northwest portion of the Planning Area, which is generally unpopulated, is served by the Upper Lake Unified School District. School locations are depicted in **Figures L- 14** (countywide) and **L-15** (Lakeport Planning Area). Mendocino College's Lake Center Campus is in the southern part of the City of Lakeport.

The Lake County Library system is headquartered in the City of Lakeport. This main branch has over 60,000 books, DVDs, audiobooks, and more available to rent, along with free public Wi-Fi, public computers and a printer/copy machine available for public use. Library programming includes technology literacy tutoring, story time in the park, cookbook club, a genealogy class, and more.

The Lakeport Senior Center in the City of Lakeport features food and activity programs for older adults as well as several community meeting rooms.

Disadvantaged Unincorporated Communities

Through SB 244, State law requires that General Plans address the needs of disadvantaged unincorporated communities (DUCs), which are unincorporated communities with an annual median household income that is less than 80 percent of the statewide annual median household income and either within an incorporated jurisdiction's sphere of influence (SOI), an island within an incorporated jurisdiction's boundary, or geographically isolated and has existed for at least 50 years—these are known as legacy communities. DUCs often lack adequate infrastructure to sustain public health and safety, which can foster economic, social, and educational inequality. Therefore, the law requires that counties and cities identify DUCs, analyze infrastructure and fire service needs and deficiencies, and assess potential funding mechanisms for needed expansions of services and facilities. Counties are responsible for conducting these analyses and planning for the needs of legacy community DUCs, while cities are responsible for addressing these requirements for DUCs in their SOIs. With each update to the County's Housing Element, the County is required to identify DUCs, evaluate their infrastructure and service deficiencies, and assess potential funding mechanisms to address those deficiencies.

Figure L-14 Countywide Schools

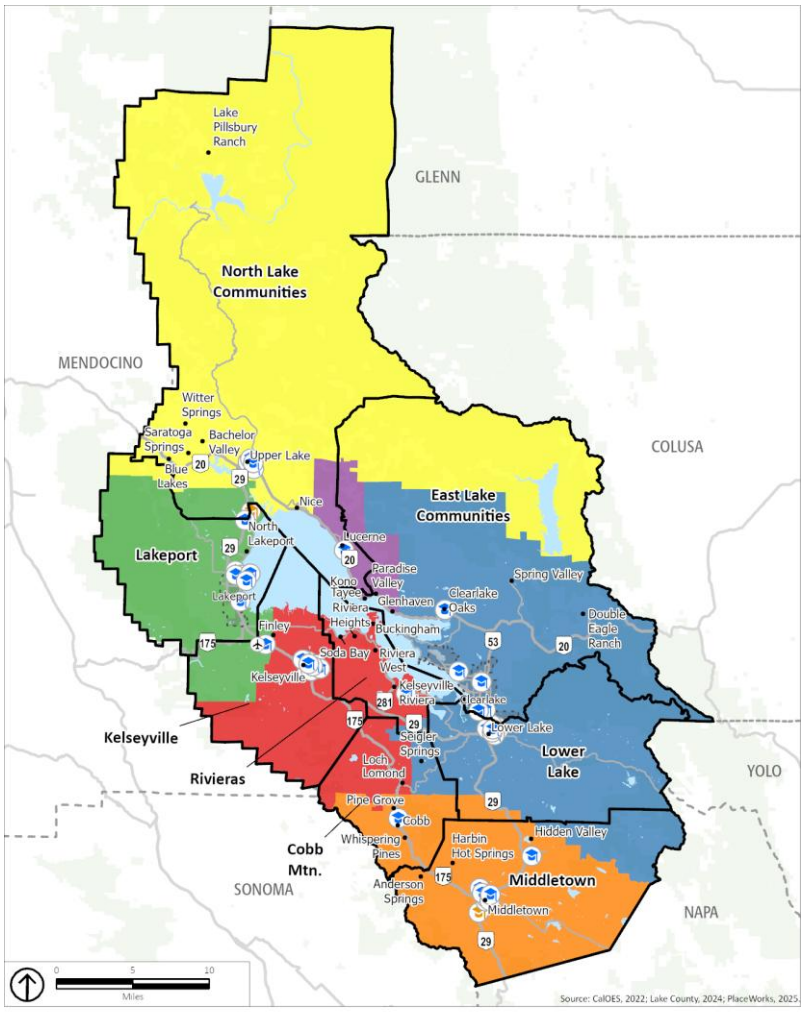
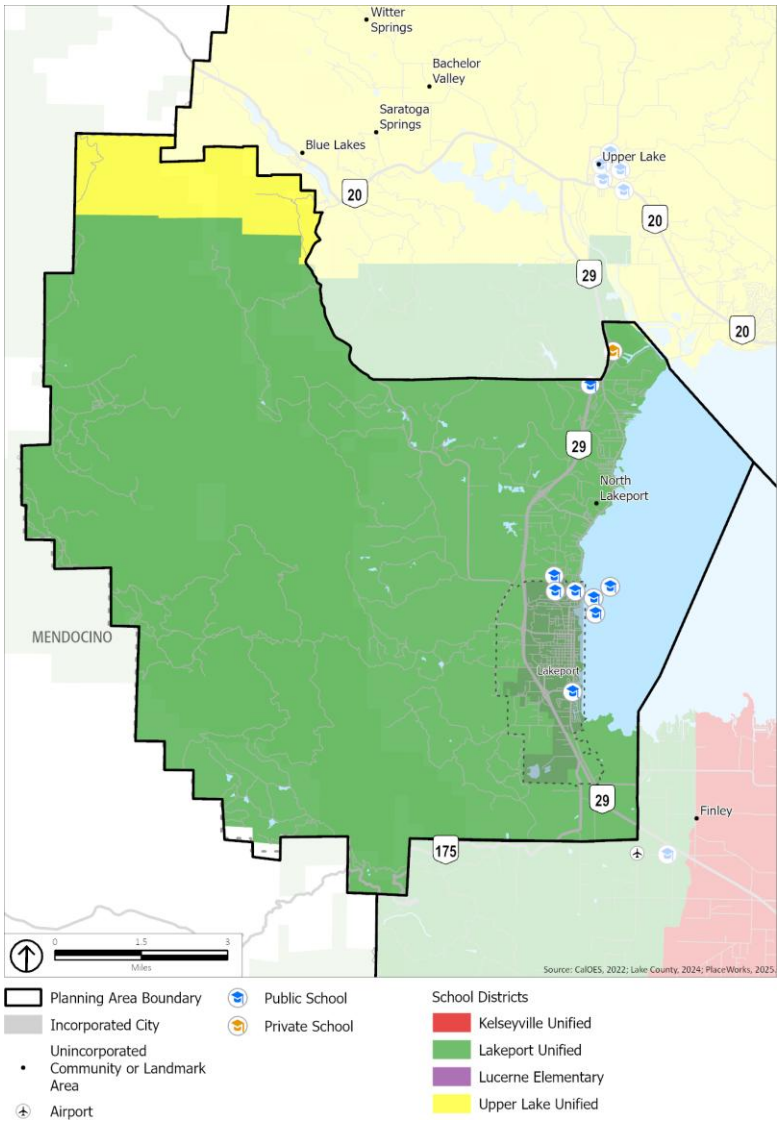


Figure L-15 Lakeport Planning Area Schools



Goals, Policies, and Actions

Goal L-PF-1

Resilient and well-maintained public facilities and services that meet the needs of all community members, are adequately funded, and enhance quality of life in the Lakeport Planning Area.

Policies

L-PF-1.1

Ensure that all neighborhoods have access to safe, well-maintained public facilities, utilities, and services that meet community needs now and as the community grows.

L-PF-1.2

Prioritize County expenditures on infrastructure, public facilities, services, recreation and open space amenities, and environmental enhancements that benefit and respond to the needs of Equity Priority Populations.

L-PF-1.3

Work with local special districts and local Tribal governments and local community organizations to coordinate public service improvements in the Lakeport Planning Area.

L-PF-1.4

Continue to assess existing and future needs for public facilities and services, such as internet access, meeting rooms, and libraries, and work to develop, retrofit, or expand facilities and services, as necessary, to meet those needs, prioritizing the needs of Equity Priority Populations.

L-PF-1.5

Work with utility service providers to ensure service and program offerings align with existing and planned development patterns to meet current and future community needs.

L-PF-1.6

Coordinate with public utility providers to acquire adequate rights-of-way and co-location to facilitate expansion of services in a timely manner.

L-PF-1.7

Require new subdivisions in the Community Growth Boundary to include dark sky compliant streetlights.

L-PF-1.8 *

Require new development projects to provide their own infrastructure, tie into existing infrastructure, or be required to provide infrastructure that will tie into future infrastructure, as determined by the County and other affected agencies.

L-PF-1.9 *

Prior to project approval, ensure that new development projects will not create significant adverse impacts on existing infrastructure by implementing County-approved mitigation measures to reduce the impact.

L-PF-1.10

Ensure new development projects pay their fair share of public improvement costs for infrastructure, facilities, and services.

L-PF-1.11

Require a cost/benefit analysis for major developments to determine the fiscal impact of projects on public services and other community infrastructure.

L-PF-1.12

Continue to support the Department of Animal Care and Control in its efforts to minimize pet overpopulation and abuse.

Actions

L-PF-1.a

Upon each update to the Housing Element, perform an analysis of infrastructure needs and deficiencies in disadvantaged unincorporated communities (DUCs), explore funding mechanisms that could make extension of needed services and facilities feasible, and update the associated information, policies, and actions of the General Plan as needed to reflect new conditions.

L-PF-1.b

In cooperation with other service providers as appropriate, develop long-range facility master plans for relevant public services.

L-PF-1.c

Consider the creation of additional assessment districts, county service areas, and/or special districts to fund and manage new and improved infrastructure, where needed.

L-PF-1.d

Update and maintain policies and procedures that govern the County's use of artificial intelligence (AI) to ensure the County's and community's data is protected, appropriate oversight of any AI-generated products or activities, and that the use of AI does not conflict with the best interest of the County or its constituents.

Goal L-PF-2

Public facilities that are designed to provide quality service while minimizing impacts on the environment.

Policies

L-PF-2.1

Require public facilities installations and extensions to be sited and designed to minimize or avoid potential adverse impacts to the community and environment.

L-PF-2.2

When infrastructure, such as sewer, water, and transmission lines, must cross agricultural lands, locate the infrastructure in the public right-of-way or along lot lines whenever possible.

L-PF-2.3

Coordinate with utility companies to minimize the visual and cultural impact of new or expanded facilities through appropriate facility sizing, design, and placement on the landscape. Generally encourage utility lines to follow property lines and avoid residential areas, ridgetops, open space, and other sensitive areas.

L-PF-2.4

Require mitigation for inter-county regional transportation facilities, high-voltage electrical transmission lines, and energy or water pipelines that do not serve the local population and provide little or no long-term benefit to the local affected area.

L-PF-2.5

Minimize vulnerability of public service facilities to natural and human-caused hazards and threats.

L-PF-2.6

Encourage public and other facilities designed for direct public use, such as libraries, to be located along major thoroughfares and/or near the center of general community activities.

L-PF-2.7

Design new or redeveloped governmental and civic facilities to accommodate multiple community uses, such as recreation and community gathering spaces, and to be accessible to all users, regardless of age, ability, race, ethnicity, culture, language, gender identity, or economic status.

L-PF-2.8

Encourage the development of joint school facilities, recreational facilities, and educational and service programs between school districts and other public and non-profit agencies.

L-PF-2.9

Encourage joint use of existing right-of-way corridors and utility easements.

L-PF-2.10

Ensure that County-managed spaces and facilities support a feeling of safety for users and require new development projects to provide adequate lighting, clearly marked crosswalks, and other safety-promoting features in public spaces, as appropriate.

Goal L-PF-3

Fire protection and law enforcement services that protect community members and property.

Policies

L-PF-3.1 *

Work with the Sheriff's Office, Lakeport Fire Protection District, and CAL FIRE to support each agency's ability to maintain adequate staffing and incident response times in accordance with State and federal guidelines.

Emergency preparedness and response is further addressed in the Health and Safety Element.

L-PF-3.2

Locate new fire and police stations to minimize response times to the Lakeport Planning Area, while prioritizing effective use of existing facilities.

L-PF-3.3

Support efforts to expand fire protection service to continue to meet the needs of the Lakeport Planning Area.

L-PF-3.4

Continue to promote cooperative fire protection agreements with CAL FIRE to provide adequate fire protection throughout the Lakeport Planning Area.

L-PF-3.5

Consult with the Lakeport Fire Protection District when reviewing new development proposals to identify any facility, infrastructure, or equipment upgrades needed to support the development and ensure the development pays for any identified upgrades.

L-PF-3.6

Support development of local firewise communities and fire safe councils and work collaboratively to manage hazardous vegetation on private properties.

L-PF-3.7

Promote environmental stewardship employment opportunities for local and Tribal communities that support forest health, prescribed burns, defensible space, watershed restoration, trail stewardship, ecological monitoring, native plant restoration, and cultural interpretation activities.

~~L-PF-3.7~~L-PF-3.8 *

Require that new development demonstrates adequate water supply and service for effective fire protection and that all infrastructure meets the fire protection standards of Lake County or the responsible agency.

~~L-PF-3.8~~L-PF-3.9

Promote public safety programs and activities, including neighborhood watch programs~~, child identification kits~~, fire hazard prevention and awareness, and other public education efforts.

Goal L-PF-4

Affordable, reliable, and safe water and wastewater service that meets existing and future community needs.

Policies

L-PF-4.1

Discourage extension of water and sanitary sewer lines into areas outside of Community Growth Boundaries, except to serve public and semi-public uses that are not growth inducing, or when such extension is necessary to address a declared public health emergency.

The related issue of water supply is addressed in the countywide **Water Resources** Element.

~~L-PF-4.2~~

~~Encourage and support efforts to extend sewer service to existing communities.~~

~~L-PF-4.2~~L-PF-4.3

Coordinate with Lake County LAFCO in the preliminary stages of development proposal entitlement application reviews for projects that may require an expansion of current service district boundaries to determine whether LAFCO will have a role in the approval process.

~~L-PF-4.3~~L-PF-4.4 *

Require new development to demonstrate the availability of a safe, sanitary, and environmentally sound water delivery system with adequate capacity, including by securing a will-serve letter from the water purveyor within the service area prior to the issuance of construction permits, to ensure that the water purveyor has the capacity to supply water to the project. Have water purveyor delineate if interior fire sprinklers can be connected to the system.

~~L-PF-4.4~~L-PF-4.5

Prioritize water conservation measures over the development of new water sources like dams and reservoirs.

~~L-PF-4.5~~L-PF-4.6

Discourage the formation of new water distribution systems unless long-term fiscal and technical feasibility can be demonstrated prior to approval.

~~L-PF-4.6~~L-PF-4.7

Support efforts for the City of Lakeport to annex South Main Street to expand the community's access to the City water system.

~~L-PF-4.7~~L-PF-4.8

Encourage efforts to consolidate small water distribution systems to improve service and financial stability, in alignment with the County's Drought Resilience Program.

~~L-PF-4.8~~L-PF-4.9

Partner with water service providers to ensure that low-income households maintain continuity of service and are offered financial relief if prices rise.

~~L-PF-4.9~~L-PF-4.10

Promote the development of and connection to municipal wastewater systems where failing septic tanks, leach fields, and package systems constitute a threat to water quality and public health that cannot be remedied otherwise.

~~L-PF-4.10~~L-PF-4.11

Promote and support programs to educate homeowners on the care and maintenance of septic systems.

~~L-PF-4.11~~L-PF-4.12

Prior to the approval of a building permit with a proposed addition/modification to an existing structure that would impose an additional burden on an existing system by increasing the waste flow, the buyer or project applicant shall demonstrate to the Lake County Environmental Health Department that the onsite wastewater treatment system is operating properly.

Actions

L-PF-4.a

Pursue all available State and federal funding sources to upgrade publicly managed community water systems.

L-PF-4.b

Work with water service providers to upgrade substandard water systems to ensure adequate fire flows and backup power sources.

~~L-PF-4.c~~

Update the County Code of Ordinances to comply with water quality regulations.

~~L-PF-4.c~~L-PF-4.d *****

Periodically review standards for septic tanks to ensure they continue to protect water quality and public health, consistent with current best practices.

~~L-PF-4.d~~L-PF-4.e

Explore rural wastewater systems that can serve as alternatives to conventional systems and develop standards and guidelines for their use in new development, as appropriate.

~~L-PF-4.e~~L-PF-4.f

Develop a program to periodically test waterways, groundwater, and/or select private wells, as applicable, for contamination in areas where on-site septic system densities are greater than one dwelling unit per acre.

~~L-PF-4.f~~L-PF-4.g

Conduct water pollution investigations in areas suspected of having a significant number of failing on-site sewage disposal systems.

~~L-PF-4.g~~L-PF-4.h *

In water districts where there is insufficient water to serve new development, require new developments to offset demand so that there is no net increase in demand through measures such as the installation of low-flow water fixtures, water conservation efforts, or the retrofit of existing uses to offset increased demand. These measures shall be achieved in partnership with the applicable water district.

~~L-PF-4.h~~L-PF-4.i *

Require renovations requiring a building permit to install low-flow water fixtures to reduce the amount of water usage.

~~L-PF-4.i~~L-PF-4.j *

Require new development projects to obtain a will-serve letter the water and wastewater agenc~~y~~ies within the project's service area prior to project approval to ensure that the wastewater agency has the capacity to accept wastewater from the project and that the water agency has capacity to provide water for interior sprinkler systems.

Goal L-PF-5

Stormwater facilities that protect people, property, and the environment.

Policies

L-PF-5.1

Ensure stormwater collection and drainage facilities are properly designed and sited to protect people and property while conserving water resources, supporting groundwater recharge, protecting water quality, and minimizing impacts on natural and cultural resources.

The Water Resources Element contains additional strategies to address runoff, supporting both stormwater management groundwater recharge. The issue of flooding is addressed in the Health and Safety Element.

L-PF-5.2
Require curbs and gutters for new development within Community Growth Boundaries to direct storm drainage in a way that is consistent with the overall drainage system.

L-PF-5.3
Require development projects to use green infrastructure and low-impact development designs to prevent off-site drainage impacts and support groundwater recharge.

L-PF-5.4
Require on-site stormwater detention facilities and velocity reducers when necessary to maintain existing storm flows and velocities in natural drainage systems.

L-PF-5.5
Encourage project designs that minimize drainage concentrations and impervious coverage, complement groundwater recharge, and where feasible, provide a natural watercourse appearance and maintain natural watershed functions.

L-PF-5.6
Integrate green infrastructure, such as permeable paving surfaces, bioswales, and rain gardens, into County infrastructure projects, including road improvements and parks.

L-PF-5.7
Encourage designs for stormwater detention basins that provide temporary or permanent wildlife habitat and/or recreational opportunities, where appropriate.

L-PF-5.8
Reduce the flow of stormwater drainage into sewer cleanouts and other similar mechanisms that have the ability to inundate the local sewer collection system, including by enforcing penalties for violators purposely directing stormwater into sewer cleanouts and educating the community about how stormwater drainage can impact the local sewer collection system.

L-PF-5.9
Encourage green infrastructure, Tribal Ecological Knowledge practices, wildlife habitat integration, and protection of culturally sensitive areas.

Actions

L-PF-5.a
Identify damaged and/or deficient storm drainage facilities and acquire funding to restore or upgrade the facilities.

L-PF-5.b
Work with appropriate agencies to develop stormwater retention/detention and recharge facilities to enhance flood protection and improve groundwater recharge.

L-PF-5.c

Work with appropriate agencies to develop stormwater facility maintenance programs establishing timelines for regularly cleaning and maintaining storm drain systems.

Goal L-PF-6

Accessible, affordable, safe, and efficient disposal or recycling of solid waste.

Policies

L-PF-6.1

Ensure efficient and affordable solid waste disposal options are available for all, including unhoused populations, low-income households, and other Equity Priority Populations.

L-PF-6.2 *

Prior to project approval, require development proposals to demonstrate capacity within the solid waste system for the processing, recycling, transmission, and disposal of solid waste, and ensure that the development provides adequate solid waste storage, handling, and collection accommodations.

L-PF-6.3

Encourage and support establishment of adequate sites for collection of household hazardous waste, unused pharmaceuticals, and universal wastes (commonly produced hazardous wastes, such as batteries and electronics), along with provisions for residents who are physically unable to deliver materials to a collection site.

L-PF-6.4

Protect solid waste facility sites from the encroachment of sensitive and/or incompatible land uses and convert abandoned solid waste facilities to open space use.

L-PF-6.5

Promote the maximum feasible solid waste reduction and diversion through recycling and composting. Strive to continually reduce commercial and industrial waste on an annual basis and pursue a financing mechanism for solid waste reduction programs to meet reduction and diversion goals.

L-PF-6.6

Use recycled materials and products when available and economically feasible.

L-PF-6.7

Enforce prohibitions and fines against illegal dumping, abandoned property and vehicles, and outdoor storage, and prioritize clean-up of illegal dumping on County-owned land in community centers.

L-PF-6.8

Support cleanup efforts by private property owners to remove garbage and refuse their properties, and obtain grant funding to assist in removing the refuse at no cost waste disposal events.

Actions

L-PF-6.a

Seek funding to support low- or no-cost waste disposal programs for unhoused populations, low-income households, and other Equity Priority Populations.

L-PF-6.b

Promote community education about responsible waste disposal, including by distributing informational resources promoting alternatives to sending waste to landfills or burning green waste, such as recycling, composting, and chipping, and by supporting educational programs to teach youth about composting..

L-PF-6.c

Continue to support community chipping and portable chipping programs.

L-PF-6.d

Install signage regarding the prohibition of dumping at locations with recurring issues and increase education, monitoring, and rapid cleanup to discourage future illegal dumping.

L-PF-6.e

Partner with community organizations to host community clean-up days, as needed, prioritizing events in downtown areas.

L-PF-6.f

Continue existing abatement programs that assist private property owners with removal of unsightly trailers, signage, and trash.

L-PF-6.g

Seek additional funding for the ongoing operation of the Abandoned Vehicle Abatement (AVA) program.

Goal L-PF-7

Internet, cellular, and landline communications services that are accessible and reliable throughout the Lakeport Planning Area.

Policies

L-PF-7.1

Encourage and support efforts to expand and enhance internet and broadband service throughout the Lakeport Planning Area and encourage co-location of infrastructure and marketplace competition from multiple service providers, while minimizing visual and cultural impacts.

L-PF-7.2

Encourage and support efforts to improve cellular phone coverage and reliability, especially during extreme weather and hazard events.

L-PF-7.3
Require new or updated cellular towers to be designed to minimize their visual impact.

Actions

L-PF-7.a
Work with the California State Association of Counties and others to lobby the State to require continued access to landline telephones.

L-PF-7.b
Identify and implement strategies to streamline the permitting process for cellular tower installations while ensuring quality design and mitigation of potential impacts.

Goal L-PF-8
High-quality schools and educational facilities that serve the needs of local students.

Policies

L-PF-8.1
Collaborate with Lakeport Unified School District and Upper Lake Unified School District to plan for future growth.

L-PF-8.2
Work with Lakeport Unified School District and Upper Lake Unified School District to ensure any new schools that are developed in the Planning Area incorporate bicycle and pedestrian access, are close to the residential areas that the school serves, and avoid hazards.

L-PF-8.3
Support efforts to retrofit and/or upgrade existing educational facilities to ensure safety and comfort of students and educators, including through expedited permitting reviews and fee waivers, where feasible.

L-PF-8.4
Encourage and support efforts to enhance and expand access to higher education, including by working with Woodland Community College Lake County Campus and Mendocino College Lake Center to increase access to transferable general education and major preparation courses in alignment with the University of California and California State University transfer pathways and articulation agreements.

Action

L-PF-8.a
Coordinate residential development proposal reviews with Lakeport Unified School District and Upper Lake Unified School District to inform future enrollment estimates and ensure adequate capacity for the development project.

L-PF-8.b

Encourage and support efforts to incorporate tribal cultural education and awareness in school curriculums.

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Economic Development

A healthy local economy is an important aspect of community life. It can affect whether there are jobs that pay living wages available in the community, in turn affecting household incomes. Successful local businesses and families earning living wages affect how well they maintain their properties and their ability to contribute to local taxes that sustain public facilities and services. A healthy local economy can also support small-scale commercial development that attracts visitors and brings the community together.

Local shopping, dining, and lakeside recreation areas shape the Planning Area's character as a peaceful lakeside retreat.

This element works to promote economic development in the Lakeport Planning Area, emphasizing support for local businesses, limiting big-box store development, expanding retail, increasing employment opportunities and workforce development, and generally furthering economic development.

Local Economy

Most jobs in the vicinity of the Planning Area are in the incorporated City of Lakeport and are in either the healthcare and social assistance industry sector or the public administration industry sector. The accommodation/food services and retail trade industry sectors also constitute a large portion of jobs in the City of Lakeport and in the Planning Area, and shape the character of the Planning Area as a peaceful lakeside retreat with local shopping, dining, and lakeside recreation opportunities for residents and visitors alike. Commercial activity serving the Lakeport Planning Area is found mainly along North Main Street and South Main Street in the City of Lakeport and along Lakeshore Boulevard, which connects the northern part of the city with the unincorporated areas north of the city limit. Towards the southern end of South Main Street and extending into the unincorporated Planning Area, commercial uses transition to more regional goods and services like automotive services, lumber, hardware, and agricultural supplies. The economic base of the Scotts Valley area east of the City of Lakeport is agriculture, producing pears, walnuts, and wine grapes.

Tourism was important in catalyzing early development in the Planning Area during the nineteenth century, and many historic lodging establishments opened along what is now Main Street in Lakeport during the late nineteenth and early twentieth centuries. Although these historic lodging establishments have since closed, many of the buildings remain and continue to contribute to the historic small-town character of downtown Lakeport and the surrounding Planning Area. The oldest of these is the Mann House, established in the 1860s. Other historic hotels include The Benvenue, Clear Lake Hotel, Lakeview Hotel, and Greene's Hotel.

Since its approval in 2011, the Lake County Economic Development Strategic Marketing Plan has helped increase visitation, attract tourism investment, and increase the economic impact of the tourism industry countywide, including in the Lakeport Planning Area. Local tourism industry stakeholders, including lodging establishments, restaurants, caterers, retailers, wineries and tasting rooms, events and attractions, tribal gaming, event venues, and local business associations, collaborated with a Strategic Advisory Group to prepare the plan.

The Lake County Chamber of Commerce, located in the City of Lakeport, is dedicated to elevating the economic vitality and prosperity of Lake County as a whole. The organization is made up of more than 400 businesses and offers its members small business training programs, government affairs support, networking and educational opportunities, member development advertising, and special events.

Employment

According to the Longitudinal Employer Household Dynamics (LEHD) survey administered by the U.S. Census, there were over 4,550 employed residents in the Lakeport Planning Area and adjacent City of Lakeport as of 2022, the latest year for which LEHD data is available. As detailed in the Introduction, employers in the area are primarily in the City of Lakeport and span several industries, including healthcare and social assistance, public administration, and retail. Data provided by the State of California's Employment Development Department Labor Market Information Division shows that the unemployment rate of the Planning Area was 3.3 percent as of May 2025.

Based on this same 2022 LEHD survey, roughly 4 percent of residents in the Lakeport Planning Area work in the unincorporated community of North Lakeport. An additional 42 percent work elsewhere in Lake County, including 26 percent in the City of Lakeport. The remaining 54 percent commute to other cities in Sonoma, Napa, Mendocino, Marin, or Solano Counties, primarily to the City of Ukiah in Mendocino County (5 percent), and to the City of Santa Rosa in Sonoma County (3 percent).

Goals, Policies, and Actions

Goal L-ED-1

A strong, diverse, and resilient economy that supports local employment opportunities.

Policies

L-ED-1.1

Continue to develop a diversified economic base for the Lakeport Planning Area by promoting agriculture, recreation services, ecotourism, and commerce and by expanding efforts to encourage industrial and non-industrial corporate uses and geothermal resource development.

L-ED-1.2

Support economic development strategies that promote local procurement, strengthen business resilience to power shutoffs, encourage the adaptive reuse and site improvements of existing buildings, and expand environmental stewardship employment opportunities.

~~L-ED-1.3~~

Establish incentives that encourage local ownership, investment, and development by Lake County residents.

~~L-ED-1.4~~

Encourage and support local education and job opportunities for careers in health care and law enforcement.

~~L-ED-1.2~~L-ED-1.5

Continue to coordinate economic development activities with the City of Lakeport, including efforts to boost economic development and reduce travel distances between home and work.

~~L-ED-1.3~~L-ED-1.6

Prioritize business retention, expansion, and attraction efforts that strengthen the local economy, generate local tax revenue, and/or offer jobs in alignment with local skills.

~~L-ED-1.4~~L-ED-1.7

Purchase products and services for County operations from locally owned businesses whenever possible.

~~L-ED-1.8~~

Work with local stakeholders to define a "creative economy" and develop strategies to cultivate a creative economy through support for artist studios, galleries, and live/work spaces.

~~L-ED-1.5~~L-ED-1.9

Consult with local Tribal governments in the design of economic recovery and job creation strategies to ensure culturally appropriate, place-based employment opportunities.

~~L-ED-1.6~~L-ED-1.10

Acknowledge local tribal communities as an economic stakeholder and encourage opportunities for tribal enterprises that align with cultural preservation, environmental stewardship, and community character.

~~L-ED-1.7~~L-ED-1.11

Support workforce-development partnerships benefiting tribal citizens and incorporating ~~Traditional~~Tribal Ecological Knowledge, protecting Tribal Cultural Resources, and/or promoting sustainable land stewardship, where appropriate.

~~L-ED-1.12~~

Support broadband-enabled economic development activities, including remote work, telework hubs, coworking space, digital entrepreneurship, and online business support.

Actions

L-ED-1.a

Coordinate efforts with local business associations and stakeholders to attract clean industries to the area. Ensure new clean industries are located and designed to avoid Tribal Cultural Resources.

L-ED-1.b

Partner with private and non-profit agencies to provide business incubation and workforce training to help economic vitality and foster employment, including tribal workforce partnerships and training for tribal citizens in cultural resource protection, environmental restoration, and sustainable economic practices.

L-ED-1.c

Establish incentives that encourage local ownership, investment, and development by Lake County residents.

~~L-ED-1.c~~L-ED-1.d

Identify or develop programs to expand economic opportunities to Equity Priority Populations, including through outreach efforts and incentives for local small business owners and tribal citizens and enterprises.

~~L-ED-1.d~~L-ED-1.e

Explore options to offer development impact fee discounts or exemptions or other incentives when applicants can demonstrate economic benefits for the community.

~~L-ED-1.e~~L-ED-1.f

Investigate the benefits of establishing a business license program.

~~L-ED-1.f~~L-ED-1.g

Expand County support for business growth and development, including by partnering with outside agencies and associations working in economic development.

~~L-ED-1.g~~L-ED-1.h

Identify and eliminate barriers to supporting home-based business as part of the local, circular economy.

~~L-ED-1.h~~L-ED-1.i

Develop strategies to encourage shopping at locally owned businesses whenever possible.

L-ED-1.j

Investigate the benefits of establishing a cannabis retail license for oversight.

~~L-ED-1.i~~L-ED-1.k

Work with stakeholders in the area to explore development of a transitional employment program that integrates unhoused individuals into public or private-sector work focused on neighborhood beautification and maintenance, prioritizing central commercial areas and other locations.

Goal L-ED-2

A strong and resilient tourism sector that contributes to the local economy while balancing community and visitor needs and priorities.

Policies

L-ED-2.1

Reestablish the Lakeport Planning Area as a premier vacation destination by growing local attractions, including resorts, hotels, entertainment venues, wineries, and visitor activities.

L-ED-2.2

Encourage and support a small-business and adaptive-reuse assistance program for older resorts, retreat centers, and underused commercial properties.

~~L-ED-2.2~~L-ED-2.3

Encourage and support development of wineries, microbreweries, distilleries, farm stands, U-pick operations, and other agri-tourism-related uses, provided those uses do not negatively impact ongoing agricultural operations and they avoid disturbance of known or potential Tribal Cultural Resources.

~~L-ED-2.3~~L-ED-2.4

Encourage restoration, rather than replacement, of unique and historic resorts and related facilities, when practical.

~~L-ED-2.4~~L-ED-2.5

Consider approval of proposals for mixed-use resorts requesting increased residential density outside of Community Growth Boundaries when such densities are needed to make the project economically feasible and the resort will provide important public benefits, including advancing the County's tourism objectives and providing recreational facilities to the public.

~~L-ED-2.5~~L-ED-2.6

Encourage and support efforts to improve water quality in Clear Lake to boost the tourism economy and improve quality of life for residents.

~~L-ED-2.6~~L-ED-2.7

Encourage tourism initiatives that interpret, respect, and help protect tribal cultural heritage.

~~L-ED-2.7~~L-ED-2.8

Support the development of tribal-led or tribal-partnered cultural education programs, guided tours, and visitor materials—where appropriate and approved by the tribes—ensuring protection of sensitive locations.

Actions

L-ED-2.a

Partner with other interested parties to leverage and expand promotional efforts to attract visitors, especially multiday visitors, to the county's diverse attractions, including agri-tourism, ecotourism, outdoor recreation, and various lodging options. Require all promotional materials referencing tribal history or cultural sites to be reviewed by the affiliated tribes to ensure accuracy and to avoid disclosing sensitive locations.

L-ED-2.b

Update the Zoning Ordinance to allow farm-stay development, which would allow volunteers to stay at farms with compensation in exchange for their work on the farm as an apprenticeship, on appropriate agricultural sites.

L-ED-2.c

Partner with local groups and agencies to develop and distribute resources for tourists to identify and access the many opportunities to experience Lake County, such as self-guided tour maps, farm trail maps, and/or informational kiosk installations. Exclude sensitive Tribal Cultural Resources from public maps and develop tribal-approved interpretive content, where appropriate.

L-ED-2.d

Identify incentives and other opportunities to encourage and support development, redevelopment, and expansion of lodging spaces to serve a broad range of visitors, including luxury boutique hotels and resorts, retreat venues, conference centers, family-oriented motels, and camping areas. Ensure that any new or expanded uses are compatible with the surrounding environment, wastewater capacity, and account for emergency ingress/egress and emergency needs.

L-ED-2.e

Amend the Zoning Code to establish requirements for mixed-use resorts that request increased density outside of Community Growth Boundaries. Requirements should ensure the following:

1. The project will advance the County's tourism objectives.
2. The resort provides substantial resort and recreational facilities that will be available to the public.
3. The developer demonstrates that the additional residential units are necessary to support the infrastructure and public resort amenity costs for the overall project and the overall project is economically infeasible without the additional residential units.
4. The primary scope of the project is resort commercial.
5. The residential component is secondary and subordinate.
6. There are fewer residential units than resort units, unless the project is adjacent to a Community Growth Boundary and public water, wastewater, and school services are available to serve the development, in which case the ratio of residential units to resort units must not exceed 2:1.
7. Residential densities are less than one residential unit per gross acre.

8. Applications are submitted as Planned Developments to determine the appropriate number of residential units allowed.

L-ED-2.f

Explore options to dedicate a portion of the County's Transient Occupancy Tax revenue to efforts to conserve natural resources to maintain and enhance the county's natural beauty.

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Special Study Areas

There are three special study areas (SSAs) in the Lakeport Planning Area: South Main Street/Soda Bay Road, North Lakeshore Boulevard, and Scotts Valley. These SSAs are places where the community has a more detailed vision for future development; to support the community's vision, this General Plan provides customized policy guidance for those areas. This section details the visions and supporting goals, policies, and actions for each SSA.

South Main Street/Soda Bay Road Special Study Area

Note: The South Main Street/Soda Bay Road Special Study Area was originally prepared in 2000 and will be updated through a community-driven process through the implementation of this General Plan, in accordance with Action L-LU-3.c.

The South Main Street/Soda Bay Road SSA, as shown in **Figure L-16,** is the primary southern entrance to the City of Lakeport and the main business district of the area from the south. As such, it forms some visitors' first impression of the community. Historically, a mix of commercial and light industrial activities have developed over the years with no unifying design theme. This area is of concern to both the County and the City as it is within the City's Sphere of Influence, indicating that it may be annexed to the City in the foreseeable future.

Past development projects have been required to construct extensive road frontage improvements pursuant to a Memorandum of Understanding (MOU) between the County and the City of Lakeport. Because of the expense involved, most of these improvements have been deferred for individual projects. Those improvements that have been constructed are piecemeal and do not accomplish the objectives of the MOU.

Goals, Policies, and Actions

Goal L-SSA-1

A positive first impression of the Lakeport community through a unified design of commercial and light industrial development on South Main Street.

Policy

L-SSA-1.1

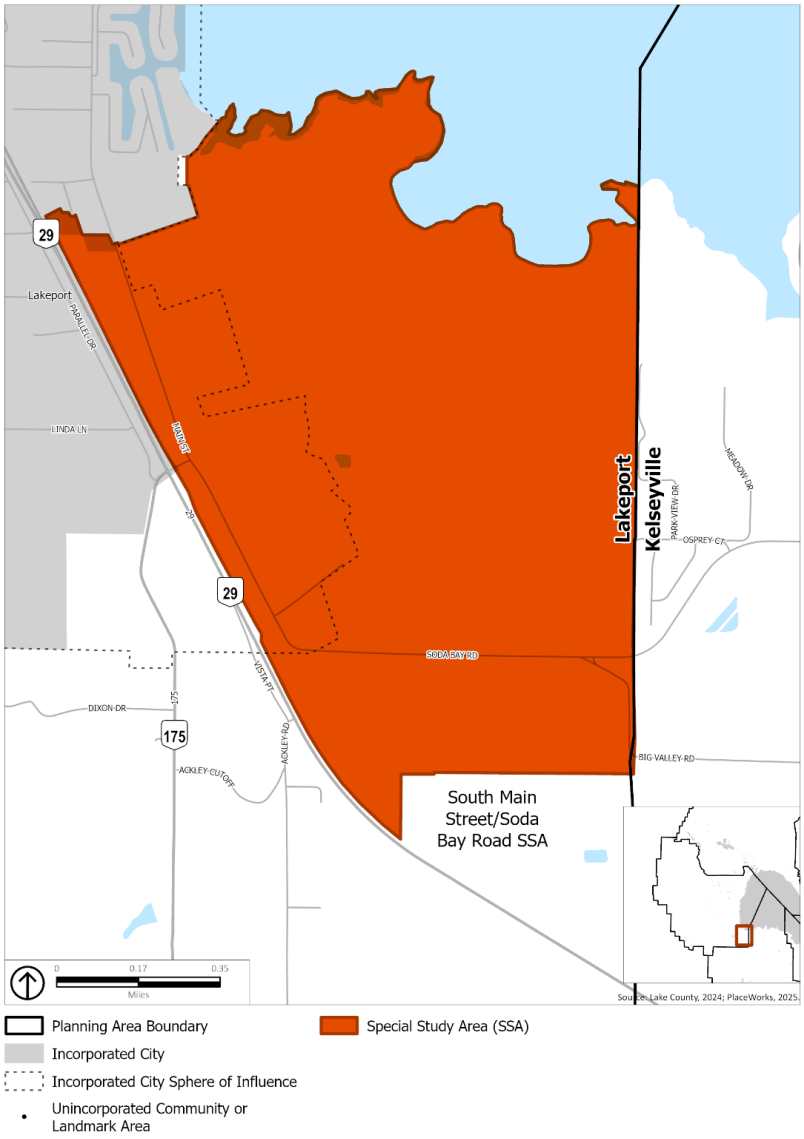
Ensure commercial development adheres to the Lakeport Area Commercial and Industrial Design Guidelines and the City of Lakeport's improvement standards.

Action

L-SSA-1.a

Work with the City of Lakeport to develop coordinated design standards.

Figure L-16 South Main Street/Soda Bay Road Special Study Area



Planning Area Boundary

Incorporated City

Incorporated City Sphere of Influence

Unincorporated Community or Landmark Area

Special Study Area (SSA)

Goal L-SSA-2

Undergrounded utilities throughout the Special Study Area.

Policy

L-SSA-2.1

Require that all new utilities be installed underground pursuant to PG&E Rule 20.

Action

L-SSA-2.a

Explore all avenues for funding the undergrounding of existing utilities in the most visible areas, including grants, underground utility districts, and other funding sources.

L-SSA-2.b

Develop Rule 20 plan for South Main/Soda Bay Road.

Goal L-SSA-3

An updated Memorandum of Understanding (MOU) between the City of Lakeport and the County related to road improvements in the South Main Street/Soda Bay Road area.

Policies

L-SSA-3.1

Enforce the provisions of the MOU between the City of Lakeport and Lake County consistently and do not grant waivers.

Actions

L-SSA-3.a

Seek modifications to the MOU between the City of Lakeport and Lake County to establish an assessment district to provide the necessary engineering and construction called for in the MOU. Review alternative road designs that can meet future traffic needs.

L-SSA-3.b

Review the MOU with City and County Public Works Departments for alternatives to piecemeal improvements.

L-SSA-3.c

Develop annual reports on actions taken under the MOU.

North Lakeshore Boulevard Special Study Area

Note: The North Lakeshore Boulevard Special Study Area was originally prepared in 2000 and will be updated through a community-driven process through the implementation of this General Plan, in accordance with Action L-LU-3.c.

The area along Lakeshore Boulevard from the Lakeport city limit north to Rodman Slough and west to SR 29 forms the extent of the North Lakeshore SSA, as shown in **Figure L-17**. This is the primary residential growth area for the unincorporated Lakeport Planning Area. The major concern in this area is the mix of residential and resort commercial land uses and zoning. Flooding in this area is also a concern for the homes and businesses on Lakeshore Boulevard. In addition, the conversion of agricultural land to low-density residential has resulted in increased traffic on narrow streets that are not designed for this type of traffic.

Economic development of this area is limited by the seasonal nature of many of the businesses in the county, which have a difficult time sustaining themselves during the off-season.

Lakeport Planning Area schools are located just to the south of the SSA within the Lakeport city limit. New schools will be needed to accommodate growth in the area and provide both educational facilities and recreation space. Due to the shortage of City and County neighborhood parks, it is important that the schools continue to share playgrounds and recreational facilities with the public. Needed improvements include lake-oriented recreation, bike and pedestrian trails, fishing spots on parts of Scotts Creek and Lyons Creek, and community parks.

On the northern end of the study area, preservation of Rodman Slough in its natural state is a priority due to its proximity to Clear Lake and its unique characteristics. The existing zoning combining districts of Wetlands, Floodway, Floodway Fringe, and Waterway are not adequate to protect the unique natural features of the Robin Hill and Rodman Slough areas. Additional protections are needed for the bird migratory routes, nesting areas, and the animal and plant habitats that exist there.

Goal, Policies, and Actions

Goal L-SSA-4

Protected views of Clear Lake from Lakeshore Boulevard and other natural features.

Policies

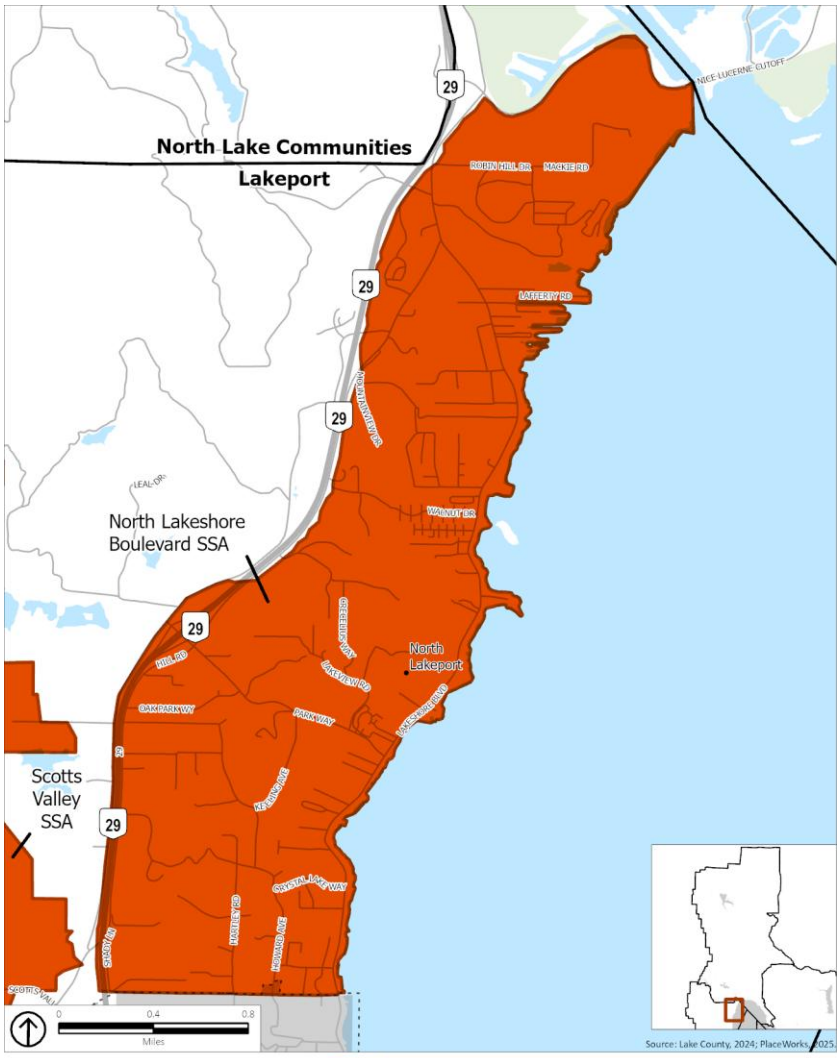
L-SSA-4.1

Promote more public access to Clear Lake through hiking and bike trails, docks, and launching ramps on commercial property.

L-SSA-4.2

Promote diversified economic activities in the area by encouraging year-around commercial development.

Figure L-17 North Lakeshore Boulevard Special Study Area



Planning Area Boundary
Special Study Area (SSA)
Incorporated City
Incorporated City Sphere of Influence
Unincorporated Community or Landmark Area

L-SSA-4.3

Encourage consolidation of lots in this area for both larger commercial and multifamily projects.

Actions

~~L-SSA-4.a~~

~~Designate the section of Lakeshore Boulevard within 1,000 yards of the Clear Lake shoreline as a County Scenic Highway.~~

~~L-SSA-4.b~~L-SSA-4.a

Develop design standards for construction along the lakeshore that protect and preserve views of Clear Lake from Lakeshore Boulevard.

~~L-SSA-4.c~~L-SSA-4.b

Develop policies and standards to promote public access in private property development projects.

~~L-SSA-4.d~~L-SSA-4.c

Develop a program whereby development that limits physical access to the shoreline and Clear Lake contribute toward a program that acquires and develops access to the lake.

~~L-SSA-4.e~~L-SSA-4.d

Develop a financing mechanism and district to assess lakeshore development and acquire and develop lake access.

~~L-SSA-4.f~~

~~Rezone larger lots along Lakeshore Boulevard to Resort Commercial and smaller lots to residential.~~

~~L-SSA-4.g~~L-SSA-4.e

Designate areas best suited for future residential development by studying development constraints, including agricultural soils, serpentine soils, slopes, and water and sewer availability.

~~L-SSA-4.h~~L-SSA-4.f

Develop policies and standards to promote lot mergers in this SSA.

~~L-SSA-4.i~~

~~Adopt a Conservation Combining District for the Robin Hill/Rodman Slough area.~~

Scotts Valley Special Study Area

Note: The Scotts Valley Special Study Area was originally prepared in 2000 and will be updated through a community-driven process through the implementation of this General Plan, in accordance with Action L-LU-3.c.

The Scotts Valley SSA, shown in **Figure L-18**, is devoted to agriculture, mostly pear and walnut orchards with some vineyards. There is increased pressure to develop this prime agricultural area with residential land uses because of its proximity to the City of Lakeport. In light of that pressure, this SSA is focused on protecting agricultural uses as the area is home to some of the best agriculture lands in the county. A proliferation of non-farm-related dwellings in Scotts Valley would endanger the agriculture industry by creating conflicts that lead to complaints about crop spraying, dust pollution, and slow-moving tractors and farm vehicles on the roads and highways. There are also concerns about the groundwater recharge of aquifers below Scotts Creek, mainly because these aquifers supply the agricultural water for Scotts Valley and a portion of the domestic water for the City of Lakeport.

The land between Scotts Valley and North Lakeport should be kept in its present low-density land use to provide a buffer between the intensive agriculture in Scotts Valley and future expansion of medium-density residential from Lakeport. The use of cluster development and open space, integrated with passive recreation uses, is preferable.

Goal, Policies, and Actions

Goal L-SSA-5

Continued agricultural enterprises in Scotts Valley.

Policies

L-SSA-5.1

Maintain a buffer zone between agricultural areas and residential areas by providing for low-density zoning in the foothills of Scotts Valley.

L-SSA-5.2

Site building envelopes away from the primary agriculture area to reduce potential conflicts with agricultural spraying and other activities.

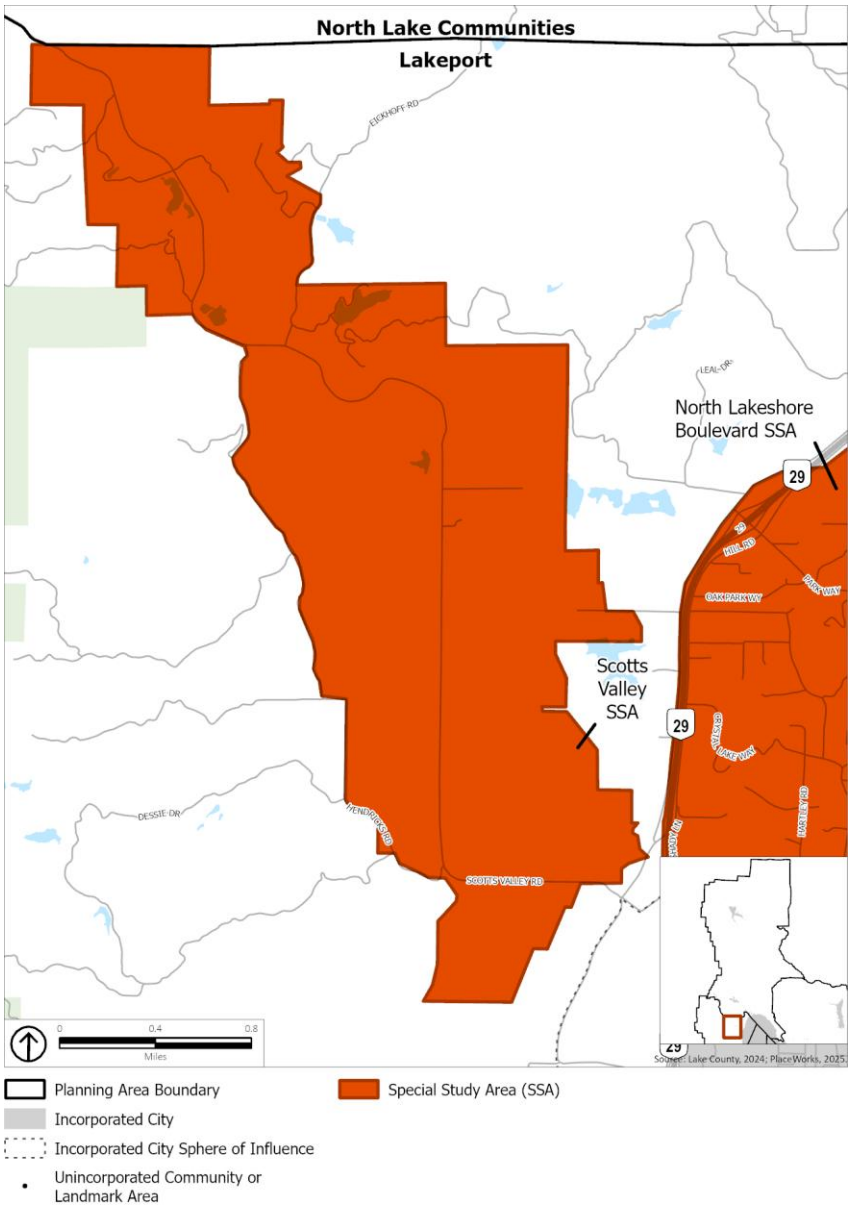
L-SSA-5.3

Prohibit rezoning of agricultural land in Scotts Valley with soils I – IV for nonagricultural uses.

L-SSA-5.4

Encourage the diversification of agricultural enterprises within Scotts Valley to make the industry more stable.

Figure L-18 Scotts Valley Special Study Area



L-SSA-5.5

Discourage the extension of domestic water and sewer lines into Scotts Valley.

L-SSA-5.6

Protect the primary groundwater recharge area of Scotts Creek from any development that would jeopardize the source of Scotts Valley's primary irrigation water source and the City of Lakeport's domestic water supply.

L-SSA-5.7

Protect Scotts Creek's natural flow and appearance.

Actions

L-SSA-5.a

Amend residential zoning standards to require additional setbacks in Scotts Valley.

L-SSA-5.b

Develop a program to foster diversification of agriculture in Scotts Valley.

~~L-SSA-5.c~~

Develop a Scotts Valley Conservation Plan to address the entire Scotts Valley Watershed. Collaborate with federal, State, Tribal, and local agencies to protect groundwater recharge drainage areas.

~~L-SSA-5.c~~L-SSA-5.d

Develop Groundwater Recharge Conservation Combining District regulations for Scotts Valley.

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Commercial and Industrial Design Guidelines

Note: These design guidelines were originally prepared in 2000 and will be updated through a community-driven process through the implementation of this General Plan, in accordance with Action L-LU-3.d.

People who live or vacation in the Lakeport Planning Area are attracted by the dominant landscape views of Clear Lake. Even in Scotts Valley, which is separated visually from Clear Lake by a ridge, you are never very far from Scotts Creek, which flows toward Clear Lake and reminds its users of the proximity of the lake. Thus it is important that development in this area complements the lake.

Attractive buildings and landscaping reflect the values of a community, enhance its visual character, attract business activity, and project community pride. Retail and tourist trade in a community such as Lakeport can be greatly enhanced by the projection of a positive community image to the traveler.

These design guidelines serve to ensure new development and redevelopment complement the existing built and natural environments and foster attractive buildings and landscaping that maintain the community's uniqueness, enhance its visual character, and support business attraction efforts. The guidelines address such topics as signage, landscaping, lighting, and parking. Guidelines are intended as recommendations to consider in the project planning process while maintaining flexibility to allow for variety and diversity, which the community encourages. The design guidelines are used by County staff and the Planning Commission in evaluating changes to existing properties and new construction.

Applicability

These guidelines include goals and guidelines applicable to all types of development in the Planning Area as well as guidelines specific to certain kinds of development—commercial, shopping centers, and heavy commercial/light industrial—and specific aspects of development, including signage, parking, and energy conservation.

Goals and Guidelines

Area-Wide Goals and Guidelines

Goals

1. To encourage attractive buildings and landscaping that reflect the values of the community.
2. To project a positive "small-town" image to the traveling public.
3. To promote architectural diversity and creative, cost-effective design solutions that are compatible with the unique environment of the Lakeport Area.
4. To provide safe and efficient access and parking while minimizing conflicts between vehicles and pedestrians.
5. To protect Clear Lake from further pollution, inadequate storm drainage facilities, and poorly designed industrial disposal systems.

Guidelines—Desirable Characteristics

1. Attractive color schemes.
2. Interesting surface and textures.
3. Compatible size and style of buildings.
4. Natural materials such as wood or stone.
5. Facades with varying depths and corners.
6. Prominent entries and windows.

Guidelines—Undesirable Characteristics

1. Highly reflective surfaces.
2. Large blank, monotonous exteriors.
3. Unpainted concrete or corrugated metal siding.
4. Square, box-like buildings.
5. Mix of unrelated styles.

Commercial Guidelines

Unscreened storage and loading areas

1. Building designs should foster the “Small Town” image.
2. New buildings should be largely consistent with local development in terms of scale, height, and setbacks, as illustrated in **Figure L-19**.
3. While no particular color schemes are recommended, in general, earth tones on large expanses are encouraged, along with contrasting colors that accent architectural details such as trim, windows, and entrances.
4. Complementary color schemes and routine maintenance should be encouraged for existing older buildings with interesting architectural features.
5. Roof-mounted equipment and/or ductwork should be screened from view.

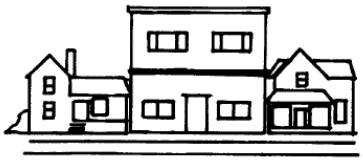
Figure L-19 Scale Guidelines for New Buildings

Scale

Recommended

Relate the size and proportions of new commercial structures to the scale of adjacent buildings

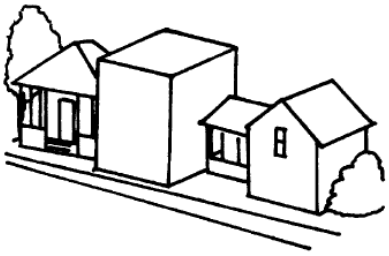
Discouraged



Avoid commercial buildings that in height, width, or massing, violate the existing scale of the area

Setback

Maintain the historic façade lines of the streetscapes by locating front walls of new commercial buildings in the same place as the facades of adjacent buildings



Avoid violating the existing setback pattern by placing new commercial buildings in front of or behind the historic façade line.

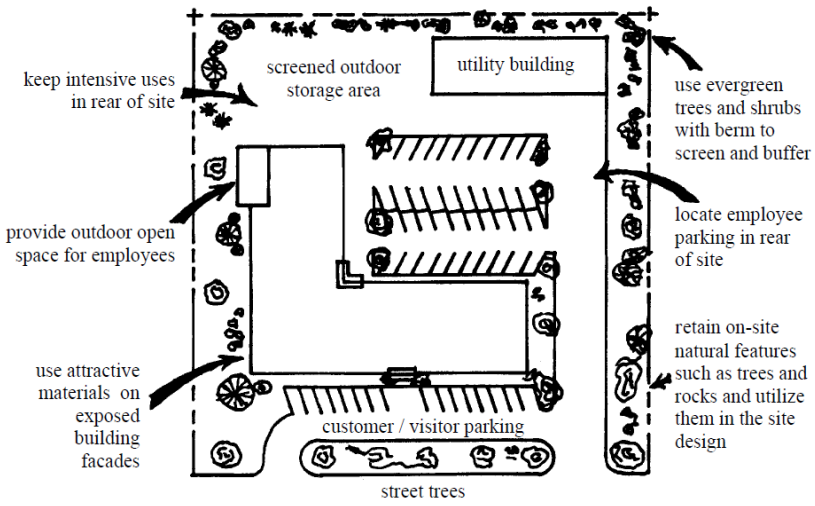
Shopping Center Guidelines

1. Shopping Centers should be designed for public view from at least three sides.
2. The entire exterior should be consistent regarding texture, colors, scale and overall design.
3. Where rooftops are visible from adjacent properties or roads, rooftop mechanical equipment should be screened from view.
4. Loading and unloading facilities shall be located away from public view.

Heavy Commercial/Light Industrial Guidelines

1. Storage, loading, overhead doors and garages should be oriented away from major streets and highways.
2. Entries should portray a quality office or storefront appearance.
3. Modern metal buildings may be used that incorporate attractive factory-applied color coating or roof and sliding which are designed to look like wood, masonry, tiles, shakes, shingles, or similar materials.
4. Rooftop mechanical equipment and/or ductwork should be painted consistent with the color scheme of the building.
5. Where site plans have customer/visitor parking in front of the buildings, as indicated in **Figure L-20**, the planter shall be at least 10 feet wide and contain screening shrubbery in addition to the indicated trees. Other screens, such as mounded earth with low groundcover, plus trees will be considered.

Figure L-20 Heavy Commercial/Industrial Development Concept Sketch



Signs

1. Signs with a brief, succinct message are usually more attractive, simpler and easier to read. Cluttered, hard-to-read signs are discouraged.
2. Signs should be a harmonious element of the overall building design, using complementary building materials and colors. Signs should not dominate building architecture through inappropriate sizes, colors, or designs.

3. Additional sign standards are found in Section 45-1 to Section 45-8 of the Lake County Zoning Code.
4. Free-standing signs should not be greater in height than the principal structure.

Landscaping

1. Existing trees and native vegetation should be retained to the greatest extent feasible.
2. Landscaping should consist largely of plants native or well adapted to the Lakeport Planning Area. Drought-resistant vegetation is encouraged.
3. Parking areas should be landscaped as topography allows.
4. Trash and recycling bins should be screened from public view to the greatest extent possible.
5. Additional landscaping standards are found in Section 41.9 of the Lake County Zoning Code.

Circulation and Parking

1. Parking areas should be clearly separated from street frontages by landscaping and/or curbs as existing topography permits.
2. Parking lot circulation should be clearly marked. Parking areas should be designed with clearly defined ingress and egress.
3. Additional parking standards are found in Section 21-46 of the Lake County Zoning Code.

Site Preparation

1. Site grading should minimize disturbance to existing terrain and drainage patterns.
2. Balancing cuts and fills is encouraged.
3. Large cut slopes and abrupt transitions should be avoided.
4. Fills should be contoured, and site designs that retain existing trees are encouraged.
5. Revegetation of disturbed areas should be completed as quickly as possible.

Utility and Lighting

1. Where feasible, utilities should be constructed underground.
2. Trash bins should be screened from public view to the greatest extent possible.
3. Lighting should be hooded, subdued, and compatible with surrounding development. Sign lighting should be indirect rather than internally illuminated.

Energy Conservation

1. Buildings should be designed for energy efficiency consistent with an attractive public appearance.
2. When solar panels are proposed, it is encouraged that they be integrated into the roof design, flush with the roof slope. Frames should match the roof color. Support solar equipment should be enclosed and screened from view.

Environmental

1. Paved surfaces should be kept to a minimum to reduce runoff and lake pollution.
2. Storm drainage facilities should be designed to minimize blockage so storm runoff is not diverted to less desirable channels.
3. Industrial disposal systems should be designed to minimize chances for accidental leaks and spills because of the proximity of the lake.
4. Wetland areas should not be filled or degraded. Wetland restoration projects should be encouraged.
5. Floodplain development should be avoided or minimized. Hazardous materials should be stored at least one foot above 100-year floodplain level.