

Public Comments

Exhibit A8

From: noreply@granicusideas.com
To: [Danae LoDolce](#); [Mireya Turner](#); rvineyards@sonic.net; everardo2797@gmail.com; eaglebrown19@gmail.com; fieldmaile@gmail.com; szoller@hotmail.com
Subject: [EXTERNAL] New eComment for Planning Commission on 2025-05-22 9:00 AM
Date: Wednesday, May 21, 2025 10:57:49 AM

[Lake County](#)

New eComment for Planning Commission on 2025-05-22 9:00 AM

Bobby Dutcher submitted a new eComment.

Meeting: Planning Commission on 2025-05-22 9:00 AM

Item: 6b 25-5449:20 a.m. PUBLIC HEARING - Consideration of a proposed Major Use Permit (PL-25-68) for (UP 23-09), for a commercial cannabis cultivation for up to 5.69 acres (247,800 sf), and draft Initial Study/ Mitigated Negative Declaration (IS 23-29); Poverty Flats Ranch / Kurt and Bobby Barthel; location: 10535 High Valley Road, Clearlake Oaks (APN: 006-004-22)

eComment: Cannabis has become one of our leading agricultural crops here in Lake County. Also the most scrutinized. If every farmer, from grape growers to walnut farms, were to go under the same bureaucratic review of their operation we wouldn't have an ag industry at all. This is a small farm proposed by long time local ownership that have been excellent stewards of their property. The applicant has met the stringent requirements of our County in their application, I urge the Planning Commission to follow staffs recommendation and approve this project.

[View and Analyze eComments](#)

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Incident Detail Report

Data Source: Data Warehouse
 Incident Status: Closed
 Incident number: 240604UK0050
 Case Numbers:
 Incident Date: 6/4/2024 14:12:16
 Report Generated: 4/18/2025 09:21:22

Incident Information

Incident Type:	1 CHP Unit Incident	Alarm Level:	
Priority:	2	Problem:	1125-Traffic Hazard
Determinant:		Agency:	CHP
Base Response#:		Jurisdiction:	UK
Confirmation#:		Division:	7-Clear Lake
Taken By:	Makayla Detrick	Battalion:	7-Clear Lake
Response Area:	7-12	Response Plan:	
Disposition:	F-File	Command Ch:	
Cancel Reason:		Primary TAC:	
Incident Status:	Closed	Secondary TAC:	
Certification:		Delay Reason (if any):	
Longitude:	122667043	Latitude:	39027608

Incident Location

Location Name:	1 MI FROM 20	County:	Lake
Address:	High Valley Rd / Sr20	Location Type:	
Apartment:		Cross Street:	
Building:		Map Reference:	
City, State, Zip:	Clearlake Oaks CA 95423		

Supplemental Information - Person

PERSON 1

Name:	[REDACTED]	Phone:	[REDACTED]
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Call Receipt

Caller Name:	LAURIE	Call Back Phone:	[REDACTED]
Method Received:		Caller Location:	
Caller Type:	Passing Motorist	Caller Location Phone:	
Caller Address:		Caller Apartment:	
Caller Building:		Caller County:	
Caller City, State, Zip:			

Time Stamps

Description	Date	Time	User	Elapsed Times Description	Time
Phone Pickup	6/4/2024	14:12:14			
1st Key Stroke	6/4/2024	14:12:18		Received to In Queue	00:02:34
In Waiting Queue	6/4/2024	14:14:50		Call Taking	00:04:07
Call Taking Complete	6/4/2024	14:16:23	Makayla Detrick	In Queue to 1st Assign	00:37:22.4
1st Unit Assigned	6/4/2024	14:52:12		Call Received to 1st Assign	00:39:58.4
1st Unit Enroute	6/4/2024	14:52:15		Assigned to 1st Enroute	00:00:03.0
1st Unit Arrived	6/4/2024	15:27:01		Enroute to 1st Arrived	00:34:46.0
Closed	6/4/2024	15:49:24	Jamie Herrbach	Incident Duration	01:37:10

Resources Assigned

Unit	Primary Flag	Assigned	Disposition	Enroute	Staged	Arrived	At Patient	Delay Avail	Complete	Odm. Enroute	Odm. Arrived	Cancel Reason
7-049	Y	14:52:12	F-File	14:52:15		15:27:01			15:49:24			

Personnel Assigned

Unit	Name
7-049	Brooks S Faraco (020326)

Caution Notes

No Caution Notes found

Permits

No Permit Information

Pre-Scheduled Information

No Pre-Scheduled Information

Transports

No Transports Information

Transport Legs

No Transports Information

Comments

Date	Time	User	Type	Conf.	Comments
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6/4/2024	14:12:21	A19518	Response	[1] XFER FROM UNK
6/4/2024	14:12:49	A19518	Response	[2] SEMI STUCK ON RDWY
6/4/2024	14:12:53	A19518	Response	[3] BEEN THERE 3 HRS
6/4/2024	14:13:03	A19518	Response	[4] STAYING ITS GOING TO BE THERE 5 MORE HOURS
6/4/2024	14:13:10	A19518	Response	[5] TRUCKS ARE TOO BIG TO BE ON THE RDWY
6/4/2024	14:13:28	A19518	Response	[6] RP UNABLE TO GET AROUND
6/4/2024	14:13:39	A19518	Response	[7] WHI SEMI
6/4/2024	14:13:59	A19518	Response	[8] POSS HAS HOUSE OR CONTAINER ON THE TRAILER
6/4/2024	14:14:11	A19518	Response	[9] ON A SHARP TURN/ STUCK ON DITCH
6/4/2024	14:14:49	A19518	Response	[10] SAG
6/4/2024	14:16:19	A19518	Response	[11] RP UNABLE TO GET CHILDREN FROM SCHOOL
6/4/2024	14:18:11	A15785	Response	[12] 1039 - CLEARLAKE BRIEFING
6/4/2024	14:50:20	A19518	Response	[13] [Notification] [CHP]-ADDL CALLER ADV NO VEHS ABLE TO GET AROUND SEMI EITHER DIRECTION// UNABLE TO EVEN WALK AROUND DUE TO STEEP HILL
6/4/2024	14:51:26	A15785	Response	[14] 7-49 CPY ENRT
6/4/2024	15:26:59	A15785	Response	[15] 7-049 97
6/4/2024	15:49:21	A15785	Response	[16] 7-049 RDWY CLEAR 98

Address Changes

No Address Changes

Priority Changes

No Priority Changes

Alarm Level Changes

No Alarm Level Changes

Activity Log

Date	Time	Radio	Activity	Location	Log Entry	User
6/4/2024	14:12:21		Read Comment		Comment for Incident 756 was marked as read.	A19518
6/4/2024	14:13:50		Incident Priority Change		Incident priority changed from 2 to 2	A19518
6/4/2024	14:13:50		Problem Nature		Incident problem nature changed from <Blank> to 1125-Traffic Hazard	A19518
6/4/2024	14:14:27		SOP Updated		Updated SOP information is available	A19518
6/4/2024	14:14:27		Sector Change		From Sector No Sector to Sector 7	A19518
6/4/2024	14:14:59		Read Incident		Incident 756 was Marked as Read.	A15785
6/4/2024	14:14:59		Read Comment		Comment for Incident 756 was Marked as Read.	A15785
6/4/2024	14:16:19		Read Comment	High Valley Rd / Sr20	Comment for Incident 756 was marked as read.	A19518
6/4/2024	14:16:22		UserAction		User clicked Exit/Save	A19518
6/4/2024	14:18:14		UserAction		User clicked Exit/Save	A15785
6/4/2024	14:21:12		Read Comment		Comment for Incident 756 was Marked as Read.	A15785
6/4/2024	14:21:17		UserAction		User clicked Exit/Save	A15785
6/4/2024	14:49:44		Supplemental Information	High Valley Rd / Sr20	Supplemental Person record 2266598 - was added for DONNA MACKIEWICZ	A19518
6/4/2024	14:50:20		Read Comment	High Valley Rd / Sr20	Comment for Incident 756 was marked as read.	A19518
6/4/2024	14:50:24		UserAction		User clicked Exit/Save	A19518
6/4/2024	14:50:25		Read Comment		Comment for Incident 756 was Marked as Read.	A15785
6/4/2024	14:51:26		Read Comment	High Valley Rd / Sr20	Comment for Incident 756 was marked as read.	A15785
6/4/2024	14:52:12	7-049	ASSIGN	SR29		A15785
6/4/2024	14:52:15	7-049	ENRT	High Valley Rd / Sr20 [1 MI Responding From = SR29. FROM 20]		A15785
6/4/2024	14:52:19		UserAction		User clicked Exit/Save	A15785
6/4/2024	15:27:01	7-049	10-97	High Valley Rd / Sr20 [1 MI FROM 20]		A15785
6/4/2024	15:49:24	7-049	Disposition	1 MI FROM 20	F-File	A15785
6/4/2024	15:49:24	7-049	10-8	High Valley Rd / Sr20 [1 MI FROM 20]	Unit Cleared From Incident 240604UK0050	A15785
6/4/2024	15:49:24	7-049	Response Closed	1 MI FROM 20	Response Disposition: F-File	A15785
6/5/2024	16:04:26		UserAction		User clicked Exit/Save	A19526

Edit Log

Date	Time	Field	Changed From	Changed To	Reason	Table	Workstation	User
6/4/2024	14:12:14	Agency Name		CHP	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:12:21	Unread Comment	False	True	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:13:50	Problem		1125-Traffic Hazard	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:13:50	ResponsePlanType0		0	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:13:50	Priority_Description2		2		Response_Master_Incident	HM004	A19518
6/4/2024	14:13:50	Priority_Number	0	2		Response_Master_Incident	HM004	A19518

6/4/2024	14:13:50	Incident_Type	1 CHP Unit Incident	1 CHP Unit Incident	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:19	Address	(Blank)	HIGH/20	New Entry	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Jurisdiction	UK	UK	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Division	7-Clear Lake	7-Clear Lake	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Battalion	7-Clear Lake	7-Clear Lake	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Response_Area	7-12	7-12	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Latitude	0	39027608	Entry	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Longitude	0	122667043	Selected/Returned from GeoLocator Entry	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:27	Address	HIGH/20	High Valley Rd / SR20	Selected/Returned from GeoLocator Entry	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:28	City		Clearlake Oaks	Updated City	Response_Master_Incident	HM004	A19518
6/4/2024	14:14:28	EMS		CALFIRE ST HELENA	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:28	FIRE		CALFIRE ST HELENA	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:28	LAW		LAKSO	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:28	Address		High Valley Rd / SR20	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	City		Clearlake Oaks	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	County		Lake	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	State		CA	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Postal Code		95423	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	StreetID	0	219184	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Location Name		HIGH VALLEY ROAD	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Latitude	0	39027608	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Longitude	0	122667043	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Division		7-Clear Lake	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Battalion		7-Clear Lake	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Jurisdiction		UK	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Home Sector	0	28	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Current Sector	0	28	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	House Number		0	New Entry	Incident	HM004	A19518
6/4/2024	14:14:28	Response Area		7-12	New Entry	Incident	HM004	A19518
6/4/2024	14:14:47	Call Back Phone		707-295-2626	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:50	EMS		CALFIRE ST HELENA	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:50	FIRE		CALFIRE ST HELENA	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:50	LAW		LAKSO	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:14:59	Read Call	False	True	(Response Viewer)	Response_Master_Incident	SU001	A15785
6/4/2024	14:14:59	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	SU001	A15785
6/4/2024	14:16:00	Caller_Type		Passing Motorist	(Response Viewer)	Response_Master_Incident	HM004	A19518
6/4/2024	14:16:19	Unread Comment	False	True	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:21:12	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	SU001	A15785
6/4/2024	14:50:20	Unread Comment	False	True	(Response Viewer)	Incident	HM004	A19518
6/4/2024	14:50:25	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	SU001	A15785
6/4/2024	14:51:26	Unread Comment	False	True	(Response Viewer)	Incident	SU001	A15785

Custom Time Stamps

No Custom Time Stamps

Custom Data Fields

Description

Description	Data	User
EMS	CALFIRE ST HELENA	A19518
FIRE	CALFIRE ST HELENA	A19518
LAW	LAKSO	A19518
EMS	CALFIRE ST HELENA	A19518
FIRE	CALFIRE ST HELENA	A19518
LAW	LAKSO	A19518

Attachments
No Attachment

Incident Detail Report

Data Source: Data Warehouse
 Incident Status: Closed
 Incident number: 240605UK0067
 Case Numbers:
 Incident Date: 6/5/2024 15:14:38
 Report Generated: 4/18/2025 09:23:16

Incident Information

Incident Type:	1 CHP Unit Incident	Alarm Level:	
Priority:	2	Problem:	1125-Traffic Hazard
Determinant:		Agency:	CHP
Base Response#:		Jurisdiction:	UK
Confirmation#:		Division:	7-Clear Lake
Taken By:	Elizabeth Winston	Battalion:	7-Clear Lake
Response Area:	7-12	Response Plan:	
Disposition:	F-File	Command Ch:	
Cancel Reason:		Primary TAC:	
Incident Status:	Closed	Secondary TAC:	
Certification:		Delay Reason (If any):	
Longitude:	122667043	Latitude:	39027608

Incident Location

Location Name:		County:	Lake
Address:	Sr20 / High Valley Rd	Location Type:	
Apartment:		Cross Street:	
Building:		Map Reference:	
City, State, Zip:	Clearlake Oaks CA 95423		

Supplemental Information - Person

PERSON 1

Name:	[REDACTED]	Phone:	[REDACTED]
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Call Receipt

Caller Name:	[REDACTED]	Call Back Phone:	[REDACTED]
Method Received:		Caller Location:	
Caller Type:	Passing Motorist	Caller Location Phone:	
Caller Address:		Caller Apartment:	
Caller Building:		Caller County:	
Caller City, State, Zip:			

Time Stamps

Description	Date	Time	User	Elapsed Times Description	Time
Phone Pickup	6/5/2024	15:14:35			
1st Key Stroke	6/5/2024	15:14:42		Received to In Queue	00:01:03
In Waiting Queue	6/5/2024	15:15:41		Call Taking	00:01:06
Call Taking Complete	6/5/2024	15:15:44	Elizabeth Winston	In Queue to 1st Assign	00:18:08.7
1st Unit Assigned	6/5/2024	15:33:49		Call Received to 1st Assign	00:19:14.7
1st Unit Enroute	6/5/2024	16:07:46		Assigned to 1st Enroute	00:33:56.9
1st Unit Arrived	6/5/2024	16:07:46		Enroute to 1st Arrived	00:00:00.0
Closed	6/5/2024	16:19:35	Allen L Gregg	Incident Duration	01:05:00

Resources Assigned

Unit	Primary Flag	Assigned	Disposition	Enroute	Staged	Arrived	At Patient	Delay Avail	Complete	Odm. Enroute	Odm. Arrived	Cancel Reason
7-060	Y	15:33:49	F-File	16:07:46		16:07:46			16:19:35			

Personnel Assigned

Unit	Name
7-060	Zachary B Cornell (022744)

Caution Notes

No Caution Notes found

Permits

No Permit Information

Pre-Scheduled Information

No Pre-Scheduled Information

Transports

No Transports Information

Transport Legs

No Transports Information

Comments

Date	Time	User	Type	Conf.	Comments
6/5/2024	15:14:50	A19526	Response		[1] SEMI 1125

6/5/2024	15:15:04	A19526	Response	[2] SEMI IS IN RAVINE
6/5/2024	15:15:36	A19526	Response	[3] SAG
6/5/2024	15:16:49	A11520	Response	[4] 7-60 COPIES AFTER LOG 64
6/5/2024	15:30:52	A19526	Response	[5] Duplicate call appended to incident at 15:30:52
6/5/2024	16:00:53	A19526	Response	[6] 7-060 ITA [Shared]
6/5/2024	16:10:53	A11520	Response	[7] VEH BLKING 1 LANE 1185 ENRT [Shared]
6/5/2024	16:18:38	A11520	Response	[8] 7-60 REQ CONTACT CORDS FOR LENGHT REST SIGN FOR HIGH VALLEY -- 1039 CORDS COPIES [Shared]

Address Changes
No Address Changes

Priority Changes
No Priority Changes

Alarm Level Changes
No Alarm Level Changes

Activity Log

Date	Time	Radio	Activity	Location	Log Entry	User
6/5/2024	15:14:50		Read Comment		Comment for Incident 551 was marked as read.	A19526
6/5/2024	15:15:17		Sector Change		From Sector No Sector to Sector 7	A19526
6/5/2024	15:15:40		Incident Priority Change		Incident priority changed from 2 to 2	A19526
6/5/2024	15:15:40		SOP Updated		Updated SOP information is available	A19526
6/5/2024	15:15:40		Problem Nature	SR20 / High Valley Rd	Incident problem nature changed from <Blank> to 1125-Traffic Hazard	A19526
6/5/2024	15:15:44		UserAction		User clicked Exit/Save	A19526
6/5/2024	15:15:59		Read Incident		Incident 551 was Marked as Read.	A11520
6/5/2024	15:16:00		Read Comment		Comment for Incident 551 was Marked as Read.	A11520
6/5/2024	15:16:49		Read Comment	Sr20 / High Valley Rd	Comment for Incident 551 was marked as read.	A11520
6/5/2024	15:16:53		UserAction		User clicked Exit/Save	A19526
6/5/2024	15:30:39		UserAction		User clicked Exit/Save	A11520
6/5/2024	15:30:52		Duplicate Call Warning		Duplicate Call Warning - New call appended to incident	A19526
6/5/2024	15:30:52		Supplemental Information	Sr20 / High Valley Rd	Supplemental Person record 2267282 - Passing Motorist was added for DONNA	A19526
6/5/2024	15:30:56		UserAction		User clicked Exit/Save	A19526
6/5/2024	15:32:57		Read Comment		Comment for Incident 551 was Marked as Read.	A11520
6/5/2024	15:33:00		UserAction		User clicked Exit/Save	A11520
6/5/2024	15:33:49	7-060	ASSIGN	SR29		A11520
6/5/2024	16:00:54		Read Comment	Sr20 / High Valley Rd	Comment for Incident 551 was marked as read.	A19526
6/5/2024	16:04:27		UserAction		User clicked Exit/Save	A19526
6/5/2024	16:07:46	7-060	ENRT	Sr20 / High Valley Rd	Status bypassed by user due to allowable status change	A11520
6/5/2024	16:07:46	7-060	ENRT	Sr20 / High Valley Rd	Responding From = High Valley Rd\Alta Vista Dr.	A11520
6/5/2024	16:07:46	7-060	10-97	Sr20 / High Valley Rd		A11520
6/5/2024	16:10:44		Read Comment		Comment for Incident 551 was Marked as Read.	A11520
6/5/2024	16:10:53		Read Comment	Sr20 / High Valley Rd	Comment for Incident 551 was marked as read.	A11520
6/5/2024	16:19:35	7-060	Disposition	Sr20 / High Valley Rd	F-File	A11520
6/5/2024	16:19:35	7-060	10-8	Sr20 / High Valley Rd	Unit Cleared From Incident	A11520
6/5/2024	16:19:35	7-060	Response Closed	Sr20 / High Valley Rd	240605UK0067	A11520
6/5/2024	16:19:36		Read Comment		Response Disposition: F-File	A11520
6/5/2024	16:19:37		UserAction		Comment for Incident 551 was Marked as Read.	A11520
					User clicked Exit/Save	A11520

Edit Log

Date	Time	Field	Changed From	Changed To	Reason	Table	Workstation	User
6/5/2024	15:14:35	Agency Name		CHP	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:14:50	Unread Comment	False	True	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:12	Address	(Blank)	20/HIGH	New Entry	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	Longitude	0	122667043	Entry	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	Latitude	0	39027608	Selected/Returned from GeoLocator	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	Response_Area	7-12	7-12	Selected/Returned from GeoLocator	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	Battalion	7-Clear Lake	7-Clear Lake	(Response Viewer)	Response_Master_Incident	UK001	A19526
					(Response Viewer)			

6/5/2024	15:15:17	Division	7-Clear Lake	7-Clear Lake	(Response Viewer)	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	Jurisdiction	UK	UK	(Response Viewer)	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	Address	20/HIGH	SR20 / High Valley Rd	Entry Selected/Returned from GeoLocator	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:17	EMS		CALFIRE ST HELENA	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:17	FIRE		CALFIRE ST HELENA	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:17	LAW		LAKSO	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:18	City		Clearlake Oaks	Updated City	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:18	Response Area		7-12	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	House Number		0	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Current Sector	0	28	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Home Sector	0	28	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Jurisdiction		UK	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Battalion		7-Clear Lake	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Division		7-Clear Lake	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Longitude	0	122667043	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Latitude	0	39027608	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Location Name			New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	StreetID	0	219183	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Postal Code		95423	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	State		CA	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	County		Lake	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	City		Clearlake Oaks	New Entry	Incident	UK001	A19526
6/5/2024	15:15:18	Address		SR20 / High Valley Rd	New Entry	Incident	UK001	A19526
6/5/2024	15:15:25	Call Back Phone		707-295-2626	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:40	Incident_Type	1 CHP Unit Incident	1 CHP Unit Incident	(Response Viewer)	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:40	Priority_Number	0	2		Response_Master_Incident	UK001	A19526
6/5/2024	15:15:40	Priority_Description2		2		Response_Master_Incident	UK001	A19526
6/5/2024	15:15:40	ResponsePlanType0		0	(Response Viewer)	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:40	Problem		1125-Traffic Hazard	(Response Viewer)	Response_Master_Incident	UK001	A19526
6/5/2024	15:15:41	LAW		LAKSO	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:41	FIRE		CALFIRE ST HELENA	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:41	EMS		CALFIRE ST HELENA	(Response Viewer)	Incident	UK001	A19526
6/5/2024	15:15:59	Read Call	False	True	(Response Viewer)	Response_Master_Incident	UK003	A11520
6/5/2024	15:16:00	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	UK003	A11520
6/5/2024	15:16:49	Unread Comment	False	True	(Response Viewer)	Incident	UK003	A11520
6/5/2024	15:32:57	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	UK003	A11520
6/5/2024	16:00:54	Unread Comment	False	True	(Response Viewer)	Incident	UK001	A19526
6/5/2024	16:10:44	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	UK003	A11520
6/5/2024	16:10:53	Unread Comment	False	True	(Response Viewer)	Incident	UK003	A11520
6/5/2024	16:19:36	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	UK003	A11520

Custom Time Stamps

No Custom Time Stamps

Custom Data Fields

Description

Data	User
EMS	CALFIRE ST HELENA
FIRE	CALFIRE ST HELENA
LAW	LAKSO
EMS	CALFIRE ST HELENA
FIRE	CALFIRE ST HELENA
LAW	LAKSO

Attachments

No Attachment



Fw: Comment for Liu Farms UP 20-33

From: ljdk2007@aol.com (ljdk2007@aol.com)

To: ljdk2007@aol.com

Date: Tuesday, May 20, 2025 at 04:27 PM PDT

----- Forwarded Message -----

From: ljdk2007@aol.com <ljdk2007@aol.com>

To: Mireya Turner <cdd@lakecountyca.gov>; Eddie Crandell <eddie.crandell@lakecountyca.gov>; planningcounter@lakecountyca.gov <planningcounter@lakecountyca.gov>; Dist1planningcomm@lakecountyca.gov <dist1planningcomm@lakecountyca.gov>; Dist2planningcomm@lakecountyca.gov <dist2planningcomm@lakecountyca.gov>; Dist3planningcomm@lakecountyca.gov <dist3planningcomm@lakecountyca.gov>; Dist4planningcomm@lakecountyca.gov <dist4planningcomm@lakecountyca.gov>; Dist5planningcomm@lakecountyca.gov <dist5planningcomm@lakecountyca.gov>; Eddie.Crandell@lakecountyca.gov <eddie.crandell@lakecountyca.gov>

Sent: Wednesday, June 12, 2024 at 08:12:33 PM PDT

Subject: Comment for Liu Farms UP 20-33

Please submit this in the Liu Farms Cannabis Project UP 20-33 for Thursday June 13, 2024.

To the planning commission,

In considering the Liu Farms project UP 20-33 I would like you to consider High Valley Road and the impact these grows will have on it. On June 4th a semi truck was stuck on Horseshoe bend, it was stuck and blocked the entire road for most of the day. Residents could not enter or leave High Valley or Cerrito drive.

Then the following day June 5th, 2024 another semi was stuck in the exact same location, once again blocking the path to High Valley. Both of these incidents took longer than 5 hours to be removed. This is a continual problem and not just a once in awhile occurrence.

During these incidences resident can not leave the valley, pick their children up from school, get to work, get home ect. A neighbor who is on dialysis 3 times a week had to cancel his appointment on the 4th due to the incident and needed to go on

the 5th, however once again there was another incident in which he could not get to his dialysis. It Is very dangerous to miss dialysis.

Given the fact that High Valley for the most part has been spared from the past devastating fires, allowing solar in an extreme fire danger area poses a very real danger to the safety and welfare of the residents, adding to that the condition of the road, semis getting stuck and only one way in *and out*

High Valley Road fails to meet the minimum width requirement of twenty feet across, 10 feet per lane, per the 2018 International Fire Codes for roadways. Additionally there are no white lines, no sidewalks, no shoulders, no posted speed signs, no roadway lighting, and no blind curve notifications which creates further dangers to drivers and pedestrians alike. We need the county to consider the cumulative impacts of all these projects on High Valley and its residents so we are all able to evacuate safely in the event of an emergency. Liu Farms is located in or surrounded by a very high wildland fire hazard severity zone area. If a fire does occur, all those cars and trucks will have only one way out, and that is down through High Valley and East Lake School. It Is extremely hard to get fire insurance in these areas and most have been dropped.

These projects need to have a road study.

Semi stuck on High Valley Road on June 5th. Also a picture of the semi stuck on June 4th. Also another stuck awhile back. Please see the pictures of the semis on the road and High valley road flooded in the winter time.

Thank you

 IMG_7236.jpg
32.7kB

 IMG_7237.jpg
34.9kB

 IMG_7238.jpg
34.5kB

 IMG_7239.jpg
37.3kB



IMG_7240.jpg
29.7kB



IMG_7241.jpg
33kB



IMG_7242.jpg
37.3kB



IMG_7243.jpg
20.9kB



June 4th 2024.jpeg
199.9kB



photo of High Valley Road flooded this past year.jpg
160.1kB



High Valley Road flooded in 2017.png
171.4kB



Semi taking up both lanes.JPEG
771.2kB



semi taking up road 2.JPEG
937.5kB



Car sideswipes to ditch 2024.jpeg
73.6kB

From: [Danae LoDolce](#)
To: [Mireya Turner](#); [Max Stockton](#); [Michelle Irace](#); [Nicole Johnson](#)
Cc: [everardo2797@gmail.com](#); [eaglebrown19@gmail.com](#); [szoller@hotmail.com](#); [fieldmaile@gmail.com](#); [rvineyards@sonic.net](#); [Monica Rosenthal](#); [Everardo Chavez](#); [Batsulwin Brown](#); [Maile Field](#); [Sharron Zoller](#)
Subject: FW: [EXTERNAL] Fw: Comment Letter-Poverty Flats UP23-09
Date: Wednesday, May 21, 2025 3:53:49 PM

Item 6b @9:20am

From: ljdk2007@aol.com <ljdk2007@aol.com>
Sent: Wednesday, May 21, 2025 3:51 PM
To: Danae LoDolce <Danae.LoDolce@lakecountycal.gov>
Subject: [EXTERNAL] Fw: Comment Letter-Poverty Flats UP23-09

Subject: Supplemental Materials for Poverty Flats Hearing – 05/22/2024 (UP23-09)

Dear Planning Commission,

My apologies — it appears the attachments did not come through with my original email regarding the Poverty Flats hearing scheduled for May 22, 2024.

I am resending the two video files referenced in my prior message. These videos illustrate the issues caused by semi-trucks on High Valley Road in Clearlake Oaks:

1. **Video 1:** A semi-truck navigates a blind corner on High Valley Road and encounters an oncoming vehicle. The vehicle is forced into the ditch to allow the truck to pass safely.
2. **Video 2:** This video was recorded one evening while we were returning home. A semi-truck became stuck on the road, completely blocking passage. There was no way to get around it.

These videos demonstrate the real traffic and safety concerns related to large truck access in the area. Thank you for your attention to this matter.

Sincerely,

Lori Correia

[highvalleyrd.mp4](#)

[Stuck Truck 2021-07-16.MOV](#)

Total Count: 16

Page 1

Primary Rd		HIGH VALLEY RD		Distance(ft)		3326		Direction		N		Secondary Rd		RT 20		NCIC		9151		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																																	
City		UNINCORPORATED		County		LAKE		Population		9		Rpt Dist		Beat		002		Type		3		CalTrans Dist		Badge		018337		Crash Date		20131012		Time		1415		Day		SAT																									
Primary Crash Factor				IMPROP TURN				Violation				22107				Crash Type				HIT OBJECT				Severity				PDO				# Killed				0				# Injured				0				Tow Away?				Y				Process Date				20141110			
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND				Rdwy Cond2								Spec Cond		0																																			
Hit and Run				Motor Veh Involved With				FIXED OBJ				Lighting				DAYLIGHT				Ped Action								Cntrl Dev				NT PRS/FCTR				Loc Type				Ramp/Int																							
Latitude		39.06691		Longitude		122.74363		Local Rpt #								Case ID				6241115																																											
PARTY INFO																												VICTIM INFO																																			
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected																															
Crash																																																															
1F	DRVR	32	M	W	IMP UNK	IMP UNK	UNS TURN	N	A	0100	SATUR	1998	-	3	A	22350	-	M	G																																												

Primary Rd		HIGH VALLEY RD			Distance(ft)		200		Direction		N		Secondary Rd		LAKEVIEW DR			NCIC		9151		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																											
City		UNINCORPORATED			County		LAKE			Population		9		Rpt Dist		Beat			002		Type		3		CalTrans Dist		Badge		13-11-00		Crash Date		20131118		Time		1235		Day		MON																		
Primary Crash Factor				NOT DRIVER				Violation				Crash Type				HIT OBJECT				Severity				PDO				# Killed				0				# Injured				0				Tow Away?				Y				Process Date				20141126			
Weather1		CLOUDY			Weather2		Rdwy Surface			DRY			Rdwy Cond1			NO UNUSL CND			Rdwy Cond2			Spec Cond			0																																		
Hit and Run				Motor Veh Involved With				FIXED OBJ				Lighting				DAYLIGHT				Ped Action				Cntrl Dev				NT PRS/FCTR				Loc Type				Ramp/Int																							
Latitude		39.02891		Longitude		122.66818		Local Rpt #				Case ID				6282626																																											
PARTY INFO																VICTIM INFO																																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected																											
Crash																																																											
1	DRVR	57	M	W	HNBD	PHYS	RAN OFF RD	N	A	0100	HONDA	1992	-	3	N	-	P	G																																									

Primary Rd		HIGH VALLEY RD		Distance(ft)		485		Direction		N		Secondary Rd		CERRITOS DR		NCIC		9151		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																																	
City		UNINCORPORATED		County		LAKE		Population		9		Rpt Dist		Beat		002		Type		3		CalTrans Dist		Badge		14431		Crash Date		20131206		Time		1325		Day		FRI																									
Primary Crash Factor				IMPROP TURN				Violation				22107				Crash Type				HIT OBJECT				Severity				INJURY				# Killed				0				# Injured				1				Tow Away?				Y				Process Date				20140523			
Weather1		CLOUDY		Weather2		SNOWING		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0																																											
Hit and Run				Motor Veh Involved With				FIXED OBJ				Lighting				DAYLIGHT				Ped Action				Cntrl Dev				NT PRS/FCTR				Loc Type				Ramp/Int																											
Latitude		39.03137		Longitude		122.67647		Local Rpt #				Case ID				6289879																																															
PARTY INFO																												VICTIM INFO																																			
Party Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		Chp Veh		Make		Year		Sp Info		OAF1 Viol		OAF2		Safety Equip		Role		Ext Of Inj		Age		Sex		Seat Pos		Safety Equip		Ejected																			
Crash																																																															
1F		DRVR		50		F		W		HNBD		RAN OFF RD		N		D		2200		JEEP		1975		-		3		N		-		M C		DRVR		OTH VIS		50		F		1		M C		0																	

Primary Rd		HIGH VALLEY RD		Distance(ft)		300		Direction		N		Secondary Rd		RT 20		NCIC		9151		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																																	
City		UNINCORPORATED		County		LAKE		Population		9		Rpt Dist		Beat		002		Type		3		CalTrans Dist		Badge		17937		Crash Date		20141021		Time		0800		Day		TUE																									
Primary Crash Factor				IMPROP TURN				Violation				22107				Crash Type				HEAD-ON				Severity				PDO				# Killed				0				# Injured				0				Tow Away?				N				Process Date				20150618			
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND				Rdwy Cond2				Spec Cond		0																																							
Hit and Run				Motor Veh Involved With				FIXED OBJ				Lighting				DAYLIGHT				Ped Action								Cntrl Dev				NT PRS/FCTR				Loc Type				Ramp/Int																							
Latitude		39.02820		Longitude		122.66750		Local Rpt #								Case ID				6700191																																											
PARTY INFO																		VICTIM INFO																																													
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		Chp Veh		Make		Year		Sp Info		OAF1 Viol		OAF2		Safety Equip		Role		Ext Of Inj		Age		Sex		Seat Pos		Safety Equip		Ejected																	
Crash																																																															
1F		DRVR		58		F		H		HNBD		UNS TURN		N		A		0800		GMC		1995		-		3		N		-		M G																															

Total Count: 16

Page 2

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	1056	Direction	N	Secondary Rd		SR-20	NCIC	9151	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City	UNINCORPORATED	County	LAKE	Population	9	Rpt Dist		Beat	002	Type	3	CalTrans Dist	Badge	021152	Crash Date	20161001	Time	2500	Day	SAT				
Primary Crash Factor		UNSAFE SPEED		Violation	22350	Crash Type	HEAD-ON		Severity	PDO	# Killed	0	# Injured	0	Tow Away?	N	Process Date	20161011						
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond		0											
Hit and Run		MISDEMEANOR		Motor Veh Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int								
Latitude		Longitude		Local Rpt #		9151-2016-3088		Case ID		90289133														
PARTY INFO																VICTIM INFO								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	D	2200	NISSA	1996	-	3	A 22107	-	B B							
2	DRVR	21	M	W	HNBD		PROC ST	S	A	0700	JEEP	1996	-	3	N	-	M G	PASS		23	M	3	M G	0

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	5280	Direction	N	Secondary Rd		SR-20	NCIC	9151	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy				
City	UNINCORPORATED	County	LAKE	Population	9	Rpt Dist		Beat	002	Type	3	CalTrans Dist	Badge	021152	Crash Date	20170921	Time	1720	Day	THU		
Primary Crash Factor		IMPROP TURN		Violation	22107	Crash Type	HIT OBJECT		Severity	PDO	# Killed	0	# Injured	0	Tow Away?	Y	Process Date	20170928				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run				Motor Veh Involved With	FIXED OBJ		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int						
Latitude		39.03332	Longitude	122.67833	Local Rpt #		9151-2017-00512		Case ID		90557815											
PARTY INFO																VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	34	M	W	HBD-NUI		UNS TURN	S	D	2200	TOYOT	2010	-	3	A 22350	-	L G					

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	400	Direction	N	Secondary Rd		LAKEVIEW DRIVE	NCIC	9151	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy				
City	UNINCORPORATED	County	LAKE	Population	9	Rpt Dist		Beat	001	Type	3	CalTrans Dist	Badge	021152	Crash Date	20180819	Time	0215	Day	SUN		
Primary Crash Factor		DRVR ALC DRG		Violation	23152A	Crash Type	HIT OBJECT		Severity	PDO	# Killed	0	# Injured	0	Tow Away?	Y	Process Date	20180830				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run				Motor Veh Involved With	FIXED OBJ		Lighting	DARK - NO ST LTS		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int						
Latitude		39.02825	Longitude	122.67106	Local Rpt #		9151-2018-00401		Case ID		90801323											
PARTY INFO																VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	34	M	W	HBD-UI		BACKING	N	A	0700	JEEP	2003	-	3	A 22106	-	M G					

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	271	Direction	N	Secondary Rd		LAKEVIEW DR.	NCIC	9151	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy				
City	UNINCORPORATED	County	LAKE	Population	9	Rpt Dist		Beat	002	Type	3	CalTrans Dist	Badge	021419	Crash Date	20191013	Time	1620	Day	SUN		
Primary Crash Factor		IMPROP TURN		Violation	22107	Crash Type	HIT OBJECT		Severity	PDO	# Killed	0	# Injured	0	Tow Away?	Y	Process Date	20191021				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run				Motor Veh Involved With	FIXED OBJ		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int						
Latitude		39.02876	Longitude	122.66864	Local Rpt #		9151-2019-00552		Case ID		91101544											
PARTY INFO																VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	16	M	W	HNBD		ENT TRAF	N	A	0700	SUBA	2004	-	3	N	-	M G					

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	1425	Direction	W	Secondary Rd	CERRITO DR		NCIC	9151	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy					
City	UNINCORPORATED		County	LAKE		Population	9	Rpt Dist		Beat	002	Type	3	CalTrans Dist		Badge	022419	Crash Date	20191022	Time	0000	Day	TUE			
Primary Crash Factor		UNSAFE SPEED		Violation	22350	Crash Type		HIT OBJECT		Severity	INJURY	# Killed	0	# Injured	2	Tow Away?	Y	Process Date		20191031						
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND			Rdwy Cond2					Spec Cond		0							
Hit and Run				Motor Veh Involved With	FIXED OBJ		Lighting	DARK - NO ST LTS		Ped Action		Cntrl Dev	NT PRS/FCTR			Loc Type		Ramp/Int								
Latitude	39.04868		Longitude	122.70447		Local Rpt #	9151-2019-00583		Case ID	91110715																
PARTY INFO																	VICTIM INFO									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	21	F	O	IMP UNK	IMP UNK	PROC ST	W	A	0100	BMW	2007	-	3	N		-		L G	DRVR	MINOR	21	F	1	L G	0
																			PASS	MINOR	35	M	3	L G	0	

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	266		Direction	N		Secondary Rd	LAKEVIEW DRIVE		NCIC	9151		State Hwy?	N		Route			Postmile Prefix			Postmile			Side of Hwy						
City	UNINCORPORATED			County	LAKE			Population	9		Rpt Dist			Beat	002		Type	3		CalTrans Dist			Badge	020955		Crash Date	20200811		Time	1300		Day	TUE	
Primary Crash Factor		WRONG SIDE			Violation	21460A			Crash Type	SIDESWIPE			Severity	PDO			# Killed	0		# Injured	0		Tow Away?	N		Process Date	20200821							
Weather1	CLEAR			Weather2				Rdwy Surface	DRY			Rdwy Cond1	NO UNUSL CND			Rdwy Cond2				Spec Cond	0													
Hit and Run					Motor Veh Involved With	OTHER MV			Lighting	DAYLIGHT			Ped Action				Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int													
Latitude	39.02876		Longitude	122.66862		Local Rpt #	9151-2020-00365					Case ID	91289980																					
PARTY INFO																									VICTIM INFO									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected							
1F	DRVR	37	M	H	HNBD		OPPOS LN	N	G	2731		FREI	2016	-	3	N		-		P G														
2	DRVR	25	M	W	HNBD		STOPPED	S	A	0100		SUBA	2020	-	3	N		-		M G														

Primary Rd		HIGH VALLEY ROAD				Distance(ft)	528		Direction	N		Secondary Rd	SR-20		NCIC	9151		State Hwy?	N		Route	Postmile Prefix	Postmile	Side of Hwy									
City		UNINCORPORATED				County	LAKE		Population	9		Rpt Dist			Beat	002		Type	3		CalTrans Dist	Badge	017300		Crash Date	20210919		Time	0730		Day	SUN	
Primary Crash Factor		IMPROP TURN				Violation	22107		Crash Type	HIT OBJECT		Severity	PDO		# Killed	0		# Injured	0		Tow Away?	N		Process Date	20210921								
Weather1		CLEAR				Weather2			Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0														
Hit and Run		Motor Veh Involved With				FIXED OBJ		Lighting	DAYLIGHT		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int															
Latitude		39.02835		Longitude	122.67009		Local Rpt #	9151-2021-10334				Case ID	91575784																				
PARTY INFO																							VICTIM INFO										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected		
1F	DRVR	24	M	H	HNBD		RAN OFF RD	S	D	2200		RAM	2019	-	2	E			-		M	G											

Total Count: 16

Page 4

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	1056		Direction	S		Secondary Rd	CERRITO DR		NCIC	9151		State Hwy?	N		Route	Postmile Prefix	Postmile	Side of Hwy									
City	UNINCORPORATED			County	LAKE			Population	9		Rpt Dist	Beat		002		Type	3		CalTrans Dist	Badge	022070		Crash Date	20211127		Time	1415		Day	SAT	
Primary Crash Factor				PED VIOL			Violation	21954A		Crash Type	AUTO/PED		Severity	INJURY		# Killed	0		# Injured	1		Tow Away?	N		Process Date	20211209					
Weather1		CLEAR			Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND				Rdwy Cond2						Spec Cond		0						
Hit and Run				Motor Veh Involved With			PED		Lighting		DAYLIGHT		Ped Action		NOT IN X-WLK		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int								
Latitude		39.02983		Longitude		122.67468		Local Rpt #		9151-2021-10456				Case ID		91647953															
PARTY INFO																				VICTIM INFO											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW	Veh	Chp	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected						
1F	PED	44	M	W	HNBD			W	N	6000	-			-	3	N	-	-	-	PED	MINOR	44	M	0	-	-	0				
2	DRVR	47	F	H	HNBD		PROC ST	N	A	0700	NISS	2019	-	3	N	-		M G													

Primary Rd		HIGH VALLEY RD.		Distance(ft)	1500		Direction	E		Secondary Rd	DWINELL DR.		NCIC	9151		State Hwy?	N		Route	Postmile Prefix	Postmile	Side of Hwy							
City	UNINCORPORATED			County	LAKE			Population	9		Rpt Dist	Beat 002		Type	3		CalTrans Dist	Badge	022593		Crash Date	20221021		Time	2215		Day	FRI	
Primary Crash Factor				DRVR ALC DRG			Violation	23152G		Crash Type	HIT OBJECT		Severity	INJURY		# Killed	0		# Injured	1		Tow Away?	Y		Process Date	20221108			
Weather1	CLEAR			Weather2				Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run				Motor Veh Involved With			FIXED OBJ		Lighting	DARK - NO ST LTS		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int											
Latitude	39.04779		Longitude	122.68127		Local Rpt #	9151-2022-00540					Case ID	91913090																
PARTY INFO																					VICTIM INFO								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected						
1F	DRVR	29	M	W	HBD-UI	DRUG	UNS TURN	W	D	2200	CHEV	2017	-	3	A	22107	-	M	G	DRVR	MINOR	29	M	1	M	G	0		

Primary Rd		HIGH VALLEY ROAD			Distance(ft)	1056		Direction	E		Secondary Rd	WARRENS WAY			NCIC	9151		State Hwy?	N		Route	Postmile Prefix	Postmile	Side of Hwy								
City	UNINCORPORATED			County	LAKE			Population	9		Rpt Dist	Beat			002		Type	3		CalTrans Dist	Badge	020326		Crash Date	20230305		Time	1500		Day	SUN	
Primary Crash Factor		IMPROP TURN			Violation	22107		Crash Type	HIT OBJECT			Severity	PDO		# Killed	0		# Injured	0		Tow Away?	N		Process Date	20230308							
Weather1	CLEAR			Weather2	Rdwy Surface			WET		Rdwy Cond1	NO UNUSL CND			Rdwy Cond2	Spec Cond			0														
Hit and Run				Motor Veh Involved With				FIXED OBJ		Lighting	DARK - NO ST LTS			Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int												
Latitude	39.04832		Longitude	122.68130		Local Rpt #	9151-2023-00119			Case ID	92012891																					
PARTY INFO															VICTIM INFO																	
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected										
1F	DRVR	62	M	W	IMP UNK	IMP UNK	UNS TURN	E	A	0100	TOYT	2002	-	1	N	-	M	G														

Primary Rd		HIGH VALLEY ROAD		Distance(ft)	1056		Direction	N		Secondary Rd	MT VIEW DRIVE		NCIC	9151		State Hwy?	N		Route	Postmile Prefix	Postmile	Side of Hwy							
City	UNINCORPORATED			County	LAKE			Population	9		Rpt Dist	Beat 002		Type	3		CalTrans Dist	Badge	022727		Crash Date	20230408		Time	1650		Day	SAT	
Primary Crash Factor		IMPROP TURN			Violation	22107		Crash Type	HIT OBJECT			Severity	PDO		# Killed	0		# Injured	0		Tow Away?	N		Process Date	20230420				
Weather1	CLEAR			Weather2				Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run				Motor Veh Involved With				FIXED OBJ		Lighting	DAYLIGHT			Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int								
Latitude	39.02983		Longitude	122.67468		Local Rpt #	9151-2023-00170					Case ID	92049391																
PARTY INFO																				VICTIM INFO									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	24	M	W	HNBD		UNS TURN	S	A	0100	TOYT	1991	-	3	N	-	M G												

Total Count: 16

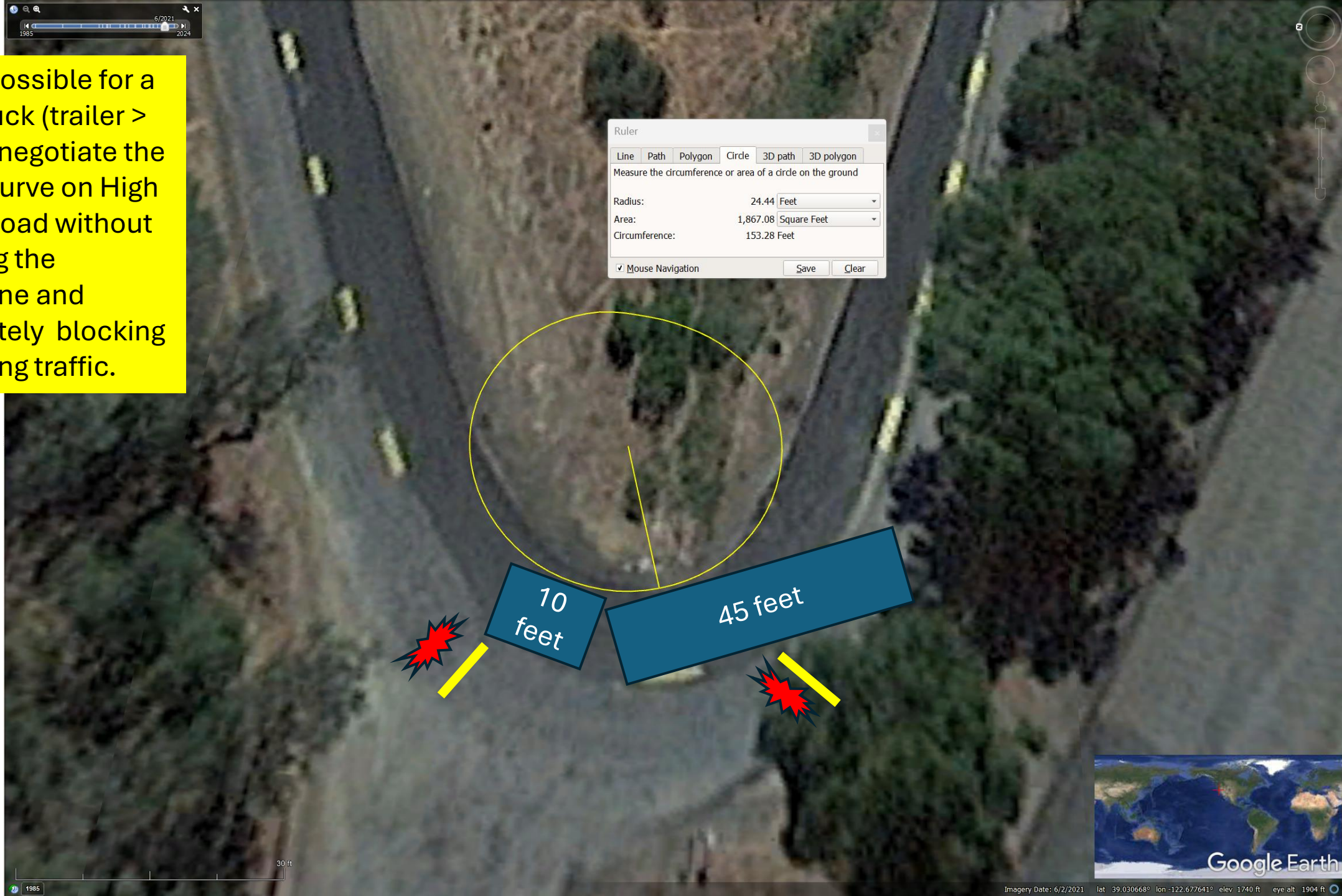
Primary Rd		HIGH VALLEY ROAD		Distance(ft)	1056	Direction	E	Secondary Rd		WARRENS WAY		NCIC	9151	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy			
City	UNINCORPORATED		County	LAKE		Population	9	Rpt Dist		Beat	002	Type	3	CalTrans Dist		Badge	023559	Crash Date	20231226	Time	1415	Day	TUE		
Primary Crash Factor		IMPROP TURN		Violation	22107	Crash Type		HIT OBJECT		Severity	PDO	# Killed	0	# Injured	0	Tow Away?		Y	Process Date	20240105					
Weather1	CLOUDY		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0										
Hit and Run		MISDEMEANOR		Motor Veh Involved With		FIXED OBJ		Lighting	DAYLIGHT		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int							
Latitude	39.04827		Longitude	122.68123		Local Rpt #	9151-2023-00645		Case ID	92280335															
PARTY INFO																		VICTIM INFO							
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	998	-		HBD-		UNS	TURN	E	A	0100	HOND	2013	-	4	N		-	M	G					

To comply with SRA
Fire Safe
Regulations§1273.04
require a road's
radius to be no less
than 50' as
measured from the
inside of the curve.

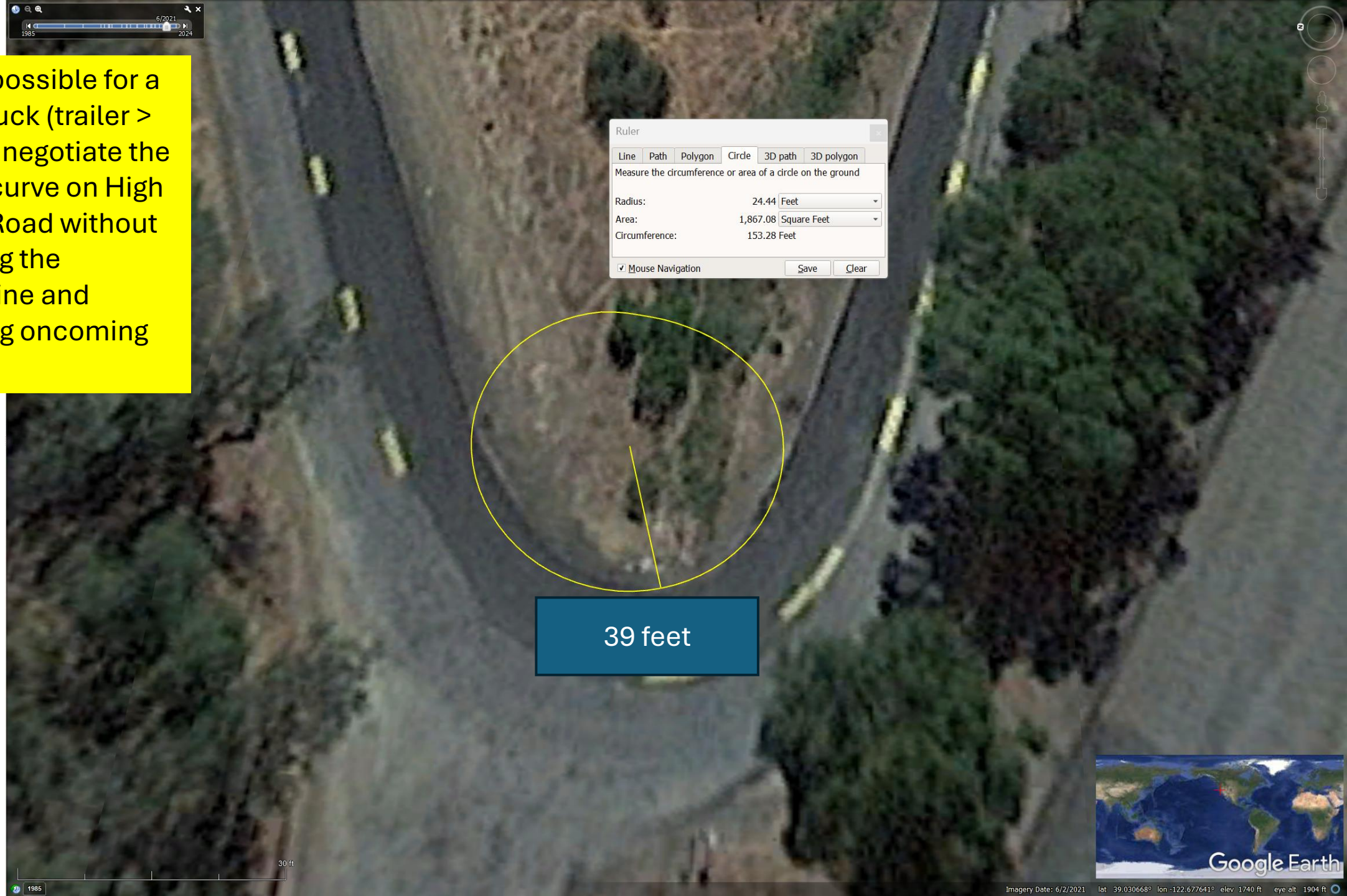
The Road appears to
have a radius of only
25ft. As measured
from the inside of the
curve.



It is impossible for a semi truck (trailer > 45ft) to negotiate the inside curve on High Valley Road without crossing the centerline and completely blocking oncoming traffic.



It is impossible for a semi truck (trailer > 45ft) to negotiate the inside curve on High Valley Road without crossing the centerline and blocking oncoming traffic.



Horizontal Curve Radius	Recommended Max Vehicle + Trailer Length	Rationale
< 100 ft	< 39 feet	Sharp, low-speed curves; longer combos off-track into opposing lane
100–200 ft	< 45 feet	Moderate risk of off-tracking depending on lane width and slope
200–300 ft	Case-by-case	May allow WB-40 vehicles if road shoulders are forgiving
> 300 ft	No restriction or standard signage applies	Low likelihood of critical off-tracking

Design Speed	Minimum Radius (no superelevation)
15 mph	~50–100 ft
20 mph	~100–150 ft
25 mph	~150–250 ft

Sources

•**AASHTO Green Book (2023 Edition)**

- The **horizontal curve radius thresholds** from **Table 3-7** and related discussions,
- Provides **minimum curve radii based on design speed and superelevation**.
- Provides turning paths and off-tracking figures for design vehicles like **WB-40, WB-50**, etc.
- The turning behavior of these vehicles on tight curves underpins the rationale for vehicle length restrictions

•**Caltrans Highway Design Manual (HDM)**

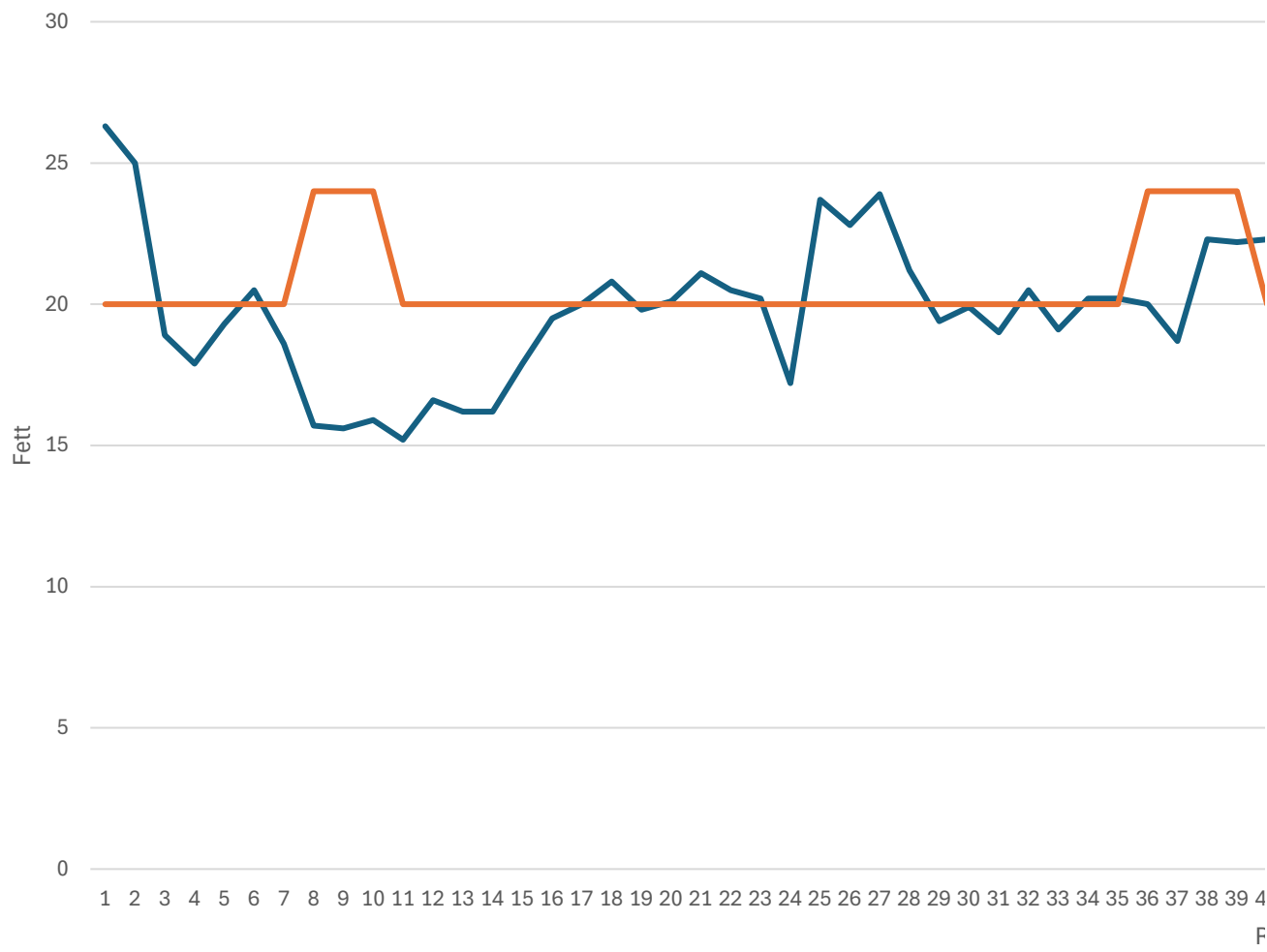
- Defines design vehicles (Chapter 200) and their swept paths.
- Table 203.2 gives turning radius requirements
- Chapter 300 discusses curve design.
- Caltrans **Curve Advisory Speed guidelines** and **Safe Curve Speed Determination** tools indirectly relate curve radius to operational speed (and therefore vehicle suitability).

•**FHWA / USDOT**

- The Federal Highway Administration supports AASHTO’s use of design vehicles and curve standards
- USDOT’s "**Truck Turning Radius and Offtracking**" research (especially for rural road design) supports conservative radius guidance similar to AASHTO.

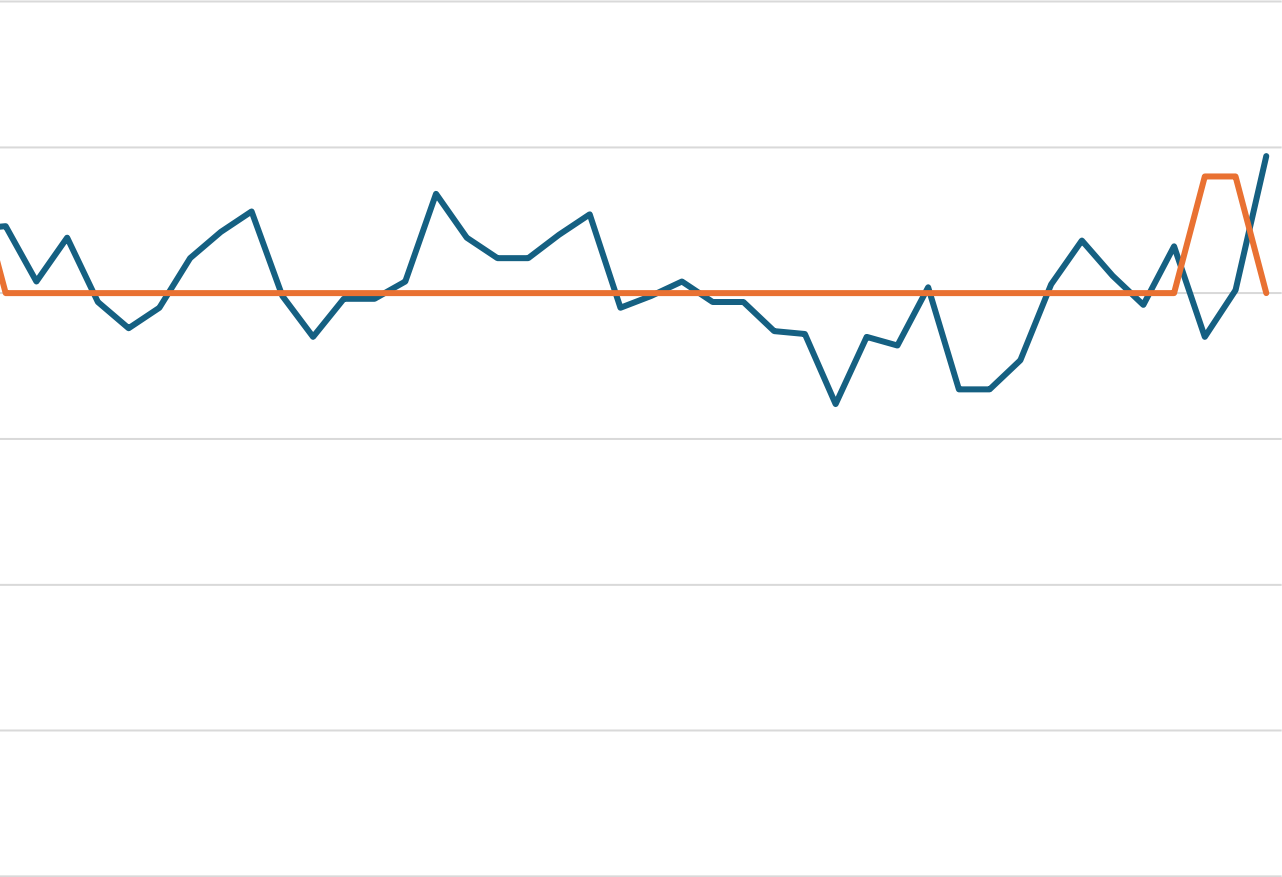


High Valley Road from C.



Distance Average = 20 feet.

A-20 to Holden Ranch.



40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81
Reading

CEQA 4290 Requirement







353171

PENSKE

TRAILER
Club


HYUNDAI
Translead

8891202

Translead













01:03

Public Records Request and Response.



Information about the request

Record(s) requested

I am requesting the mitigation plan that Vance Ricks discussed during the LIU farms agenda Item on June 13 2024.

Here is what he said that I am requesting. It is transcribed below along with the date of the hearing and the timestamp of Mr. Vance speaking.

June 13 2024 @1:19:128 Vance Ricks phones In on
zoom on Liu farms agenda Item.

"Good morning commissioners, Vance Ricks I'm the county surveyor.

(Commissioner Price) good morning.

(Vance Ricks speaking)

I was talking to the road supervisor with the issues we have there at that switchback with the trucks. It's an unfortunate It happened back to back. and that's the first time that we were aware of that happening. We are currently working on mitigation to ah stop this and It was just an unfortunate event one day I believe there was work on the road and they cut it too sharp and then the second time might have been just inexperience but there are deliveries that go up to that site without issues but the last one we were aware of the photos and that email that was sent to us last week it just unfortunately happened back to back (laughs) and we are currently working on mitigation to that

(Commissioner Price) I appreciate you speaking on behalf of the road department and letting us know that that just didn't you know sneak past you

(Vance Ricks speaking) yes it's not a normal occurrence that's for sure It kinda took us by surprise the first time and I think it just had to do with there was a turnout that they were working on that side and the driver just cut it to too sharply and we don't know what happened the second time.

(Commissioner Price) just for my own knowledge what are your plans what are your plans to solve that issue, are you planning on widening it are you going to ya know put road signs out are you

(Vance Ricks speaking) there is currently road signs there telling them about the curves and before we haven't had issues with this and we are currently working with the property owner and determining where the county limits are and the right of way and we are working on how to fix this issues most economically and efficiently

(Commissioner Price speaking) excellent thank you

for chiming in on that and I know that its not there
isn't just one business on that road so um your
efforts are appreciated by all

How would you like documents provided to you?

Electronic Delivery

Your contact information

First Name

Lori

Last Name

Correia

Address

Street Address

Address Line 2

City

State/Province/Region

Postal/Zip Code

Country

E-mail

ljdk2007@aol.com

Signature

Date

2025-05-09

County Response

Were Responsive Records Found?

- ☐ Yes, Responsive Records were found.
- ☒ No, Responsive Records were not found.



10:06 ↗



Fw: Timeline

From: ljdk2007@aol.com (ljdk2007@aol.com)

To: ljdk2007@aol.com

Date: Tuesday, May 20, 2025 at 03:18 PM PDT

Timeline of Incidents and Crashes on High Valley Road (Including HWY 20 to Dollar General) There Is no one place to gather these reports. Listed are the ones we found through CHP, photos, videos and <https://tims.berkeley.edu/> . We currently have a request Into CHP for all Incidents and accidents for High valley road.

2014

- **11-26-2014:** Vehicle crash on High Valley Road, reported by CHP.
 - **05-23-2014:** Vehicle crash on High Valley Road, reported by CHP.
-

2015

- **06-18-2015:** Vehicle crash on High Valley Road, reported by CHP.
-

2016

- **10-11-2016:** Vehicle crash on High Valley Road, reported by CHP.
- **09-28-2017:** Vehicle crash on High Valley Road, reported by CHP.

- **06-07-2016:** Vehicle crash on High Valley Road, injury report (Per Tims Report)
 - **09-22-2016:** Vehicle crash on High Valley Road, injury report (Per Tims Report)
-

2017

- **09-28-2017:** Vehicle crash on High Valley Road, reported by CHP.
 - **09-05-2017:** Vehicle crash on High Valley Road, injury report (Per Tims Report)
 - **05-11-2017:** Vehicle crash on High Valley Road, injury report (Per Tims Report)
-

2018

- **08-30-2018:** Vehicle crash on High Valley Road, reported by CHP.
-

2019

- **05-19-2019:** Semi truck stuck in the ditch. CHP called, heavy equipment used for recovery (same spot as current incidents).
 - **10-21-2019:** Vehicle crash on High Valley Road, reported by CHP.
 - **10-22-2019:** Crash at High Valley Road and Cerrito Drive, (Per Tims Report)
 - **10-31-2019:** Vehicle crash on High Valley Road, reported by CHP.
 - **08-21-2020:** Vehicle crash on High Valley Road, reported by CHP.
-

2020

- **08-21-2020:** Vehicle crash on High Valley Road, reported by CHP.
- **03-05-2018:** Vehicle crash on High Valley Road, injury report (Per Tims Report)

- **01-26-2021:** Vehicle crash on High Valley Road, injury report .(Per Tims Report)
 - **02-03-2021:** Vehicle crash on High Valley Road, injury report (Per Tims Report)
-

2021

- **07-16-2021:** Semi truck stuck at the corner before East Lake School. CHP called.
 - **08-12-2021:** Semi truck stuck at Horseshoe Bend. Photos, CHP called.
 - **09-21-2021:** Vehicle crash on High Valley Road, reported by CHP.
 - **10-30-2021:** Crash on High Valley Road, (Per Tims report)
 - **11-27-2021:** Crash at High Valley Road and Cerrito Drive, (Per Tims report)
 - **12-09-2021:** Vehicle crash on High Valley Road, reported by CHP.
-

2022

- **11-08-2022:** Vehicle crash on High Valley Road, reported by CHP.
 - **08-12-2022:** Vehicle crash on High Valley Road, injury report (per Tims report)
 - **02-04-2022:** Video footage of High Valley Road underwater. Report made and warning signs requested.
-

2023

- **03-08-2023:** Vehicle crash on High Valley Road, reported by CHP.
- **04-20-2023:** Vehicle crash on High Valley Road, reported by CHP.
- **03-28-2024:** Vehicle crash on High Valley Road, reported by CHP.
- **06-04-2024:** Semi truck stuck at Horseshoe Bend, road blocked for hours, CHP called.

- **06-05-2024:** Semi truck stuck at Horseshoe Bend again, photos and CHP called, road blocked for hours.
 - **01-05-2024:** Vehicle crash on High Valley Road, reported by CHP.
-

2024

- **04-02-2024:** Video of semi truck taking up road, almost hitting a vehicle.
 - **05-28-2024:** Car crash at blind corner at 12220 High Valley Road, CHP called, photos.
 - **10-30-2024:** Vehicle crash on High Valley Road, reported by CHP.
-

2025

- **01-29-2025:** Fatal crash. CHP, Sheriff Department, and Fish & Wildlife called. Under investigation.
 - **02-08-2025** High valley road underwater. notified county road department and requested signage.
 - **02-12-2025:** Photos taken, High Valley Road still underwater. Report made and signs requested again.
 - **02-20-2025:** Semi stuck at corner before Horseshoe Bend, driver abandoned truck. CHP called.
 - **04-30-2025:** Semi stuck at 12220 High Valley Road, driver had to maneuver around corner, several attempts made.
 - **05-01-2025 (7:00 AM):** Neighbor had to jump into ditch with her dogs to avoid semi trucks.
 - **05-01-2025 (9:44 AM):** Semi hung up around Haldan's entrance, had to maneuver back and forth.
 - **05-01-2025 (11:47 AM):** Semi stuck around the corner by East Lake School.
-

Crashes with Injuries from HWY 20 to Dollar General (As per Tims reports)

- **12-11-2025:** Crash with injuries, report number **94510825**.
- **01-27-2024:** Crash with injuries, report number **92310318**.

- **03-28-2024:** Crash with injuries, report number **92352453**.
- **10-21-2022:** Crash with injuries, report number **91913090**.
- **08-12-2022:** Crash with injuries, report number **91846029**.
- **02-03-2021:** Crash with injuries, report number **91409108**.
- **01-26-2021:** Crash with injuries, report number **91401587**.
- **06-05-2020:** Crash with injuries, report number **91249354**.
- **10-22-2019:** Crash with injuries, report number **91110715**.
- **03-05-2018:** Crash with injuries, report number **90682323**.
- **09-05-2017:** Crash with injuries, report number **90546476**.
- **05-11-2017:** Crash with injuries, report number **90458706**.
- **06-07-2016:** Crash with injuries, report number **90217913**.
- **09-22-2016:** Crash with injuries, report number **90279419**.

Note:

- **Crashes with Injuries:** These are the crashes listed under **HWY 20 to Dollar General**, as found in the **Tims Berkeley reports**. These incidents are listed based on report numbers and dates of the accidents.

This is the link for the Tims reports <https://tims.berkeley.edu/>

From: noreply@granicusideas.com
To: [Danae LoDolce](#); [Mireya Turner](#); rvineyards@sonic.net; everardo2797@gmail.com; eaglebrown19@gmail.com; fieldmaile@gmail.com; szoller@hotmail.com
Subject: [EXTERNAL] New eComment for Planning Commission on 2025-05-22 9:00 AM
Date: Wednesday, May 21, 2025 6:56:05 PM

[Lake County](#)

New eComment for Planning Commission on 2025-05-22 9:00 AM

Maria Kann submitted a new eComment.

Meeting: Planning Commission on 2025-05-22 9:00 AM

Item: 6b 25-5449:20 a.m. PUBLIC HEARING - Consideration of a proposed Major Use Permit (PL-25-68) for (UP 23-09), for a commercial cannabis cultivation for up to 5.69 acres (247,800 sf), and draft Initial Study/ Mitigated Negative Declaration (IS 23-29); Poverty Flats Ranch / Kurt and Bobby Barthel; location: 10535 High Valley Road, Clearlake Oaks (APN: 006-004-22)

eComment: I have serious concerns about new businesses in High Valley that I have repeatedly brought to the county's attention regarding water usage, security, road safety, evacuation during emergencies, solar usage in an extremely high fire danger area, dangers posed to East Lake School attendees, and many other issues. I oppose this project and ask that it be denied until our concerns are addressed and proper mitigation occurs within our valley. This is getting beyond ridiculous that we should have to keep bringing the same issues to your attention and having nothing be done. We're all getting sick and tired of hearing ourselves talk and having the county do nothing. Stop placating us and Deny UP23-09.

[View and Analyze eComments](#)

This email was sent from <https://lakecounty.granicusideas.com>.

[Unsubscribe](#) from future mailings

From: noreply@granicusideas.com
To: [Danae LoDolce](#); [Mireya Turner](#); rvineyards@sonic.net; everardo2797@gmail.com; eaglebrown19@gmail.com; fieldmaile@gmail.com; szoller@hotmail.com
Subject: [EXTERNAL] New eComment for Planning Commission on 2025-05-22 9:00 AM
Date: Tuesday, May 20, 2025 4:11:51 PM

[Lake County](#)

New eComment for Planning Commission on 2025-05-22 9:00 AM

Donna Mackiewicz submitted a new eComment.

Meeting: Planning Commission on 2025-05-22 9:00 AM

Item: 6b 25-5449:20 a.m. PUBLIC HEARING - Consideration of a proposed Major Use Permit (PL-25-68) for (UP 23-09), for a commercial cannabis cultivation for up to 5.69 acres (247,800 sf), and draft Initial Study/ Mitigated Negative Declaration (IS 23-29); Poverty Flats Ranch / Kurt and Bobby Barthel; location: 10535 High Valley Road, Clearlake Oaks (APN: 006-004-22)

eComment: Please deny this project as presented. It is in the Schindler Creek Watershed and this was not fully addressed in the field studies. High Valley Road is not the place for another cannabis project. For the safety of all that travel High Valley from students going to school to residents the road is too dangerous for additional traffic.

[View and Analyze eComments](#)

This email was sent from <https://lakecounty.granicusideas.com>.

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From: noreply@granicusideas.com
To: [Danae LoDolce](#); [Mireya Turner](#); rvineyards@sonic.net; everardo2797@gmail.com; eaglebrown19@gmail.com; fieldmaile@gmail.com; szoller@hotmail.com
Subject: [EXTERNAL] New eComment for Planning Commission on 2025-05-22 9:00 AM
Date: Wednesday, May 21, 2025 10:06:09 AM

[Lake County](#)

New eComment for Planning Commission on 2025-05-22 9:00 AM

Randy Wilk submitted a new eComment.

Meeting: Planning Commission on 2025-05-22 9:00 AM

Item: 6b 25-5449:20 a.m. PUBLIC HEARING - Consideration of a proposed Major Use Permit (PL-25-68) for (UP 23-09), for a commercial cannabis cultivation for up to 5.69 acres (247,800 sf), and draft Initial Study/ Mitigated Negative Declaration (IS 23-29); Poverty Flats Ranch / Kurt and Bobby Barthel; location: 10535 High Valley Road, Clearlake Oaks (APN: 006-004-22)

eComment: My name is Randy Wilk, and I am a resident of High Valley Road area and a representative of the Clearlake Oaks Hillside Firewise neighborhood. we respectfully urge you to deny the Major Use Permit for the proposed Poverty Flats Ranch cannabis project. This project, when combined with several other cannabis developments in the area, presents serious cumulative risks to our community's safety, infrastructure, and environment especially in a wildfire zone. _____

1. Cumulative Traffic Impact
There has been no comprehensive study of the total traffic cumulated and generated by the following cannabis projects: • Monte Cristo • High Valley Oaks • Liu Farms • Hypnotic Farms (upcoming) • Lemon Glow (upcoming) • Poverty Flats (current) • Brassfield Winery/ Suarez (ongoing winery and former Cannabis project on lease land) Traffic on High Valley Road has increased dramatically(in a wild fire zone)—from around 30–50 vehicles per day to as many as 400. This spike has caused a fourfold increase in traffic incidents, and multiple semi-trucks have become stuck on our narrow, winding road. The recent speed limit increase from 35 to 55 mph only worsens the danger. Proceeding without a cumulative traffic analysis or mitigation plan is reckless. _____

2. Road and Fire Safety – No
Secondary Egress High Valley Road, along with nearby routes like Cerritos and Alta Vista, does not comply with California Fire Safe Regulations: • Roads are under 20 feet wide. • Include hazardous turns and steep grades! • Lack proper maintenance. Becoming more urgently, there is no viable secondary emergency egress, as required for areas in Very High Fire Hazard Zones. Suggested alternatives like Mountain View Drive or Forest Service Road 220 are often impassable, dangerous and/or closed during wildfires. In an emergency, residents could be trapped. _____

3. Flawed Environmental & CEQA
Review Environmental documents submitted for Poverty Flats and similar projects are often

copied from unrelated applications and do not reflect the unique challenges of specific High Valley areas—including steep terrain, limited water, and off-grid infrastructure. These reports also fail to address: • Wildfire zone risk • Traffic burdens • Cumulative impacts The solar installation lacks public safety and fire mitigation plans—unacceptable in a high-risk wildfire zone. _____ 4. East Lake Elementary School Safety

East Lake Elementary sits at the base of High Valley Road and Hwy 20 intersection. Increased truck traffic, congestion, and speeding pose a direct threat to children and staff and expose the County to legal and financial liability.

[View and Analyze eComments](#)

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From: noreply@granicusideas.com
To: [Danae LoDolce](#); [Mireya Turner](#); rvineyards@sonic.net; everardo2797@gmail.com; eaglebrown19@gmail.com; fieldmaile@gmail.com; szoller@hotmail.com
Subject: [EXTERNAL] New eComment for Planning Commission on 2025-05-22 9:00 AM
Date: Wednesday, May 21, 2025 6:56:05 PM

[Lake County](#)

New eComment for Planning Commission on 2025-05-22 9:00 AM

Maria Kann submitted a new eComment.

Meeting: Planning Commission on 2025-05-22 9:00 AM

Item: 6b 25-5449:20 a.m. PUBLIC HEARING - Consideration of a proposed Major Use Permit (PL-25-68) for (UP 23-09), for a commercial cannabis cultivation for up to 5.69 acres (247,800 sf), and draft Initial Study/ Mitigated Negative Declaration (IS 23-29); Poverty Flats Ranch / Kurt and Bobby Barthel; location: 10535 High Valley Road, Clearlake Oaks (APN: 006-004-22)

eComment: I have serious concerns about new businesses in High Valley that I have repeatedly brought to the county's attention regarding water usage, security, road safety, evacuation during emergencies, solar usage in an extremely high fire danger area, dangers posed to East Lake School attendees, and many other issues. I oppose this project and ask that it be denied until our concerns are addressed and proper mitigation occurs within our valley. This is getting beyond ridiculous that we should have to keep bringing the same issues to your attention and having nothing be done. We're all getting sick and tired of hearing ourselves talk and having the county do nothing. Stop placating us and Deny UP23-09.

[View and Analyze eComments](#)

This email was sent from <https://lakecounty.granicusideas.com>.

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From: noreply@granicusideas.com
To: [Danae LoDolce](#); [Mireya Turner](#); rvineyards@sonic.net; everardo2797@gmail.com; eaglebrown19@gmail.com; fieldmaile@gmail.com; szoller@hotmail.com
Subject: [EXTERNAL] New eComment for Planning Commission on 2025-05-22 9:00 AM
Date: Tuesday, May 20, 2025 4:11:51 PM

[Lake County](#)

New eComment for Planning Commission on 2025-05-22 9:00 AM

Donna Mackiewicz submitted a new eComment.

Meeting: Planning Commission on 2025-05-22 9:00 AM

Item: 6b 25-5449:20 a.m. PUBLIC HEARING - Consideration of a proposed Major Use Permit (PL-25-68) for (UP 23-09), for a commercial cannabis cultivation for up to 5.69 acres (247,800 sf), and draft Initial Study/ Mitigated Negative Declaration (IS 23-29); Poverty Flats Ranch / Kurt and Bobby Barthel; location: 10535 High Valley Road, Clearlake Oaks (APN: 006-004-22)

eComment: Please deny this project as presented. It is in the Schindler Creek Watershed and this was not fully addressed in the field studies. High Valley Road is not the place for another cannabis project. For the safety of all that travel High Valley from students going to school to residents the road is too dangerous for additional traffic.

[View and Analyze eComments](#)

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Planning Commissioners Chavez, Rosenthal, Zoller, Field and Brown

Re: 5/22 Consideration of Poverty Flats Major Use Permit (UP23-09)

In reference to the above project, we would like to outline our concerns.

1) Project does not conform to the Scenic Combining District

The full parcel 006-004-22 has been zoned by Lake County as being in the Scenic Combining District (SC) and High Valley Rd has been designated as a potential scenic route in the Shoreline Area Plan.

The project proposes up to 8,700 sf of greenhouses and a 2,400 sf processing building.

Per page 10 of the Staff Report, *"The Scenic Corridor on High Valley Road is 500 feet from the edge of the road. The proposed cultivation site is located over 1,200 feet away from the Scenic Corridor on High Valley Road."*

The concept of a 500-foot Scenic Corridor setback in the Scenic Combining District has come up in several projects. In fact, the word "corridor" is not mentioned in Article 34. We have made several requests to CDD, but to-date, we have not received any document outlining this setback.

This was also brought up at the Nina Star Farms Appeal with the Board of Supervisors on 4/1/25. Both Supervisors Owen and Sabatier stated they could not find the origin of the "corridor setback" at which point the Community Development Director stated that setbacks in the scenic combining overlay ... *"we've sort of evolved over time."* (See Transcript Attachment A)

We are requesting that CDD produce the County-approved Scenic Corridor document, which would clarify our concern. Unless this is submitted, we respectfully request the Commission consider the actual wording in Article 34 on the Scenic Combining District which states:

"Uses permitted, when located within the Scenic Combining District adjacent to County Roads:

- ii. **Agricultural processing** such as fruit dehydrators, packing, sheds **not exceeding a use area of five thousand (5,000) square feet**, including an incidental retail sales area of up to five hundred (500) square feet for products processed on the premises;*
- iii. **Greenhouses, hothouses and incidental structures not exceeding a use area of five thousand (5,000) square feet***

Additionally, accessory structures are not to exceed 15 feet.

2) Water Usage/Cumulative Impacts

The project proposes to use approximately 3,650,000 gallons of water per year. *"There is an existing cannabis cultivation project (High Valley Oaks UP 20-21) utilizing an existing well within the groundwater recharge area approximately 1,500 feet to the northwest of the proposed project site, on APN 006-004-19."* (Initial Study pg 55)

Pg 55 of the Initial Study continues to state, *"since the Project's water source is in an undefined basin with little background information, it was recommended that the Project applicant monitor water levels in the*

wells. Specifically, the Hydrology Report recommended pre- and post-season well level monitoring and weekly water extraction and well level monitoring." (COU H2)

High Valley Oaks (HVO) began cultivation under Early Activation in 2020, and received their MUP 20-21 in 2022. Conditions of Use **require them to submit all well data with their annual reports**. As this information is available to CDD, we request that actual well data and water consumption be reviewed as "background data" in the Poverty Flats assessment rather than the "projected" figures used from the HVO Initial Study.

3) Clarifications needed in the Conditions of Use

We request further clarification with the following Conditions of Use:

H2. Hydrology and Water Quality and L2. Utilities

"If water levels are dropping significantly, a revised Water Management Plan, including a revised water budget and water mitigation strategies, shall be prepared and submitted to the County for review and approval prior to continuing operation."

Please quantify the definition of "dropping significantly" - what would trigger a revised Water Management Plan.

H3 Hydrology and Water Quality and L3 Utilities.

"In addition, in the event that a well is unable to supply required water for the Project, the applicant shall either (1) reduce the amount of cultivation and/or length of cultivation season, as appropriate, (2) install additional water storage, (3) implement a rainwater catchment system, or (4) develop an alternative, legal water source in coordination with Lake County and Water Resource agencies."

How is this triggered and who makes this decision - does the county inspect for this?

N7: Timing and Mitigation - Performance Report

"All wells shall be monitored for monthly usage, and a report by month shall be included within the Annual Report."

The COUs in H2 require weekly monitoring.

4) Use of Solar Power for Project

The project intends to use solar power, but we do not see any plans. High Valley Road is in a high fire risk area.

5) Safety and Traffic Issues on High Valley Road.

We also are concerned with many of the issues raised by others, including safety and traffic issues on High Valley Rd. in Clearlake Oaks. As High Valley Road is narrow, winding and dangerous in several areas, we would appreciate a discussion about the cumulative effects of adding further traffic, and the lack of Department of Public Works plans to rectify the issues.

We thank you for your consideration.

Holly Harris/Chuck Lamb

Attachment A

Scenic Corridor Nina Stars Farm Appeal Transcript 4/1/25

1:57 Supervisor Owen: The scenic corridor, though I know that they're using the 500 feet on the scenic corridor as kind of a, what they're stating, we cannot find at this moment, I think it's a little bit ambiguous to state it's only 500 feet because we cannot find the documentation and I've had some people looking for that stating whether it is actually maybe 1,000 feet. But there's not a definition to my knowledge on exactly what the scenic Corridor and I might be off base and you might be able to fill me in later with that, some documentation. *But right now we can't find the documentation to define actually what the scenic corridor is.*

So is it further than 500 feet? Is it only 500 feet? We can't find the documentation on that.

2:12 Supervisor Sabatier: The scenic corridor, I, I'd like to see if we can have further conversations about this outside of here. *I too do not see the 500 feet written anywhere.* I believe we have what's called an overlay district. But within our GIS system, I can't find that overlay. I can just click on a property and it says it's scenic corridor. But there's nothing in the general plan that I can find. There's, at least what I was looking at, there's nothing in the scenic corridor, ordinance that identifies a certain number of feet from a, scenic road that then, the scenic corridor, restrictions, are, are, are taken away. And I, I'm not sure if that was, something that was approved by the board of supervisors or not. But I'm not able to find it. And I would assume that applicants are probably not able to find it.

Or even the general public is not able to find it if it does exist. And so I'd love to see that if it does exist or else maybe bringing it back to the board for, for review, at a later time. Those, those are, those are my main concerns at this moment in time.

2:14 Mireya: We are happy to discuss the, the more of an internal policy regarding, *setbacks in the scenic combining overlay that we've, sort of evolved over time with a number of different projects where there is not a clear delineation,* that is available, in our APN books.

SEC. 21-34 Regulations for the scenic or "SC" Combining District

- Uses permitted, when located within the Scenic Combining District adjacent to County Roads, subject to first obtaining a Major Use Permit in each case: (Ord. No. 2536, 08/31/2000)
 - i. Commercial dairies;
 - ii. *Agricultural processing* such as fruit dehydrators, packing, *sheds not exceeding a use area of five thousand (5,000) square feet*, including an incidental retail sales area of up to five hundred (500) square feet for products processed on the premises;
 - iii. *Greenhouses, hothouses and incidental structures not exceeding a use area of five thousand (5,000) square feet*

May 20, 2025

RE: Poverty Flats Major Use Permit UP 23-09

Dear County of Lake Planning Commissioners,

Thank you for considering my comments.

I firmly believe it is in the best interest of the County of Lake to pause all cannabis permitting until the Cannabis Ordinance is presented and accepted.

Please deny the permit for this project as presented. In developing comments for the Poverty Flats project, examining all documents was confusing as they contradicted each other with so many deficiencies in the submission.

- A 2025 Biological Survey should be completed to accurately document the flora, fauna and wetlands on the parcels.
- A wetland delineation should be made for the parcels. The National Wetland database clearly defines the wetlands.

Graening & Associates report states: “No wetlands, wet areas, springs, vernal pools, ponds, or other water bodies are present onsite.” This is not true. This is in the Schindler Creek Watershed and is very important to Clear Lake. Within the Schindler Creek Watershed there are 9 sub watersheds and there are wetlands on the parcel.

It should be noted that there were three companies reports presented over the years for the Poverty Flat project: Northpoint, Natural Investigations and Graening & Associates.

Graening & Associated LLC was not filed until 8/14/2022 so at the time the first field study was done it could not have been done by Graening & Associates as a reviewer might be led to believe.

Consulting biologist, Tim Nosal’s fall 2020 and spring 2024 lists were not detailed so it is hard to determine what species were seen during which field study. The document wording is “inventory was detected and words “and/or” seen during both field studies. This should not be accepted and the actual observations presented.

The Northpoint Consulting Group document of 2023 is not referenced in the current documents presented.

In NorthPoint’s Biological Resources Assessment it mentions: Several Class III (ephemeral) drainages are present onsite, all which are tributary to Schindler Creek, within the High Valley Basin (watershed HUC12-180201160308). The Project area generally drains to the southeast into High Valley, eventually flowing to Clear Lake. The parcel contains one (1)

stream crossing – which is not mentioned anywhere in the Graening nor Natural Investigations reports.

NorthPoint's report mentions "Only the Southwestern cultivation garden will be accessed over a previously established 18" pipe culvert high-density polyethylene". This is not mentioned in the Graening nor Natural Investigations reports.

Initial Studies Biological Reports has errors.

Whereas we appreciate the more recent field studies date being included (the first report was done in 2020, a drought year and the second last year) the Graening report doesn't properly address the extensive wetlands on APN: 006-004-22 which is in the Schindler Watershed.

Schindler Watershed and its importance was not mentioned in Graening's documents. Please note historically hitch had spawned upstream ten miles and this was in High Valley by Fish and Wildlife.

Natural Investigations Co. conducted a Biological Resources Regulatory Constraints Analysis, a reconnaissance-level field survey, and the result was nine (9) ephemeral Class III channels were cited but the next sentence was "No wetlands were detected"

How Wetlands are Defined and Identified under Clean Water Act Section 404. "Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, ephemerals, and similar areas." - Definition of wetlands as used by the U.S. Army Corps of Engineers (Corps) and the U.S. Environmental Protection Agency (EPA) since the 1970s for regulatory purposes.

The Graening & Associates "Recommended Mitigation Measures" were: No impacts were identified, and therefore no mitigation measures are proposed. It is recommended that a formal delineation of jurisdictional waters be performed before construction work, or ground disturbance, is performed within 50 feet of any wetland or channel. Aquatic permits are required to alter or disturb any wetland or channel."

Environmental Setting descriptions differ between reports. Graening's states 2018 the Ranch Fire burned a significant portion of the Property. But the Draft IS/ Mitigated Neg. Declaration states "Within the SRA, the Project is designated as a Very High Fire Hazard Severity Zone. The property was fully engulfed by the Ranch Fire in 2018, and a significant amount of onsite vegetation burned." In Northpoint's document the Fire Severity Zone was "moderate risk, very high risk."

The County's Draft IS stated High Valley Road is an existing County-maintained Road, comprised of gravel and natural material. The driveway measures 16 feet in width with an existing 15-foot-wide gate, per Google Earth (2024). The well-established onsite road network is comprised of natural material and gravel. This is incorrect: High Valley Road is dirt and gets graded every couple of years – not gravel.

“Per discussions with the Lake County Environmental Health Division, the onsite system will need to be repaired or decommissioned and reconstructed in order to be used again for domestic or cannabis activities.” This is omitted in the Graening report.

The current documents do not include the Site Management Plan and Nitrogen Management Plans, which must be submitted to the SWRCB before starting cultivation activities.

The County document Attachment 3 April 25, 2025, stated “The site is 196.7 acres and is **approximately 3.8 miles northwest of Clearlake Oaks** (Figure 1).” This is incorrect.

The County document also states the missing information regarding approx. 7,450 cubic yards of earth disturbance as well as sufficient details about the road culvert used to access one of the gardens. This is not mentioned in the Graening submission.

Google Earth shows the grading done in 2021 on the historic timeline.

The Complex grading permit GR 25-01 was redlined out on the county's revised Jan 6, 2025, document and not mentioned in the Graening report.

Another contradiction was found: “Therefore, Project implementation would not directly impact any channels or wetlands. Soil disturbance from Project implementation could potentially increase erosion and sedimentation and indirectly impact the wetland.” They had reported there were no wetlands.

Also, it is especially important to note is 4.3.2. Listed Species or Special-status Species Observed During Field Survey: rareplantfiles.cnps.scc/leptosiphonAcicularis Life History: *Leptosiphon acicularis* is an annual that blooms from May through July (CNPS 2018). A recent field study would have provided clarity on whether the Bristly *Leptosiphon* bloomed this year.

“During the field survey, no listed species were detected within the Project Areas or the surrounding Property. During the field survey, no special-status species was observed within the Project Areas, but one special-status plant was detected within the surrounding Property: bristly *Leptosiphon* (*Leptosiphon acicularis*). The location is about 100 feet away from the western-most cultivation area, and across a dirt road from the cultivation area “ .Yet on the map the plant location appears to be on the owners' parcels.

Reviewing all documents is essential to accurately understand the facts. The purpose of doing an updated biological study report is the collection of new data and we do not feel the materials presented reflect this.

Please deny this project as presented.

Sincerely,

Donna Mackiewicz

From: [Lake County Community Development - Cannabis](#)
To: [Mireya Turner](#); [Max Stockton](#)
Cc: [Michelle Irace](#); [Danae LoDolce](#)
Subject: FW: [EXTERNAL] 2025-05-22 Public Comment UP23-09 Poverty Flats
Date: Thursday, May 22, 2025 8:05:59 AM

From: Maria Kann <mariackann@gmail.com>
Sent: Wednesday, May 21, 2025 3:11 PM
To: Monica Rosenthal <Dist1planningcomm@lakecountyca.gov>; Everardo Chavez <Dist2planningcomm@lakecountyca.gov>; Batsulwin Brown <Dist3planningcomm@lakecountyca.gov>; Maile Field <Dist4planningcomm@lakecountyca.gov>; Sharron Zoller <Dist5planningcomm@lakecountyca.gov>; Lake County Community Development - Cannabis <mbx.CDD_Cannabis@lakecountyca.gov>
Cc: Eddie Crandell <Eddie.Crandell@lakecountyca.gov>
Subject: [EXTERNAL] 2025-05-22 Public Comment UP23-09 Poverty Flats

Planning Commissioners Chavez, Rosenthal, Zoller, Field and Brown

Please take into consideration my outline of concerns regarding the above referenced project:

Traffic and Road Safety Issues:

The public has brought to your attention for the last four years the problems and dangers we live with on a daily basis in High Valley:

1. Speeding vehicles
2. Large trucks overtaking the roadway
3. Large trucks getting stuck at Horseshoe Bend
4. Narrow lanes out of compliance with California Fire Safety Code
5. Blind curves
6. Increasing cumulative traffic volume due to multiple businesses on High Valley Road and Cerrito Drive
7. Lack of safety signage indicating speed limit and dangerous conditions (blind curves, steep slope, flood zones, wildlife)
8. Additional vehicles add to congestion during emergency evacuations
9. No street lighting
10. No white lines
11. No sidewalks
12. Only partially paved; then unmarked, gravel dirt road with no guardrails after 3 1/2 miles of chip seal from Highway 20
13. East Lake Elementary School traffic and pedestrians at Highway 20 and High Valley Road

Despite our repeated attempts to impress our concerns and need for mitigation, the county has ignored our requests and, in some cases, led your commission to the false conclusion that there was a plan in place when, in fact, there wasn't (and still isn't). I believe their statements influenced your decisions in the prior planning commission meetings (SourzHVR and Liu Farms).

Water/Hydrology:

I echo the concerns of others regarding the added strain on the aquifer as more and more projects are allowed in High Valley. It is scientifically known that recovery after prolonged drought, such as the latest from which Lake County has emerged, is often longer than the drought itself. There are wells in High Valley that have gone dry and have not resumed production, my own included.

Solar:

Solar use in a high severity fire zone - no details about solar banks, number of batteries, placement of solar arrays.

Grading Permits:

Google Earth Pro images from 2019, 2021, 2022, and 2024 (attached) show significant changes to the property that were not specified in the grading permit granted April 18, 2022. It states:

“Clearing and maintenance of existing firebreak, maintenance of existing property access road including widening to comply to 4290. This widening is to be conducted in areas with **less than 20% slopes** in areas wide enough to support the width with minimal soil disturbance.” (See next paragraph referencing grade)

Areas scheduled for five greenhouses and several small sheds will also need to be graded which is not within the scope of the approved grading permit. Request for Review for Sufficiency dated January 03, 2024 states: “The ~197 acre site is **mostly over 30% grade**, so a grading permit for structures will likely be needed.”

According to Lake County Building Division on the Opengov website:

“Sheds 120 square feet or less are exempt from a Building Permit but will require a Planning Zoning Clearance.” 144 sq ft shed will require a planning zoning clearance. Has a planning zoning clearance been issued?

According to the CDD/Mireya Turner, the Grading Inspector noted that trenching had been done with an approved well permit for future fire suppression. I have not been able to get a copy of the well permit to see if this is true, however, it is interesting how the trenching the inspector says is for future fire suppression (that we saw being done in March 2024) occurred exactly located as outlined in their cannabis site map. Also, the grading permit made available to the public had no such notations made. (See attached images of trenching and grading permit)

Sheriff/CHP/BLM:

There was no request for review from the Sheriff, CHP, or BLM according to the Request for Review for Sufficiency dated January 03, 2024.

Security and Safety:

Will there be guard dogs on the property and, if so, who will be responsible for them once the project concludes?
Will there be armed personnel?
Will the property be fenced?

Cultural Resources Mitigation:

What training curriculum is used to train employees on recognizing potentially significant archaeological, paleontological, or cultural materials that may be discovered during ground disturbance? Who will be conducting the training and what are their credentials?

Thank you for considering the issues I have outlined that need to be addressed before a 10-year Use Permit is granted. I strongly urge you to deny this project as it will only contribute to the already dangerous issues yet to be resolved and further degrade our quality of life in our very small valley.

Sincerely,

Maria Kann

☐ [2019 Poverty Flats Aerial View.jpg](#) 

☐ [2021 Poverty Flats Aerial View.jpg](#) 

☐ [2022 Poverty Flats Aerial View.jpg](#) 

☐ [2024 Poverty Flats Aerial View.jpg](#) 

☐ [2024-03-31 Poverty Flats Aerial View Land Disturbance Prior to Use Permit.JPG](#) 

☐ [2024-03-31 Poverty Flats land clearing prior to Use Permit.JPG](#) 

☐ [2024-03-31 Poverty Flats Trenching w/o Permits.JPG](#) 

☐ [2025-05-18 Poverty Flats Showing Graded Cultivation Areas Without Permits.JPG](#) 

☐ [Grading poverty flats record request GR22-12_summary_Fri_May_9_2025_14-25-58.pdf](#)


☐ [RFR UP 23-09 Poverty.docm](#) 

Date: May 20, 2025

Subject: Public Comment Letter on Major Use Permit (PL-25-68 / UP 23-09) for Poverty Flats Ranch

Dear Planning Commission,

As a resident and neighbor off High Valley Road, Firewise member and representative of the Clearlake Oaks Hillside Neighborhood, We respectfully urge you **not to approve the Major Use Permit (PL-25-68 / UP 23-09) for Poverty Flats Ranch**. We ask that you please take into consideration the following serious concerns and cumulative impact of multiple Cannabis previous approved and upcoming projects regarding public safety, environmental compliance, traffic, wildfire zone, egress, and infrastructure strain:

1. Unaddressed Cumulative Traffic Impact and Comprehensive Study

There has been **no comprehensive study or mitigation plan** for the **cumulative traffic increase** generated by the following cannabis-related projects and nearby previous and upcoming developments:

- Monte Cristo (2022)
- High Valley Oaks (2022)
- Liu Farms (2024 - proposed)
- Poverty Flats (May 2025 - pending)
- Hypnotic Farms (upcoming)
- Lemon Glow (upcoming)
- Brassfield Winery/ Suarez (ongoing winery and former Cannabis project on lease land)

Traffic on High Valley Road has already increased from local neighborhood studies of **30 to 50 to as much as 300 to 400 vehicles/day** in recent years. Increase traffic resulted in:

- A **quadrupling of traffic incidents** in 2024 and 2025
- **Several semi-trucks getting stuck** on the narrow, winding road.

- The **posted speed limit is increasing from 35 mph to 55 mph**, raising additional safety concerns.
-

2. Road and Fire Safety Deficiencies

High Valley Road, (along with Cerritos and Alta Vista Roads), **do not comply with California Fire Safe Regulations** under Title 19 CCR, Article 3, Section 3.05:

- The average road is **under 20 feet wide**, not fully paved nor maintained annually.
- **Hairpin turns** fail to meet SRA Fire Safe Regulations §1273.04

Additionally, under **California Public Resources Code (PRC) 4290.5**, subdivisions in Very High Fire Hazard Severity Zones (VHFHSZs) with over 30 dwellings **require a viable secondary egress route**. To date, **no safe, reliable secondary access** has been developed for the High Valley area.

Suggested alternatives such as Mountain View Drive or the High Valley Forest service roads(220) toward Bartlett Springs and exiting at Hwy 20 at Lucerne are:

- **Not regularly graded or maintained.**
 - **Often closed by CalFire during wildfire events**
 - **Inaccessible, dangerous, and unsafe in emergencies**
-

3. Flawed Environmental Review and CEQA Compliance

Several CEQA documents submitted for cannabis projects in the area, including Poverty Flats, contain **duplicated or boilerplate content** from unrelated projects. These documents:

- **Lack of context** for High Valley's unique conditions like very steep terrain, off grid infrastructure and lack of resilient water resources.
- **Fail to adequately address wildfire risk, traffic burden, and environmental impact and not incorporate a cumulative study from the past, present and upcoming projects.**

4. School Safety and Solar Installation Concerns

- **East Lake Elementary School** sits at the base of the road. Increased car and truck traffic and speeding create a **serious risk to children and staff**, as well as potential legal and financial liability for the county.
 - The proposed **solar installation** lacks publicly available plans. In a fire-prone area, this raises critical questions about **fire mitigation and safety protocols**.
-

In Summary:

Given the **compounded safety risks, lack of proper infrastructure, unaddressed fire code compliance, insufficient environmental review, and lack of comprehensive and cumulative traffic study especially in a wildfire zone**, we strongly urge the Planning Commission to deny the approval of the use permit until the above comments are thoroughly analyzed and responsibly addressed.

Thank you for your time and service to the community.

Sincerely,

Randy Wilk

Resident off High Valley Road and representative of Clearlake Oaks Hillside Firewise neighborhood community

TO

cdd@lakecountyca.gov; planningcounter@lakecountyca.gov; Dist1planningcomm@lakecountyca.gov; Dist2planningcomm@lakecountyca.gov; Dist3planningcomm@lakecountyca.gov; Dist4planningcomm@lakecountyca.gov; Dist5planningcomm@lakecountyca.gov;

Cc:

Eddie.Crandell@lakecountyca.gov; CLOaksHillsideFirewiseComm@gmail.com

6b
RECEIVED

MAY 22 2025

To: Lake County Planning Commission

From: Thomas Lajcik

LAKE COUNTY
PLANNING COMMISSION

Re: Objection to the "Poverty Flats" Project (UP23-09) – Strategic Ridgeline, SRA Fire Safety Violations, and CEQA Deficiencies

Date: May 21, 2025

Dear Commissioners,

I submit this formal comment in strong opposition to the proposed "Poverty Flats" cannabis project, accessed via High Valley Road (HVR). The proposed project location, road access conditions, and fire exposure profile present substantial and well-documented threats to public safety and violate mandatory state fire safety regulations under Title 14 of the California Code of Regulations.

1. HVR is a Strategic Ridgeline; Project directly abuts a Strategic Ridgeline

HVR has had a long-standing role in regional fire defense strategies. HVR is on a natural ridgeline that serves as a defensible barrier. Its topography makes it a logical choice for fire containment lines, as it allows for better control and monitoring of fire behavior.

- During the Ranch Fire, which was part of the Mendocino Complex—the largest wildfire in California's history at the time—HVR was used as a Strategic Ridgeline. Fire crews actively worked to establish containment lines along High Valley Road in the area of the proposed Poverty Flats project as part of their efforts to manage the fire's spread.
- The Lake County Community Wildfire Protection Plan (CWPP) identifies this portion of the ridgeline as part of a strategic shaded fuel break. The site's role in wildfire containment makes it a functional component of the region's wildfire defense infrastructure.

Given the tactical use of High Valley Road during the Ranch Fire and its designation in the CWPP, it is clear that High Valley Road served as a strategic ridgeline in the context of fire protection in Lake County. Title 14 regulations recognize the significance of such ridgelines: 14 CCR §1272.00(d): "Ridgelines shall be given consideration as locations for roads, fuel breaks, or fire defense improvements."

This language is directive — not optional. The location of the Poverty Flats on a parcel directly abutting a designated ridgeline used as a suppression line during a major fire and the need for the Poverty Flats project to use that strategic ridgeline for ingress and egress, triggers this requirement. Approving development without assessing the impact on this ridgeline's defensibility, fuel management role, and emergency access function violates the intent and plain meaning of this regulatory requirement.

2. Project Sited on Fire-Damaged Ridgeline Surrounded by Extreme Slopes; the Internal Access Roads are not Compliant

The project site lies directly atop a ridgeline and is surrounded by slopes exceeding 50%, creating extreme wildfire behavior risk. The site shows clear evidence of burn damage from the 2018 Mendocino Complex Fire, confirming its vulnerability.

The internal access route is narrow and steep. Though it may qualify dimensionally as a driveway, it serves a commercial cannabis operation. Therefore, under §1273.00(e), it must meet road (not driveway) standards. It does not meet those standards.

It is worth noting that the applicant's own grading permit described the purpose of earthwork in this area as the **reopening of historic fire breaks**. The applicant now attempts to characterize these same paths as permanent **access roads** for commercial use. This is misleading.

Fire breaks, even if formerly graded, are **not engineered roads**, and do not meet minimum fire safety standards under **14 CCR §1273.00 et seq.** Simply reopening them for site access does not retroactively legalize them as compliant roads.

The Poverty Flats project therefore relies on **non-conforming access infrastructure** over a fire-prone ridgeline with slopes exceeding 50%, further reinforcing the unsuitability of the site for this kind of development.

3. High Valley Road Violates Multiple SRA Fire Safe Regulations (14 CCR §1270 et seq.)

High Valley Road is subject to the State Minimum Fire Safe Regulations under Title 14. Specific violations include:

- a. §1273.01 – Road Width: Two segments over 1,000 feet in length fail to meet minimum required width, violating the standard for safe emergency access.
- b. §1273.03 – Road Grade: Portions exceed 22% to 35% in grade, while the regulation limits road grades to no more than 16%.
- c. §1273.04 – Curve Radius: Curves less than 25 feet in radius do not meet required maneuverability standards.
- d. §1273.05 – Dead-End Road Length: While High Valley Road eventually connects to Bartlett Springs Road through the Mendocino National Forest, the **U.S. Forest Service closes this portion during fire emergencies**, effectively rendering the road a **dead-end** and eliminating the possibility of dual escape routes. Any project that increases site occupancy or activity in this area **exacerbates an already dangerous evacuation bottleneck**. Title 14 CCR §1273.05(d): Limits dead-end roads to 5280 feet for parcels over 20 acres zoned for commercial use.
- e. §1273.00(b): All roads must provide simultaneous emergency vehicle ingress and civilian evacuation egress. CHP logs show frequent road blockages by stuck trucks

and accidents — including sideswipes, injuries, and at least one fatality — making this not a hypothetical but a documented safety failure.

4. County and Public Agency Acknowledgments Confirm Road Hazards – CEQA’s “Fair Argument” Standard is Met; CEQA Review is Inadequate – Full EIR Required

Beyond the technical violations of SRA Fire Safe Regulations, there is substantial agency acknowledgment and documentation that High Valley Road (HVR) is unsafe — and that no plan exists to correct the condition.

- 1) Planning Commissioner and Public Works Testimony
 - a) - Commission Chair Chavez Perez, during deliberations for the SourzHVR project, drove High Valley Road and personally acknowledged the road was dangerous.
 - b) - At the same hearing, former Public Works Director Scott DeLeon stated that the County was developing a plan to address the road’s safety hazards.
 - c) In a subsequent hearing for the Liu Farms project, Public Works staff member Vance Ricks again confirmed that the road posed significant safety concerns and stated the County was working on a solution.
- 2) No Plan Exists Despite Multiple Representations
 - a) Despite these public statements, Public Records Act (PRA) requests show no plan has ever been prepared by the County. This indicates that even the agency itself recognizes the hazard but has no mitigation in place.
- 3) Official Signage Warning Long Vehicles are not advised on HVR
 - a) At the southern entrance of HVR near the elementary school, the County has posted warning signage advising long vehicles not to use the road — an explicit acknowledgment that it does not safely support large or commercial traffic.
- 4) CHP and Sheriff Logs Confirm Frequent Road Blockages and Accidents
 - a) Local residents obtained California Highway Patrol (CHP) logs and Lake County Sheriff Department logs documenting numerous incidents: sideswipes, stuck vehicles, blocked roadways, injuries, and at least one fatality — reinforcing that the hazards are both real and recurrent.

Taken together, these facts satisfy the CEQA “Fair Argument” standard, which requires an Environmental Impact Report (EIR) when substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment (CEQA Guidelines §15064(f)). Here, evidence includes:

- Official testimony
- Agency admissions
- Warning signage
- Accident data
- Lack of mitigation

This constitutes substantial evidence that cannot be ignored or overridden by subjective determinations of minimal impact. The Commission is therefore obligated to require a full Environmental Impact Report (EIR) for the Poverty Flats project.

CEQA requires a full Environmental Impact Report when a project may:

- Impair emergency response or evacuation plans
- Increase exposure to wildfire risk due to slope, wind, and location
- Interfere with strategic fuel breaks or suppression corridors

A Negative Declaration is insufficient. Under CEQA Guidelines §15064(f) and Appendix G (Section XX: Wildfire), substantial evidence of significant impact exists.

5. County Liability and Legal Risk

Proceeding with this project under the current access and terrain conditions exposes the County to:

- Non-compliance with Title 14 fire safety mandates
- Inconsistent planning decisions under the CWPP
- Legal exposure in the event of loss of life or blocked evacuation during a fire event

Requested Action

Given the serious and compounding concerns above, I respectfully request the Planning Commission:

- Deny the permit or continue the permit pending a full Environmental Impact Report
- Require the applicant to demonstrate strict compliance with Title 14 fire safe regulations, including road design, dead-end limits, and slope hazards
- Recognize the ridgeline's function as critical fire defense infrastructure, and prohibit its conversion into a commercial cannabis site until a comprehensive risk and alternatives analysis is performed

Thank you for your attention to this urgent matter affecting the safety of our community and the resilience of our fire defense network.

Sincerely,

Thomas Lajcik

RECEIVED

California Code of Regulations
 Title 14. Natural Resources
 Division 1.5. Department of Forestry and Fire Protection
 Chapter 7. Fire Protection
 Subchapter 2. State Minimum Fire Safe Regulations

MAY 22 2025

LAKE COUNTY
 PLANNING COMMISSION

Article 1. Administration

§ 1270.00. Title.

Subchapter 2 shall be known as the "State Minimum Fire Safe Regulations," and shall constitute the minimum Wildfire protection standards of the California Board of Forestry and Fire Protection.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4102, 4126, 4127 and 4290, Public Resources Code.

§ 1270.01. Definitions.

The following definitions are applicable to Subchapter 2.

- (a) Agriculture: Land used for agricultural purposes as defined in a Local Jurisdiction's zoning ordinances.
- (b) Board: California Board of Forestry and Fire Protection.
- (c) Building: Any Structure used or intended for supporting or sheltering any use or Occupancy, except those classified as Utility and Miscellaneous Group U.
- (d) CAL FIRE: California Department of Forestry and Fire Protection.
- (e) Dead-end Road: A Road that has only one point of vehicular ingress/egress, including cul-de-sacs and Roads that loop back on themselves
- (f) Defensible Space: The area within the perimeter of a parcel, Development, neighborhood or community where basic wildland fire protection practices and measures are implemented, providing the key point of defense from an approaching Wildfire or defense against encroaching Wildfires or escaping Structure fires. The perimeter as used in this regulation is the area encompassing the parcel or parcels proposed for construction and/or Development, excluding the physical Structure itself. The area is characterized by the establishment and maintenance of emergency vehicle access, emergency water reserves, Road names and Building identification, and fuel modification measures.
- (g) Development: As defined in section 66418.1 of the California Government Code.
- (h) Director: Director of the Department of Forestry and Fire Protection or their designee.
- (i) Driveway: A vehicular pathway that serves no more than four (4) Residential Units and any number of non-commercial or non-industrial Utility or Miscellaneous Group U Buildings on each parcel. A Driveway shall not serve commercial or industrial uses at any size or scale.
- (j) Exception: An alternative to the specified standard requested by the applicant that may be necessary due to health, safety, environmental conditions, physical site

limitations or other limiting conditions, such as recorded historical sites, that provides mitigation of the problem.

(k) Fire Apparatus: A vehicle designed to be used under emergency conditions to transport personnel and equipment or to support emergency response, including but not limited to the suppression of fires.

(l) Fire Authority: A fire department, agency, division, district, or other governmental body responsible for regulating and/or enforcing minimum fire safety standards in the Local Jurisdiction.

(m) Fire Hydrant: A valved connection on a water supply or storage system for the purpose of providing water for fire protection and suppression operations.

(n) Fuel Break: A strategically located area where the volume and arrangement of vegetation has been managed to limit fire intensity, fire severity, rate of spread, crown fire potential, and/or ember production.

(o) Greenbelts: open space, parks, wildlands, other areas, or a combination thereof, as designated by Local Jurisdictions, which are in, surround, or are adjacent to a city or urbanized area, that may function as Fuel Breaks and where Building construction is restricted or prohibited.

(p) Greenways: Linear open spaces or corridors that link parks and neighborhoods within a community through natural or manmade trails and paths.

(q) Hammerhead/T: A "T" shaped, three-point Turnaround space for Fire Apparatus on a Road or Driveway, being no narrower than the Road or Driveway that serves it.

(r) Hazardous Land Use: A land use that presents a significantly elevated potential for the ignition, prolonged duration, or increased intensity of a Wildfire due to the presence of flammable materials, liquids, or gasses, or other features that initiate or sustain combustion. Such uses are determined by the Local Jurisdiction and may include, but are not limited to, power-generation and distribution facilities; wood processing or storage sites; flammable gas or liquids processing or storage sites; or shooting ranges.

(s) Local Jurisdiction: Any county, city/county agency or department, or any locally authorized district that approves or has the authority to regulate Development.

(t) Municipal-Type Water System: A system having water pipes servicing Fire Hydrants and designed to furnish, over and above domestic consumption, a minimum of 250 gpm (950 L/min) at 20 psi (138 kPa) residual pressure for a two (2) hour duration.

(u) Occupancy: The purpose for which a Building, or part thereof, is used or intended to be used.

(v) One-way Road: A Road that provides a minimum of one Traffic Lane width designed for traffic flow in one direction only.

(w) Residential Unit: Any Building or portion thereof which contains living facilities including provisions for sleeping, eating, cooking and/or sanitation, for one or more persons. Manufactured homes, mobile homes, and factory-built housing are considered Residential Units.

(x) Ridgeline: The line of intersection of two opposing slope aspects running parallel to the long axis of the highest elevation of land; or an area of higher ground separating two adjacent streams or watersheds.

(y) Road: A public or private vehicular pathway to more than four (4) Residential Units, or to any industrial or commercial Occupancy.

- (z) Road or Driveway Structures: Bridges, culverts, and other appurtenant Structures which supplement the Traffic Lane or Shoulders.
- (aa) Same Practical Effect: As used in this subchapter, means an Exception or alternative with the capability of applying accepted wildland fire suppression strategies and tactics, and provisions for fire fighter safety, including:
- (1) access for emergency wildland fire equipment,
 - (2) safe civilian evacuation,
 - (3) signing that avoids delays in emergency equipment response,
 - (4) available and accessible water to effectively attack Wildfire or defend a Structure from Wildfire, and
 - (5) fuel modification sufficient for civilian and fire fighter safety.
- (bb) Shoulder: A vehicular pathway adjacent to the Traffic Lane.
- (cc) State Responsibility Area (SRA): As defined in Public Resources Code sections 4126-4127; and the California Code of Regulations, title 14, division 1.5, chapter 7, article 1, sections 1220-1220.5.
- (dd) Strategic Ridgeline: a Ridgeline identified pursuant to § 1276.02(a) that may support fire suppression activities or where the preservation of the Ridgeline as an Undeveloped Ridgeline would reduce fire risk and improve fire protection.
- (ee) Structure: That which is built or constructed or any piece of work artificially built up or composed of parts joined together in some definite manner.
- (ff) Traffic Lane: The portion of a Road or Driveway that provides a single line of vehicle travel.
- (gg) Turnaround: An area which allows for a safe opposite change of direction for Fire Apparatus at the end of a Road or Driveway.
- (hh) Turnout: A widening in a Road or Driveway to allow vehicles to pass.
- (ii) Undeveloped Ridgeline: A Ridgeline with no Buildings.
- (jj) Utility and Miscellaneous Group U: A Structure of an accessory character or a miscellaneous Structure not classified in any specific Occupancy permitted, constructed, equipped, and maintained to conform to the requirements of Title 24, California Building Standards Code.
- (kk) Vertical Clearance: The minimum specified height of a bridge, overhead projection, or vegetation clearance above the Road or Driveway.
- (ll) Vertical Curve: A curve at a high or low point of a Road that provides a gradual transition between two Road grades or slopes.
- (mm) Very High Fire Hazard Severity Zone (VHFHSZ): As defined in Government Code section 51177(i).
- (nn) Wildfire: Has the same meaning as "forest fire" in Public Resources Code Section 4103.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1270.02. Purpose.

- (a) Subchapter 2 has been prepared and adopted for the purpose of establishing state minimum Wildfire protection standards in conjunction with Building, construction, and Development in the State Responsibility Area (SRA) and, after July 1, 2021, the Very

High Fire Hazard Severity Zones, as defined in Government Code § 51177(i) (VHFHSZ).

(b) The future design and construction of Structures, subdivisions and Developments in the SRA and, after July 1, 2021, the VHFHSZ shall provide for basic emergency access and perimeter Wildfire protection measures as specified in the following articles.

(c) These standards shall provide for emergency access; signing and Building numbering; private water supply reserves for emergency fire use; vegetation modification, Fuel Breaks, Greenbelts, and measures to preserve Undeveloped Ridgelines. Subchapter 2 specifies the minimums for such measures.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1270.03. Scope.

(a) Subchapter 2 shall apply to:

(1) the perimeters and access to all residential, commercial, and industrial Building construction within the SRA approved after January 1, 1991, and those approved after July 1, 2021 within the VHFHSZ, except as set forth below in subsection (b).

(2) the siting of newly installed commercial modulars, manufactured homes, mobilehomes, and factory-built housing, as defined in Health and Safety Code sections 18001.8, 18007, 18008, and 19971;

(3) all tentative and parcel maps or other Developments approved after January 1, 1991; and

(4) applications for Building permits on a parcel approved in a pre-1991 parcel or tentative map to the extent that conditions relating to the perimeters and access to the Buildings were not imposed as part of the approval of the parcel or tentative map.

(b) Subchapter 2 does not apply where an application for a Building permit is filed after January 1, 1991 for Building construction on a parcel that was formed from a parcel map or tentative map (if the final map for the tentative map is approved within the time prescribed by the local ordinance) approved prior to January 1, 1991, to the extent that conditions relating to the perimeters and access to the Buildings were imposed by the parcel map or final tentative map approved prior to January 1, 1991.

(c) Affected activities include, but are not limited to:

(1) permitting or approval of new parcels, excluding lot line adjustments as specified in Government Code (GC) section 66412(d);

(2) application for a Building permit for new construction not relating to an existing Structure;

(3) application for a use permit;

(4) Road construction including construction of a Road that does not currently exist, or extension of an existing Road.

(d) The standards in Subchapter 2 applicable to Roads shall not apply to Roads used solely for Agriculture; mining; or the management of timberland or harvesting of forest products.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1270.04. Provisions for Application of these Regulations.

This Subchapter shall be applied as follows:

- (a) the Local Jrisdictions shall provide the Director of the California Department of Forestry and Fire Protection (CAL FIRE) or their designee with notice of applications for Building permits, tentative parcel maps, tentative maps, and installation or use permits for construction or Development within the SRA, or if after July, 1 2021, the VHFHSZ.
- (b) the Director or their designee may review and make fire protection recommendations on applicable construction or development permits or maps provided by the Local Jrisdiction.
- (c) the Local Jrisdiction shall ensure that the applicable sections of this Subchapter become a condition of approval of any applicable construction or Development permit or map.

NOTE: Authority cited: Sections 4111 and 4290, Public Resources Code. Reference: Sections 4117 and 4290, Public Resources Code.

§ 1270.05. Local Regulations.

- (a) Subchapter 2 shall serve as the minimum Wildfire protection standards applied in SRA and VHFHSZ. However, Subchapter 2 does not supersede local regulations which equal or exceed the standards of this Subchapter.
- (b) A local regulation equals or exceeds a minimum standard of this Subchapter only if, at a minimum, the local regulation also fully complies with the corresponding minimum standard in this Subchapter.
- (c) A Local Jurisdiction shall not apply exemptions to Subchapter 2 that are not enumerated in Subchapter 2. Exceptions requested and approved in conformance with § 1270.07 (Exceptions to Standards) may be granted on a case-by-case basis.
- (d) Notwithstanding a local regulation that equals or exceeds the State Minimum Fire Safe Regulations, Building construction shall comply with the State Minimum Fire Safe Regulations.

NOTE: Authority cited: Sections 4111, 4119 and 4290, Public Resources Code. Reference: Section 4290, Public Resources Code.

§ 1270.06. Inspections.

Inspections shall conform to the following requirements:

- (a) Inspections in the SRA shall be made by:
 - (1) the Director, or
 - (2) Local Jurisdictions that have assumed state fire protection responsibility on SRA lands, or
 - (3) Local Jurisdictions where the inspection duties have been formally delegated by the Director to the Local Jurisdictions, pursuant to subsection (b).
- (b) The Director may delegate inspection authority to a Local Jurisdiction subject to all of the following criteria:
 - (1) The Local Jurisdiction represents that they have appropriate resources to perform the delegated inspection authority.

- (2) The Local Jurisdiction acknowledges that CAL FIRE's authority under subsection (d) shall not be waived or restricted.
- (3) The Local Jurisdiction consents to the delegation of inspection authority.
- (4) The Director may revoke the delegation at any time.
- (5) The delegation of inspection authority, and any subsequent revocation of the delegation, shall be documented in writing, and retained on file at the CAL FIRE Unit headquarters that administers SRA fire protection in the area.
- (c) Inspections in the VHFHSZ shall be made by the Local Jurisdiction.
- (d) Nothing in this section abrogates CAL FIRE's authority to inspect and enforce state forest and fire laws in the SRA even when the inspection duties have been delegated pursuant to this section.
- (e) Reports of violations within the SRA shall be provided to the CAL FIRE Unit headquarters that administers SRA fire protection in the Local Jurisdiction.
- (f) When inspections are conducted, they shall occur prior to: the issuance of the use permit or certificate of Occupancy; the recordation of the parcel map or final map; the filing of a notice of completion; or the final inspection of any project or Building permit.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1270.07. Exceptions to Standards.

- (a) Upon request by the applicant, an Exception to standards within this Subchapter may be allowed by the Inspection entity in accordance with 14 CCR § 1270.06 (Inspections) where the Exceptions provide the Same Practical Effect as these regulations towards providing Defensible Space. Exceptions granted by the Local Jurisdiction listed in 14 CCR § 1270.06, shall be made on a case-by-case basis only. Exceptions granted by the Local Jurisdiction listed in 14 CCR § 1270.06 shall be forwarded to the appropriate CAL FIRE unit headquarters that administers SRA fire protection in that Local Jurisdiction, or the county in which the Local Jurisdiction is located and shall be retained on file at the Unit Office.
- (b) Requests for an Exception shall be made in writing to the Local Jurisdiction listed in 14 CCR § 1270.06 by the applicant or the applicant's authorized representative. At a minimum, the request shall state the specific section(s) for which an Exception is requested; material facts supporting the contention of the applicant; the details of the Exception proposed; and a map showing the proposed location and siting of the Exception. Local Jurisdictions listed in § 1270.06 (Inspections) may establish additional procedures or requirements for Exception requests.
- (c) Where an Exception is not granted by the inspection entity, the applicant may appeal such denial to the Local Jurisdiction. The Local Jurisdiction may establish or utilize an appeal process consistent with existing local building or planning department appeal processes.
- (d) Before the Local Jurisdiction makes a determination on an appeal, the inspector shall be consulted and shall provide to that Local Jurisdiction documentation outlining the effects of the requested Exception on Wildfire protection.
- (e) If an appeal is granted, the Local Jurisdiction shall make findings that the decision meets the intent of providing Defensible Space consistent with these regulations. Such

findings shall include a statement of reasons for the decision. A written copy of these findings shall be provided to the CAL FIRE Unit headquarters that administers SRA fire protection in that Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1270.08. Distance Measurements.

All specified or referenced distances are measured along the ground, unless otherwise stated.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

Article 2. Ingress and Egress

§ 1273.00. Intent.

Roads, and Driveways, whether public or private, unless exempted under 14 CCR § 1270.03(d), shall provide for safe access for emergency Wildfire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a Wildfire emergency consistent with 14 CCR §§ 1273.00 through 1273.09.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.01. Width.

(a) All roads shall be constructed to provide a minimum of two ten (10) foot traffic lanes, not including shoulder and striping. These traffic lanes shall provide for two-way traffic flow to support emergency vehicle and civilian egress, unless other standards are provided in this article or additional requirements are mandated by Local Jurisdictions or local subdivision requirements. Vertical clearances shall conform to the requirements in California Vehicle Code section 35250.

(b) All One-way Roads shall be constructed to provide a minimum of one twelve (12) foot traffic lane, not including Shoulders. The Local Jurisdiction may approve One-way Roads.

(1) All one-way roads shall, at both ends, connect to a road with two traffic lanes providing for travel in different directions, and shall provide access to an area currently zoned for no more than ten (10) Residential Units.

(2) In no case shall a One-way Road exceed 2,640 feet in length. A turnout shall be placed and constructed at approximately the midpoint of each One-way Road.

(c) All driveways shall be constructed to provide a minimum of one (1) ten (10) foot traffic lane, fourteen (14) feet unobstructed horizontal clearance, and unobstructed vertical clearance of thirteen feet, six inches (13' 6").

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.02. Road Surface.

- (a) Roads shall be designed and maintained to support the imposed load of Fire Apparatus weighing at least 75,000 pounds, and provide an aggregate base.
- (b) Road and Driveway Structures shall be designed and maintained to support at least 40,000 pounds.
- (c) Project proponent shall provide engineering specifications to support design, if requested by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.03. Grades.

- (a) At no point shall the grade for all Roads and Driveways exceed 16 percent.
- (b) The grade may exceed 16%, not to exceed 20%, with approval from the Local Jurisdiction and with mitigations to provide for Same Practical Effect.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.04. Radius.

- (a) No Road or Road Structure shall have a horizontal inside radius of curvature of less than fifty (50) feet. An additional surface width of four (4) feet shall be added to curves of 50-100 feet radius; two (2) feet to those from 100-200 feet.
- (b) The length of vertical curves in Roadways, exclusive of gutters, ditches, and drainage structures designed to hold or divert water, shall be not less than one hundred (100) feet.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.05. Turnarounds.

- (a) Turnarounds are required on Driveways and Dead-end Roads.
- (b) The minimum turning radius for a turnaround shall be forty (40) feet, not including parking, in accordance with the figures in 14 CCR §§ 1273.05(e) and 1273.05(f). If a hammerhead/T is used instead, the top of the "T" shall be a minimum of sixty (60) feet in length.
- (c) Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the Driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart.
- (d) A turnaround shall be provided on Driveways over 300 feet in length and shall be within fifty (50) feet of the building.
- (d) Each Dead-end Road shall have a turnaround constructed at its terminus. Where parcels are zoned five (5) acres or larger, turnarounds shall be provided at a maximum of 1,320 foot intervals.
- (e) Figure A. Turnarounds on roads with two ten-foot traffic lanes.
- (f) Figure B. Turnarounds on driveways with one ten-foot traffic lane.

Figure A/Image 1 is a visual representation of paragraph (b).

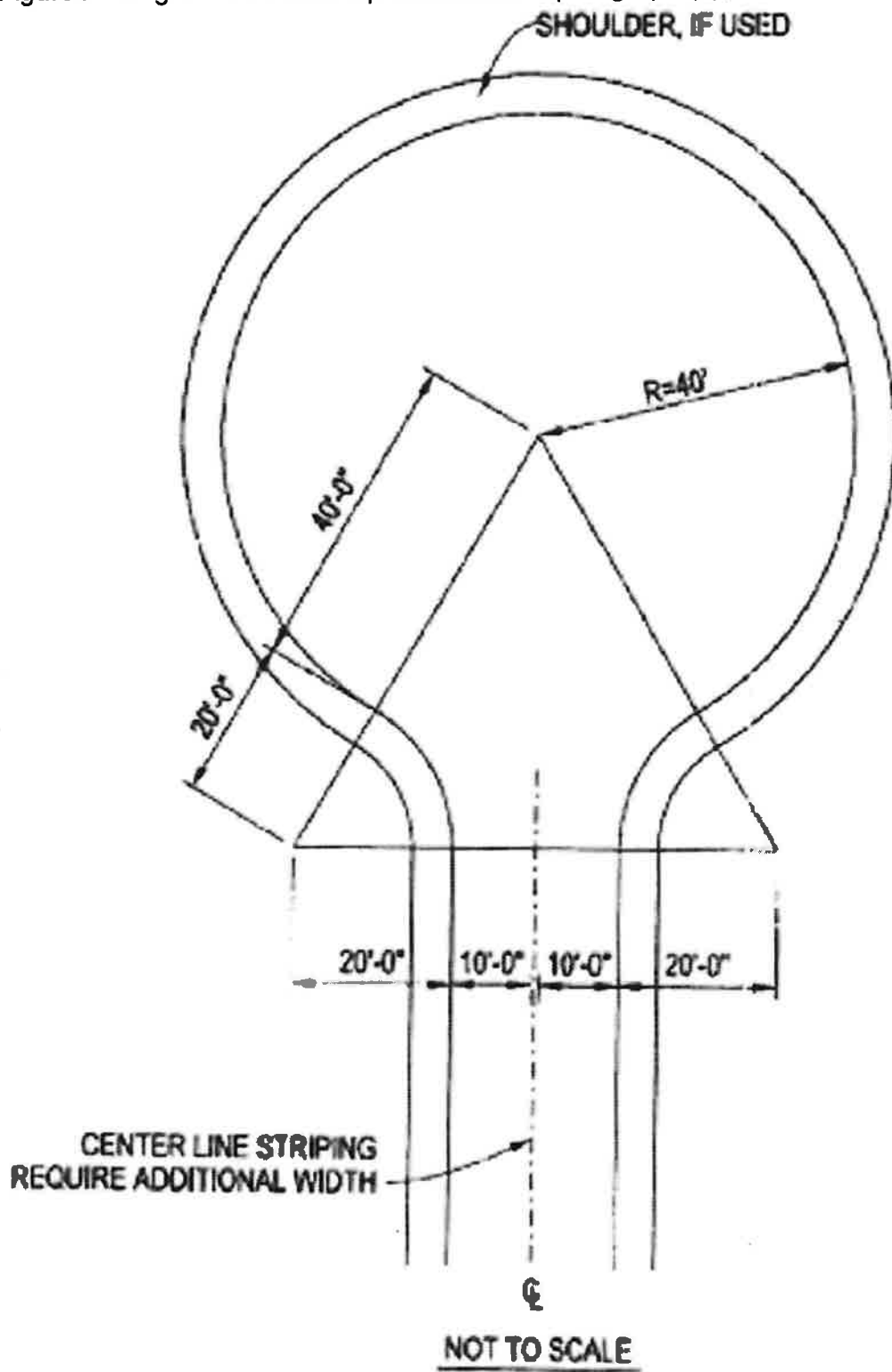
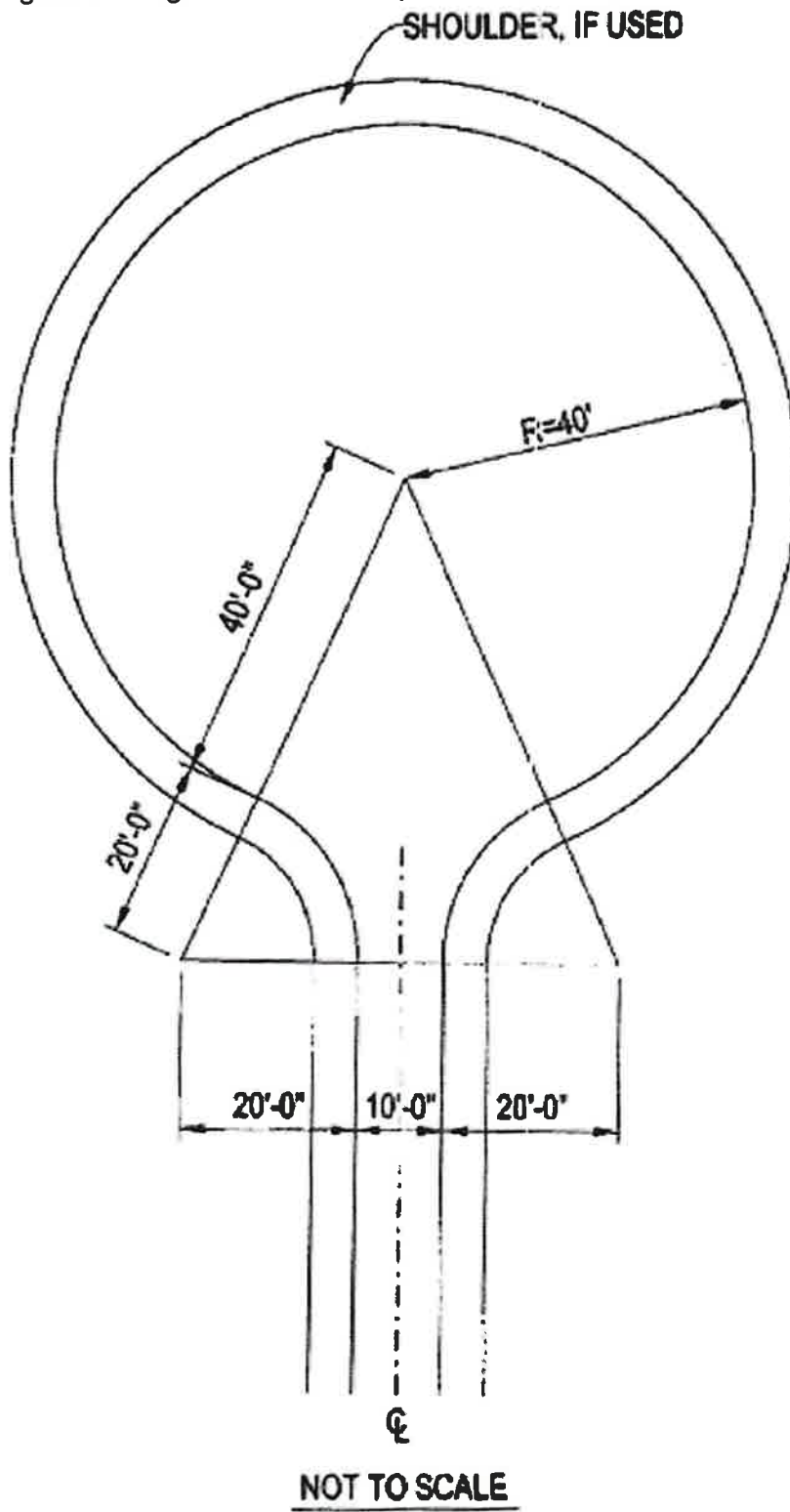


Figure B/Image 2 is a visual representation of paragraph (b).



NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.06. Turnouts.

Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum twenty-five (25) foot taper on each end.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.07. Road and Driveway Structures.

(a) Appropriate signing, including but not limited to weight or vertical clearance limitations, One-way Road or single traffic lane conditions, shall reflect the capability of each bridge.

(b) Where a bridge or an elevated surface is part of a Fire Apparatus access road, the bridge shall be constructed and maintained in accordance with the American Association of State and Highway Transportation Officials Standard Specifications for Highway Bridges, 17th Edition, published 2002 (known as AASHTO HB-17), hereby incorporated by reference. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the local authority having jurisdiction.

(c) Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, barriers, or signs, or both, as approved by the local authority having jurisdiction, shall be installed and maintained.

(d) A bridge with only one traffic lane may be authorized by the Local Jurisdiction; however, it shall provide for unobstructed visibility from one end to the other and turnouts at both ends.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.08. Dead-end Roads.

(a) The maximum length of a Dead-end Road, including all Dead-end Roads accessed from that Dead-end Road, shall not exceed the following cumulative lengths, regardless of the number of parcels served:

parcels zoned for less than one acre - 800 feet

parcels zoned for 1 acre to 4.99 acres - 1,320 feet

parcels zoned for 5 acres to 19.99 acres - 2,640 feet

parcels zoned for 20 acres or larger - 5,280 feet

All lengths shall be measured from the edge of the Road surface at the intersection that begins the Road to the end of the Road surface at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes requiring different length limits, the shortest allowable length shall apply.

(b) See 14 CCR § 1273.05 for dead-end road turnaround requirements.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1273.09. Gate Entrances.

- (a) Gate entrances shall be at least two (2) feet wider than the width of the traffic lane(s) serving that gate and a minimum width of fourteen (14) feet unobstructed horizontal clearance and unobstructed vertical clearance of thirteen feet, six inches (13' 6").
- (b) All gates providing access from a Road to a Driveway shall be located at least thirty (30) feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that Road.
- (c) Where a One-way Road with a single traffic lane provides access to a gated entrance, a forty (40) foot turning radius shall be used.
- (d) Security gates shall not be installed without approval. Where security gates are installed, they shall have an approved means of emergency operation. Approval shall be by the local authority having jurisdiction. The security gates and the emergency operation shall be maintained operational at all times.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

Article 3. Signing and Building Numbering

§ 1274.00. Intent.

To facilitate locating a fire and to avoid delays in response, all newly constructed or approved Roads and Buildings shall be designated by names or numbers posted on signs clearly visible and legible from the Road. This section shall not restrict the size of letters or numbers appearing on road signs for other purposes.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1274.01. Road Signs.

- (a) Newly constructed or approved Roads must be identified by a name or number through a consistent system that provides for sequenced or patterned numbering and/or non-duplicative naming within each Local Jurisdiction. This section does not require any entity to rename or renumber existing roads, nor shall a Road providing access only to a single commercial or industrial Occupancy require naming or numbering.
- (b) The size of letters, numbers, and symbols for Road signs shall be a minimum four (4) inch letter height, half inch (.5) inch stroke, reflectorized, contrasting with the background color of the sign.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1274.02. Road Sign Installation, Location, and Visibility.

- (a) Road signs shall be visible and legible from both directions of vehicle travel for a distance of at least one hundred (100) feet.

- (b) Signs required by this article identifying intersecting Roads shall be placed at the intersection of those Roads.
- (c) A sign identifying traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end roads, one-way roads, or single lane conditions, shall be placed:
 - (1) at the intersection preceding the traffic access limitation, and
 - (2) no more than one hundred (100) feet before such traffic access limitation.
- (d) Road signs required by this article shall be posted at the beginning of construction and shall be maintained thereafter.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1274.03. Addresses for Buildings.

- (a) All Buildings shall be issued an address by the Local Jurisdiction which conforms to that jurisdiction's overall address system. Utility and miscellaneous Group U Buildings are not required to have a separate address; however, each Residential Unit within a Building shall be separately identified.
- (b) The size of letters, numbers, and symbols for addresses shall conform to the standards in the California Fire Code, California Code of Regulations title 24, part 9.
- (c) Addresses for residential Buildings shall be reflectorized.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1274.04. Address Installation, Location, and Visibility.

- (a) All buildings shall have a permanently posted address which shall be plainly legible and visible from the Road fronting the property.
- (b) Where access is by means of a private Road and the address identification cannot be viewed from the public way, an unobstructed sign or other means shall be used so that the address is visible from the public way.
- (c) Address signs along one-way Roads shall be visible from both directions.
- (d) Where multiple addresses are required at a single driveway, they shall be mounted on a single sign or post.
- (e) Where a Road provides access solely to a single commercial or industrial business, the address sign shall be placed at the nearest Road intersection providing access to that site, or otherwise posted to provide for unobstructed visibility from that intersection.
- (f) In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

Article 4. Emergency Water Standards

§ 1275.00. Intent.

Emergency water for Wildfire protection shall be available, accessible, and maintained in quantities and locations specified in the statute and these regulations in order to attack a Wildfire or defend property from a Wildfire.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1275.01. Application.

The provisions of this article shall apply in the tentative and parcel map process when new parcels are approved by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1275.02. Water Supply.

(a) When a water supply for structure defense is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when alternative methods of protection are provided and approved by the Local Jurisdiction.

(b) Water systems equaling or exceeding the California Fire Code, California Code of Regulations title 24, part 9, or, where a municipal-type water supply is unavailable, National Fire Protection Association (NFPA) 1142, "Standard on Water Supplies for Suburban and Rural Fire Fighting," 2017 Edition, hereby incorporated by reference, shall be accepted as meeting the requirements of this article.

(c) Such emergency water may be provided in a fire agency mobile water tender, or naturally occurring or man made containment structure, as long as the specified quantity is immediately available.

(d) Nothing in this article prohibits the combined storage of emergency Wildfire and structural firefighting water supplies unless so prohibited by local ordinance or specified by the local fire agency.

(e) Where freeze or crash protection is required by Local Jurisdictions, such protection measures shall be provided.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1275.03. Hydrants.

(a) The Fire Hydrant shall be eighteen (18) inches above the finished surface. Its location in relation to the Road or dRiveway and to the Building(s) or Structure(s) it serves shall comply with California Fire Code, California Code of Regulations title 24, part 9, Chapter 5, and Appendix C.

(b) The Fire Hydrant head shall be a two and half (2 1/2) inch National Hose male thread with cap for pressure and gravity flow systems and four and a half (4 1/2) inch for draft systems.

(c) Fire Hydrants shall be wet or dry barrel and have suitable freeze or crash protection as required by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1275.04. Signing of Water Sources.

(a) Each Fire Hydrant or access to water shall be identified as follows:

(1) if located along a Driveway, a reflectorized blue marker, with a minimum dimension of three (3) inches shall be located on the Driveway address sign and mounted on a fire retardant post, or

(2) if located along a Road,

(1) a reflectorized blue marker, with a minimum dimension of three (3) inches, shall be mounted on a fire retardant post. The sign post shall be within three (3) feet of said Fire Hydrant with the sign no less than three (3) feet nor greater than five (5) feet above ground, in a horizontal position and visible from the Driveway, or

(2) as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

Article 5. Building Siting, Setbacks, and Fuel Modification

§ 1276.00. Intent.

To reduce the intensity of a Wildfire, reducing the volume and density of flammable vegetation around Development through strategic fuel modification, parcel siting and Building setbacks, and the protection of Undeveloped Ridgelines shall provide for increased safety for emergency fire equipment, including evacuating civilians, and a point of attack or defense from a Wildfire.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1276.01. Building and Parcel Siting and Setbacks.

(a) All parcels shall provide a minimum thirty (30) foot setback for all Buildings from all property lines and/or the center of a Road, except as provided for in subsection (b).

(b) A reduction in the minimum setback shall be based upon practical reasons, which may include but are not limited to, parcel dimensions or size, topographic limitations, Development density requirements or other Development patterns that promote low-carbon emission outcomes; sensitive habitat; or other site constraints, and shall provide for an alternative method to reduce Structure-to-Structure ignition by incorporating features such as, but not limited to:

- (1) non-combustible block walls or fences; or
- (2) non-combustible material extending five (5) feet horizontally from the furthest extent of the Building; or
- (3) hardscape landscaping; or
- (4) a reduction of exposed windows on the side of the Structure with a less than thirty (30) foot setback; or
- (5) the most protective requirements in the California Building Code, California Code of Regulations Title 24, Part 2, Chapter 7A, as required by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1276.02. Ridgelines.

(a) The Local Jurisdiction shall identify Strategic Ridgelines, if any, to reduce fire risk and improve fire protection through an assessment of the following factors:

- (1) Topography;
- (2) Vegetation;
- (3) Proximity to any existing or proposed residential, commercial, or industrial land uses;
- (4) Construction where mass grading may significantly alter the topography resulting in the elimination of Ridgeline fire risks;
- (5) Ability to support effective fire suppression; and
- (6) Other factors, if any, deemed relevant by the Local Jurisdiction.

(b) Preservation of Undeveloped Ridgelines identified as strategically important shall be required pursuant to this section.

(c) New Buildings on Undeveloped Ridgelines identified as strategically important are prohibited, as described in subsections (c)(1), (c)(2), and (c)(3).

(1) New Residential Units are prohibited within or at the top of drainages or other topographic features common to Ridgelines that act as chimneys to funnel convective heat from Wildfires.

(2) Nothing in this subsection shall be construed to alter the extent to which utility infrastructure, including but not limited to wireless telecommunications facilities, as defined in Government Code section 65850.6, subdivision (d)(2), or Storage Group S or Utility and Miscellaneous Group U Structures, may be constructed on Undeveloped Ridgelines.

(3) Local Jurisdictions may approve Buildings on Strategic Ridgelines where Development activities such as mass grading will significantly alter the topography that results in the elimination of Ridgeline fire risks.

(d) The Local Jurisdiction may implement further specific requirements to preserve Undeveloped Ridgelines.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1276.03. Fuel Breaks.

(a) When Building construction meets the following criteria, the Local Jurisdiction shall determine the need and location for Fuel Breaks in consultation with the Fire Authority:

- (1) the permitting or approval of three (3) or more new parcels, excluding lot line adjustments as specified in Government Code (GC) section 66412(d); or
- (2) an application for a change of zoning increasing zoning intensity or density; or
- (3) an application for a change in use permit increasing use intensity or density.
- (b) Fuel Breaks required by the Local Jurisdiction, in consultation with the Fire Authority, shall be located, designed, and maintained in a condition that reduces the potential of damaging radiant and convective heat or ember exposure to Access routes, Buildings, or infrastructure within the Development.
- (c) Fuel Breaks shall have, at a minimum, one point of entry for fire fighters and any Fire Apparatus. The specific number of entry points and entry requirements shall be determined by the Local Jurisdiction, in consultation with the Fire Authority.
- (d) Fuel Breaks may be required at locations such as, but not limited to:
 - (1) Directly adjacent to defensible space as defined by 14 CCR § 1299.02 to reduce radiant and convective heat exposure, ember impacts, or support fire suppression tactics;
 - (2) Directly adjacent to Roads to manage radiant and convective heat exposure or ember impacts, increase evacuation safety, or support fire suppression tactics;
 - (3) Directly adjacent to a Hazardous Land Use to limit the spread of fire from such uses, reduce radiant and convective heat exposure, or support fire suppression tactics;
 - (4) Strategically located along Ridgelines, in Greenbelts, or other locations to reduce radiant and convective heat exposure, ember impacts, or support community level fire suppression tactics.
- (e) Fuel Breaks shall be completed prior to the commencement of any permitted construction.
- (f) Fuel Breaks shall be constructed using the most ecologically and site appropriate treatment option, such as, but not limited to, prescribed burning, manual treatment, mechanical treatment, prescribed herbivory, and targeted ground application of herbicides.
- (g) Where a Local Jurisdiction requires Fuel Breaks, maintenance mechanisms shall be established to ensure the fire behavior objectives and thresholds are maintained over time.
- (h) The mechanisms required shall be binding upon the property for which the Fuel Break is established, shall ensure adequate maintenance levels, and may include written legal agreements; permanent fees, taxes, or assessments; assessments through a homeowners' association; or other funding mechanisms.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1276.04. Greenbelts, Greenways, Open Spaces and Parks.

- (a) Where a Greenbelt, Greenway, open space, park, landscaped or natural area, or portions thereof, is intended to serve as a Fuel Break, the space or relevant portion thereof shall conform with the requirements in § 1276.03 (Fuel Breaks).

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

§ 1276.05. Disposal of Flammable Vegetation and Fuels.

The disposal, including burning or removal to a site approved by the Local Jurisdiction, in consultation with the Fire Authority, of flammable vegetation and fuels caused by site construction, Road, and Driveway construction shall be in accordance with all applicable laws and regulations.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

From: ljdk2007@aol.com
To: [Danae LoDolce](#)
Subject: [EXTERNAL] Fw: Comment Letter-Poverty Flats UP23-09
Date: Wednesday, May 21, 2025 3:50:56 PM

Subject: Supplemental Materials for Poverty Flats Hearing – 05/22/2024 (UP23-09)

Dear Planning Commission,

My apologies — it appears the attachments did not come through with my original email regarding the Poverty Flats hearing scheduled for May 22, 2024.

I am resending the two video files referenced in my prior message. These videos illustrate the issues caused by semi-trucks on High Valley Road in Clearlake Oaks:

1. **Video 1:** A semi-truck navigates a blind corner on High Valley Road and encounters an oncoming vehicle. The vehicle is forced into the ditch to allow the truck to pass safely.
2. **Video 2:** This video was recorded one evening while we were returning home. A semi-truck became stuck on the road, completely blocking passage. There was no way to get around it.

These videos demonstrate the real traffic and safety concerns related to large truck access in the area. Thank you for your attention to this matter.

Sincerely,

Lori Correia

[highvalleyrd.mp4](#)

[Stuck Truck 2021-07-16.MOV](#)