Appendix A

NOP and Comments

NOTICE OF PREPARATION AND SCOPING MEETING

Date: January 25, 2023

To: State Clearinghouse, Responsible and Trustee Agencies, Interested Parties, and Organizations

Subject: **Notice of Preparation of a Draft Environmental Impact Report for the Wicklow Way Specific Plan**

Scoping Meeting: Tuesday, February 14, 2023 at 7 p.m. in the Board of Supervisors Chambers, County Administration Center, 810 Court Street, Jackson, CA 95642. https://zoom.us/j/5375128983

Comment Period: January 27, 2023 through February 28, 2023

Lead Agency: Amador County

Per state law, the deadline for your response is 30-days after receipt of this notice; however, we would appreciate an earlier response, if possible. Written comments will be accepted until **February 28, 2023 at 5:00 p.m**. Please identify a contact person and send your response to:

Contact: Chuck Beatty
Planning Director
810 Court St.
Jackson, CA 95642
Telephone: (209) 223-6380
Email: planning@amadorgov.org

Purpose of Notice

Amador County (County) as the Lead Agency is preparing the Wicklow Way Specific Plan (WWSP) or Project, which is a Specific Plan governing the development of the 201-acre WWSP project area. The County has determined that the Project requires the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA; California Public Resources Code, Section 21000 et seq.), and Title 14 of the California Code of Regulations (CEQA Guidelines). The County has prepared this Notice of Preparation (NOP) in accordance with CEQA Guidelines Sections 15082(a) and 15375. This NOP solicits guidance from responsible, trustee, and involved federal agencies about the scope and content of environmental information to be included in the EIR related to the agencies' statutory responsibilities. The agencies will use the County's EIR when considering their permits or other approvals related to the Project. The NOP also provides an opportunity for other interested parties to provide the

County information they may possess or comments on environmental issues they see as being germane to the EIR. Because the County has determined that an EIR is required for the Project, pursuant to Section 15060(d) of the CEQA Guidelines, preparation of an Initial Study is not required and therefore one has not been prepared.

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment, to examine methods of reducing adverse impacts, and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

Project Location and Setting

The 201-acre WWSP site lies in unincorporated Amador County, immediately west of the Jackson city limits, and one mile south of the City of Sutter Creek. The Project Site is south of Highway 88 and approximately one mile west of the Highway 88 and Highway 49 intersection in the Martell Regional Service Center area of the County. The Project Site is undeveloped and contains grass lands, oak woodland, and drainage areas, including tributaries to Rock Creek. The WWSP site slopes downward to both the east and west and rages in elevation from approximately 1,500 feet above mean sea level in the east portion of the site to 1,400 feet in the south portion of the site. The property is County-owned. Refer to **Figure 1** for the regional location**, Figure 2** for an aerial photograph of the Project Site and vicinity, and **Figure 3** for the topography of the Project Site.

Wicklow Way abuts the Project Site on the northwest and provides a main entrance into the Project area from Highway 88. Existing commercial uses are also located to the north. Residential uses abut the eastern boundary, as does Argonaut High School. Open grazing land is located to the east, west, and south. Lands south and west of the Project Site are undeveloped. The project site is currently used for grazing.

Project Description

The WWSP is the primary land use, policy, and regulatory document used to guide the overall development of the 201-acre site. The WWSP establishes a development framework for land use, circulation, utilities and services, resource protection, and implementation. All subsequent development projects and related activities are required to be consistent with the WWSP.

The proposed WWSP land use designations are summarized in **Table 1** and shown on **Figure 4**.

Table 1: Land Use Summary

Land Use Designation		Applied Zoning District	Acres	% of Total Acres	Units	% of Total Units
Residential						
LDR	Low Density Residential	PD-R1	41.1	20%	280	40%
MDR	Medium Density Residential	PD-R2	27.6	14%	220	31%
HDR	High Density Residential	PD-R3	9.0	4%	200	29%
	Subtotal		77.7	39%	700	100.00%
Commercial/Office						
CC	Community Commercial	PD-CC	12.0	6%		
PQ/P	Civic Center	PQ/P	12.4	6%		
	Subtotal		24.4	12%		
Open Space and Public						
OS	Open Space	OS	53.7	27%		
PR	Parks and Recreation	PR	10.0	5%		
	Subtotal		63.7	32%		
PQ/P	Electric Substation Sewer Lift Station Fire Station Wastewater Treatment Elementary School Major Streets	PQ/P	1.0 1.0 2.6 9.7 8.8 12.9			
	Subtotal		36.0	17%		
Total			**201.8**	**100.0%**	**700**	**100.0%**

As shown on Table 1, the WWSP would provide a potential new County administrative offices/civic center, and a total of 700 residential units with a range of densities on approximately 80 acres that would accommodate approximately 1,800 residents. Proposed land uses also include approximately 26 acres for community commercial and civic uses; 46 acres of open space; 6.9 acres for parks and recreation; and 42 acres for public uses. To preserve options, the land use plan assumes a 9.7-acre site for an onsite wastewater treatment plant, should it be needed in the future. The Community Commercial (CC) land use designation provides a broad range of neighborhood serving retail goods and services, such as grocery stores, restaurants, and offices. The Open Space (OS) land use designation is intended to preserve and protect Rock Creek and its intermittent tributaries, and oak woodlands. The Parks and Recreation (PR) land use designation is applied to a combination of planned active and passive recreation facilities. The

Public/Quasi Public (PQ/P) land use designation provides community serving uses such as civic, education, public services, and utilities.

Specific Plan Vision

The vision for the Wicklow Way Specific Plan (WWSP) is to create a new community that meets or exceeds the County's development standards through amenities and services and distinguishes itself through an efficient design and development pattern. Once developed, the WWSP makes connections between existing commercial, residential, and school uses. These connections include the creation of urban land uses, expansion of open space preserves, new circulation linkages, and connections via a pedestrian and bicycle network. In addition to advancing the County's efforts to meet its fair share obligation of the region's housing needs, the WWSP demonstrates an emerging approach to development which results in a more efficient use of land, with higher densities and significant open space preservation.

The land use plan for WWSP includes a diversity of housing types, compact design, a local-serving community commercial node with office and business professional uses, efficient vehicular, pedestrian and bicycle circulation, resource conservation and proximate access to parks and open space. The residential component on the eastern side of the WWSP area allows opportunities for students to walk to the adjacent Argonaut High School.

It should be noted that no specific development is proposed and no developer is participating in the project at this time. The specific plan will establish land uses. The buildout of the plan area is expected to be a 20-year timeframe. At the time specific development is proposed additional entitlements, design review, and potential additional environment review will be required.

Potential Environmental Effects

The EIR will describe existing environmental resources and current conditions in the WWSP area, evaluate the environmental impacts of implementing the WWSP, and, where applicable, identify feasible mitigation measures to reduce or avoid significant environmental impacts. The EIR will also evaluate alternatives to the Project that meet most of the project objectives, are feasible, and reduce at least one significant impact of the Project. The analysis will focus on the reasonably foreseeable direct and indirect physical environmental impacts that could result from implementation of the WWSP.

Aesthetics	Land Use and Planning
Agricultural Resources	Mineral Resources
Air Quality	Noise
Biological Resources	Population and Housing
Cultural Resources	Public Services
Energy	Recreation
Geology, Soils, and Seismicity	Transportation
Greenhouse Gas Emissions	Tribal Cultural Resources
Hazards and Hazardous Materials	Utilities and Service Systems
Hydrology and Water Quality	Wildfire

Potential Environmental Impacts of the Project

The EIR will identify significant environmental effects anticipated to result from implementation of the Proposed Project. These effects may pertain to: (1) conformance with existing plans and policies of Amador County, (2) transportation; (3) sensitive biological species and habitats; (4) construction-related air quality and greenhouse gas emissions; (5) historic and archaeological resources; (6) construction-related noise; (7) aesthetics; and (8) wildfire.

The EIR will evaluate possible alternatives to the proposed project, including the No Project Alternative. The alternative discussion will focus on those alternatives that could feasibly accomplish most of the basic purposes of the project while also avoiding or substantially lessening one or more of the significant effects.

Project Approvals

For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project (CEQA Guidelines Section 15381). Discretionary approval power may include such actions as issuance of a permit or authorization.

The following are specific County, State, and federal entitlements that must be granted prior to approval and/or implementation of the WWSP.

- Adoption of a Water Supply Assessment
- Adoption of a General Plan Amendment
- Adoption of the WWSP and Design Guidelines by Amador County
- Certification of the EIR by Amador County
- Adoption of the Mitigation Monitoring and Reporting Plan by Amador County
- Approval of Development Agreements by Amador County
- Approval of Large Lot Tentative and Final Subdivision Maps by Amador County
- Approval of Small Lot Tentative and Final Subdivision Maps by Amador County
- Design Review by Amador County
- Planned Development Approval by Amador County
- Approval of Lot Line Adjustments by Amador County
- Approval of Engineering Improvement Plans by Amador County
- Approval of Conditional Use Permits by Amador County
- Approval of Grading Plans by Amador County
- Approval of a water supply
- Approval of wastewater treatment plant capacity including potential for a new onsite wastewater treatment plant.
- Army Corps of Engineers - Clean Water Act Section 404 Permit for fill of wetlands and/or waters of the U.S.
- United States Fish and Wildlife Service Consultation for potential impacts to federally listed species in accordance with the Federal Endangered Species Act and Agreements pursuant to Section 7 of the Federal Endangered Species Act
- State Historic Preservation Office – Consultation regarding impacts to historic properties in accordance with Section 106 of the Nation Historic Preservation Act. May be necessary should Federal Permitting be required for the Proposed Project.

- Regional Water Quality Control Board – Central Valley Region – 401 Water Quality Certification, National Pollutant Discharge Elimination System (NPDES) discharge permit for stormwater and/or wastewater, and Master Reclamation Permit for Recycled Water
- State Water Resources Control Board Division of Drinking Water - Public/Community Water System Permit
- California Department of Fish and Wildlife – Section 1600 Lake and Streambed Alteration Agreement and consultation related to potential impacts to state listed species and species of concern

Public Review Period

The Notice of Preparation is being circulated for public review and comment for a period of 30 days beginning January 27, 2023. Written comments will be accepted by Amador County through 5:00 p.m. on February 28, 2023. Comments must be mailed to Chuck Beatty at the above address, or emailed to: planning@amadorgov.org.

The Notice of Preparation is available for review during normal business hours at the following location:

- Amador County Planning Department at 810 Court Street, Jackson, CA 95642

Alternate formats of this document are available upon request. If reasonable accommodation is needed, call the Planning Department at (209) 223-6380.

Scoping Meeting

Pursuant to Public Resources Code Section 21083.9(a)(2), scoping meetings are required for projects that may have statewide, regional, or area-wide environmental impacts. The County has determined that this Project meets this threshold. Therefore, to provide the public and regulatory agencies an opportunity to ask question and submit comments on the scope of the EIR, a scoping meeting will be held during the NOP review period. The scoping meeting will solicit input from the public and public agences regarding the scope and content of the environmental impacts to be addressed in the Draft EIR.

At the meeting, a brief presentation will provide an overview of the Proposed Project and the CEQA process. After the presentation, oral comments from the agencies and public about the Proposed Project will be received. Comment forms will also be available for those who wish to submit written comments during the meetings, as well as throughout the 30-day NOP review period.

The public scoping meeting will be held on the following date and location:

Tuesday, February 14, 2023 at 7:00 p.m.
Board of Supervisors Chamber
County Administrative Center
810 Court Street
Jackson, CA 95642

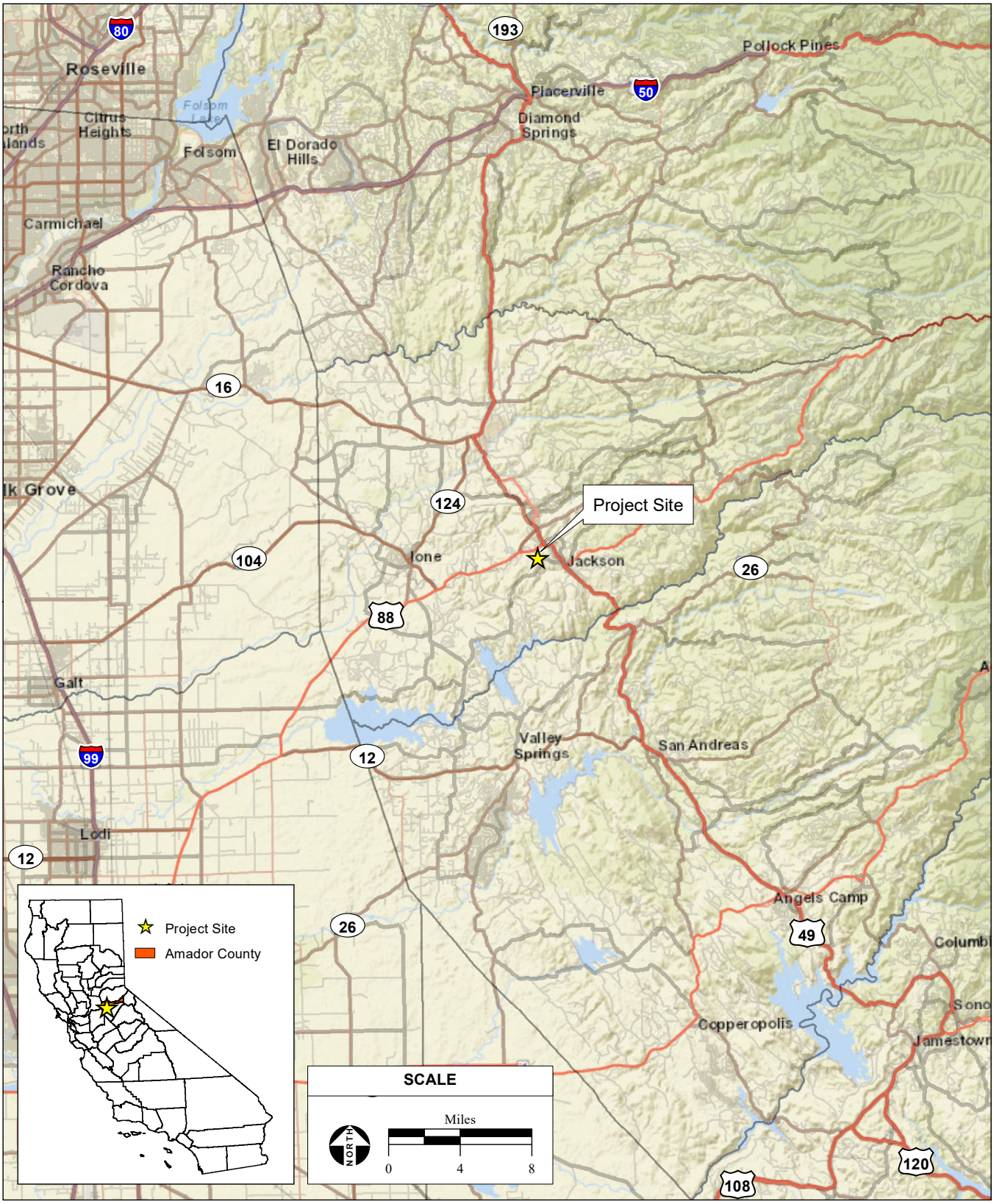
In addition, the public scoping meeting will be accessible virtually using the following link:

https://zoom.us/j/5375128983

This scoping meeting information will also be published in the Ledger Dispatch newspaper, and is available on the County's website: https://www.amadorgov.org/departments/planning/current-projects/wicklow-way-specific-plan.

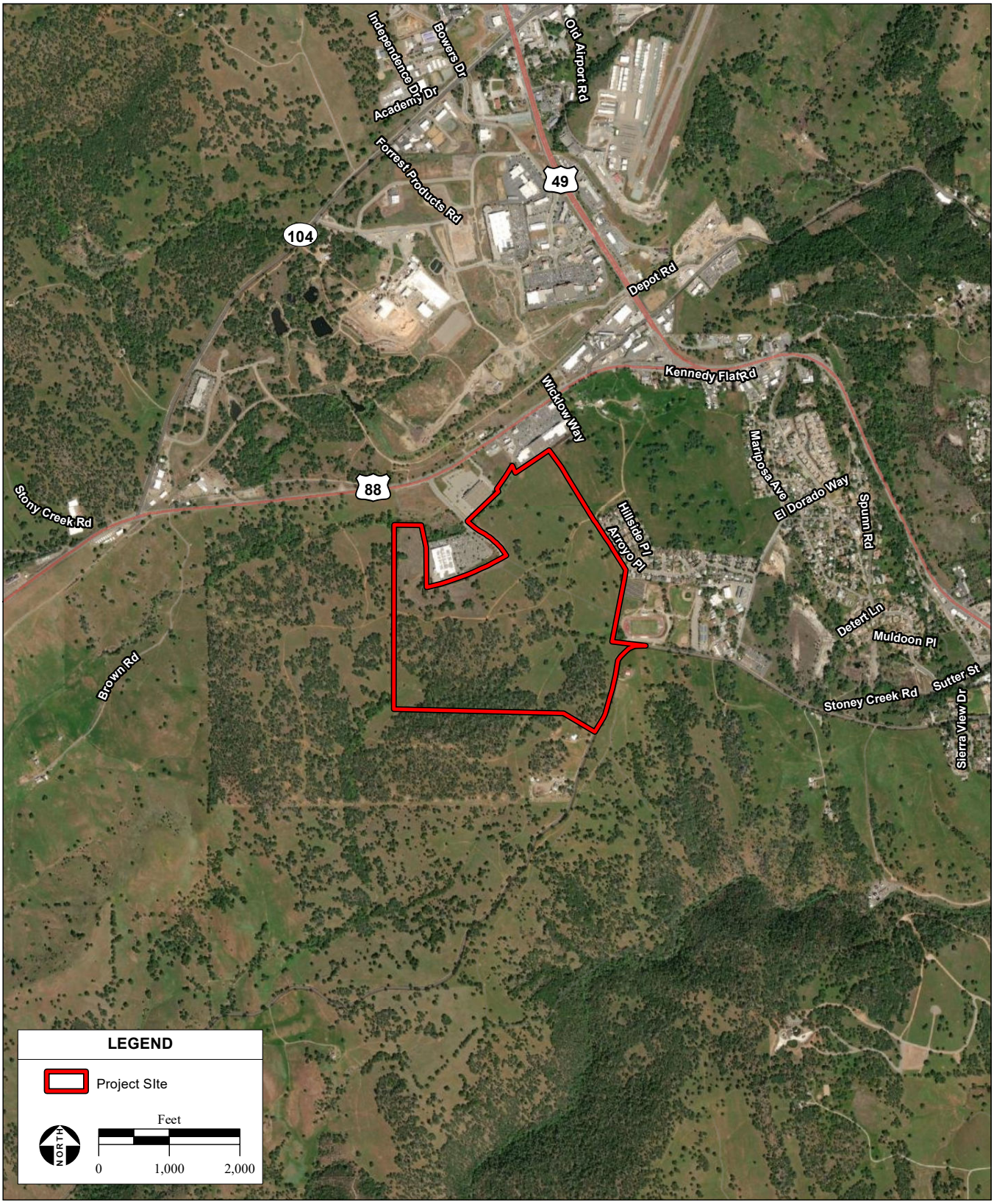
Your views and comments on how the project may affect the environment are welcomed, and will be used to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in the EIR.

Please contact the Amador County Planning Department at 209-223-6380 or planning@amadorgov.rg if you have any questions about the environmental review process for the proposed Wicklow Way Specific Plan.



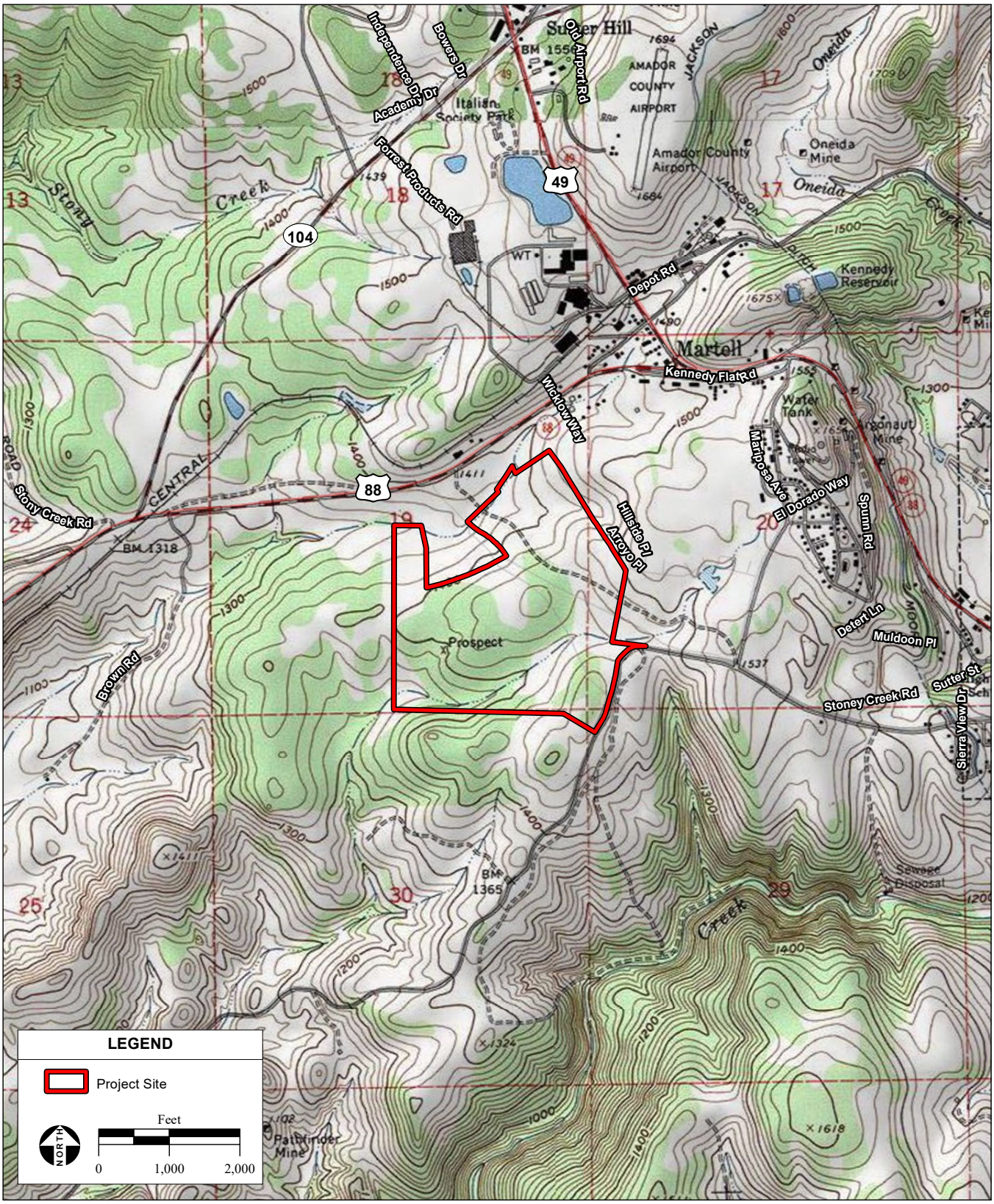
SOURCE: ESRI, 2022; AES, 11/29/2022

Figure 1
Regional Location



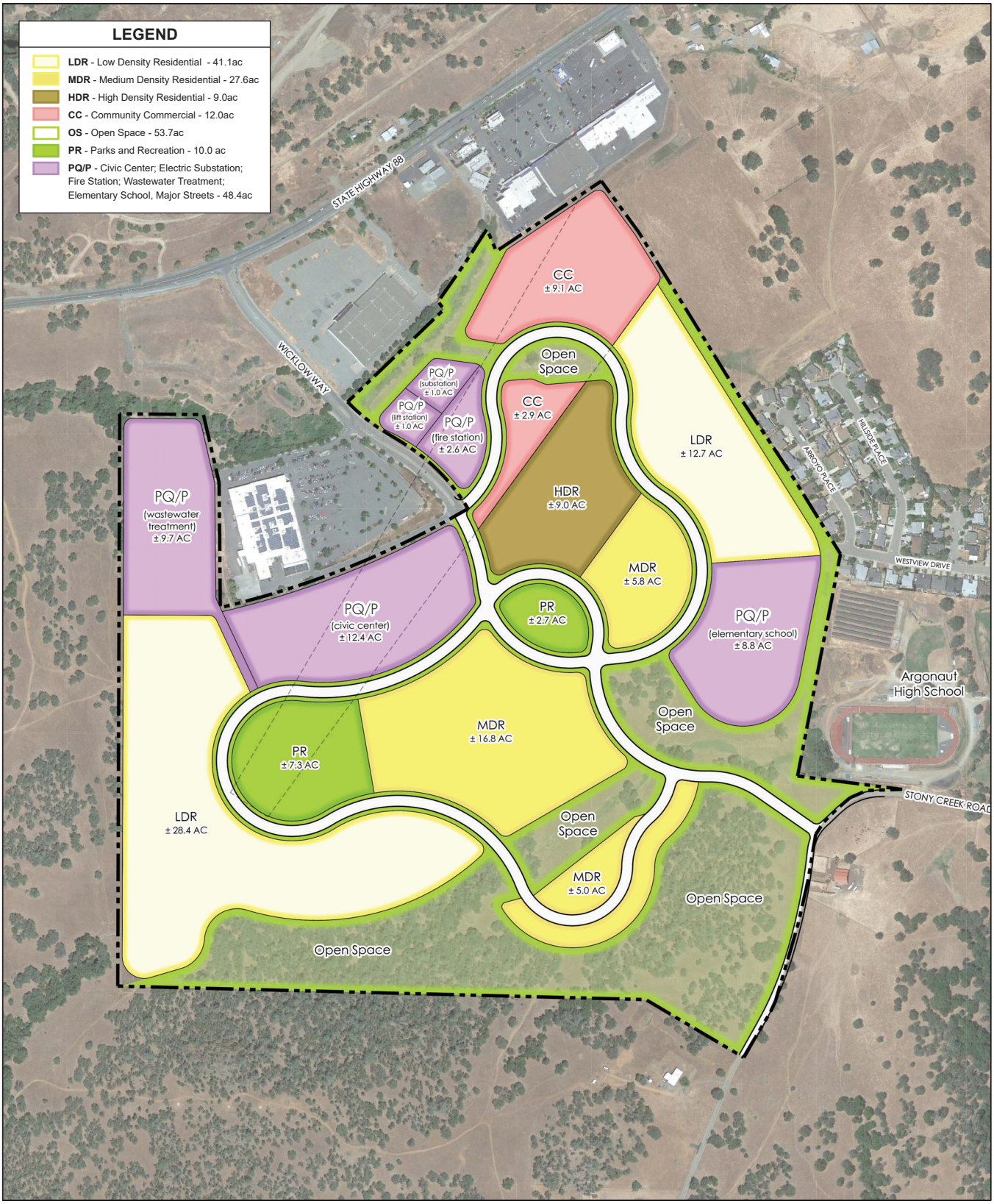
SOURCE: Vivid Maxar aerial photography, 4/3/2020; ESRI, 2022; AES, 11/29/2022

Figure 2
Project Site and Vicinity



SOURCE: "Jackson, CA" USGS 7.5 Minute Topographic Quadrangle, T6N R11E, Section 19, 20, 29 and 30, Mt Diablo Baseline & Meridian; ESRI, 2022; AES, 11/29/2022

Figure 3
Topography Map of Project Site



SOURCE: Black Oak Design, April 2022; AES, 12/8/2022

Figure 4
Proposed Land Use Plan

Notice of Preparation

Scoping Comments

TABLE 1. COMMENT SOURCES

Number	Author	Date
Agency		
A1	Amador County; Bennett, Mark; Planning Commissioner	February 14, 2023
A2	Amador County Airport; Sheppard, David; Manager	February 7, 2023
A3	Amador County Airport; Sheppard, David; Manager	February 9, 2023
A4	Amador Water Agency (AWA); Ferriera, Rick; AWA Operations & Engineering Manager	February 9, 2023
A5	California State Transportation Agency; Friedman, Matt	February 14, 2023
A6	California State Transportation Agency; Ponce, Gregoria; Chief	December 6, 2021
A7	California State Transportation Agency; Ponce, Gregoria; Chief	February 14, 2023
A8	Central Valley Regional Water Quality Control Board; Minkel, Peter; Engineering Geologist	February 28, 2023
A9	City of Jackson; Consolo, Thornton; Planning Commissioner	February 14, 2023
A10	City of Jackson; Kimball, Yvonne; City Manager	February 28, 2023
A11	City of Sutter Creek; Ventura, Erin; Consulting Planner	February 28, 2023
A12	State of California – Natural Resources Agency; Sheya, Tanya; Environmental Program Manager	February 28, 2023
Organization		
O1	Amador County Arts Council; Vargas, Alyssa; President of Amador Arts Council	February 14, 2023
O2	Amador County Arts Council, Community Arts Center; Hopkins, Salendia.	February 14, 2023
O3	Amador County Arts Council, community Cultural Center; Ross, Susan.	February 14, 2023
O4	Argonaut Mine Superfund Site; Oneto, Scott and Oneto, Cheryl	February 14, 2023
O5	Buena Vista Rancheria of Me-Wuk Indians of California; Chief Operating Officer	February 14, 2023

Number	Author	Date
O6	Buena Vista Rancheria of Me-Wuk Indians of California; Moloney, Emily; Water Program Coordinator	February 14, 2023
O7	Buena Vista Rancheria of Me-Wuk Indians of California; Senock, Ivan R., M.A.; Tribal Historic Preservation Officer/Cultural Resources Director	February 28, 2023
O8	Buena Vista Rancheria of Me-Wuk Indians of California; Senock, Ivan R., M.A.; Tribal Historic Preservation Officer/Cultural Resources Director	February 14, 2023
O9	Foothill Conservancy; Callsen, Caryl	February 14, 2023
O10	Foothill Conservancy; Fiske, Megan; Executive Director	February 13, 2022
O11	Foothill Conservancy; Fiske, Megan; Executive Director	July 14, 2022
O12	Foothill Conservancy; Johnson, Brian	February 14, 2023
O13	Foothill Conservancy; Patterson, Larry	February 27, 2023
O14	State of California Native American Heritage Commission; Torres-Fuentes, Pricilla; Cultural Resources Analyst	February 1, 2023
O15	Wetlander Coordination for Miwok; Savage, Hannah.	February 14, 2023
Individual		
I1	Adams, Tiesha	February 8, 2023
I2	Ahlberg, Kristine; Sosa, Stephany; Dodgson, Charlotte	February 27, 2023
I3	Cortino, Deborah	February 7, 2023
I4	Denny, Thomas	February 14, 2023
I5	Johnson	February 3, 2023
I6	Kirkpatrick, John and Sons	February 13, 2023
I7	Kirkpatrick, John and Sons	February 28, 2023
I8	Luis, Margaret	February 14, 2023
I9	May, William	February 10, 2023
I10	Nelson, Catherine	February 14, 2023
I11	North, Jill	February 22, 2023
I12	O'Keefe, Meghan Joy	February 14, 2023
I13	Rhoades, Larry	February 14, 2023
I14	Wardall, Dave	February 3, 2023

TABLE 2. COMMENT SUMMARIES

Resource	Concern
Aesthetics	Preserve rural character and scenic resources, increased light and glare in City of Jackson from the WWSP; project lighting may confuse pilots approaching airport runway.
Agricultural Resources	Maintain 1929 agreement with John Kirkpatrick and Sons to drive cattle between properties adjacent to WWSP site; impacts to neighboring ranch if cattle moving easement is not preserved
Air Quality	Dust and particles from exposed soils during construction may have offsite impacts to Argonaut High School and surrounding community
Biological Resources	Paving of Rock Creek; loss of Red Tail hawk nest habitat; relocate open space to the southwestern part of the site contiguous to the oak woodland; flooding issues; evaluate open space for an equestrian center; increase in Stony Creek flow rate causing damage at property line; impacts to small creek from the pump station in Westview Bluffs; discharges into Rock Creek from wastewater treatment plant (WWTP); loss of oak woodlands; wetland and vernal pool assessment: compliance with CDFW requirements for impacts to biological resources
Cultural Resources	Multiple known historic and cultural resources in the WWSP area
Energy	No specific comments
Geology and Soils	Evaluation of rocks for onsite roadways and infrastructure; grading may expose soil to erosion and increase sediment deposition into streams and drainages
GHG	No specific comments
Hazards and Hazardous Materials	Historical mines in project vicinity may contain heavy metals such as arsenic, mercury and lead; dust, contaminated water and soil leaching
Hydrology and Water Quality	Proper planning for water infrastructure, treatment and distribution; impacts to onsite creeks and streams, paving of Rock Creek; increase in Stony Creek flow rate causing damage at property line; drainage and flooding; proposed WWTP should be removed; improve existing waste treatment; contamination of domestic drinking water wells downstream from proposed WWTP; no pump station for southern half of development; impacts to small creek from the pump station in Westview Bluffs; discharge into Rock Creek from WWTP; water and sewer treatment source/provider; AWA potable and reclaimed water delivery, increased wastewater demands; groundwater, compliance with AWA requirements; capacity of Tanner Water Treatment Plan; wastewater collection, limited transmission and disposal capacity in Martell Service Area; hydromodification impacts to rock and south rock creek caused by increases in impervious surfaces increasing surface runoff; should consider stream protection buffers and incorporating green stormwater infrastructure; include surface water

Resource	Concern
	impact analysis; incorporate permeable surfaces to mitigate stormwater runoff and groundwater recharge; drainage flowing into the Highway 88; conduct a Basin Plan and antidegradation analysis; obtain required Central Valley Water Board permits.
Land use and Planning	Additional retail/commercial space not needed; create a community arts center used for theatre, after-school programming and multi-generational classes; incorporate annexation and revenue sharing options with City of Jackson; proximity to Amador County airport and safety risks; use of drones, kites and balloons near airport; consider commercial zone next to Walmart; residential zone next to southern commercial zone; and an agricultural zone between residential zone and Stony Creek Road; develop commercial uses adjacent to existing commercial uses in Amador Plaza and/or adjacent to the former Kmart and/or adjacent to Walmart to generate tax revenue and have less water/wastewater demand than more residential uses; retain cattle movement easement; remaining land could be used for grazing by neighboring ranches; install fences/gates to prevent access to adjoining properties; analyze impact on existing neighborhoods and commercial operations (Safeway, Walgreens, Walmart).
Noise	Increased noise due to high density residential; construction noise may disturb schools, adjacent community and wildlife; airport noise impacts
Population and Housing	High density residential building height potentially in flight path; lack of handicap accessibility; locating low income housing in one area is discriminatory; move low density housing to southwestern area; security issues from population increases; increase in City of Jackson population, economic wellbeing and quality of life; increased use of City of Jackson recreation areas, fields, library etc.; develop housing adjacent to Westview Subdivision and Argonaut High School on flatter terrain and closer to existing water and sewer lines.
Public Services	Education Code requires Caltrans approval within 2 miles of an airport; elementary school not needed; inadequate suggested treatment of schools; overpopulated schools; lengthy time required to build a school and who will burden costs; concerns related to additional fire and law enforcement services needed to accommodate the increased number of residents; need to expand the City of Jackson fire department to meet increased capacity, fire station funding; incorporate a hospital
Transportation	Within proximity of potential vicinity emergency landing from Amador County Airport; follow appropriate approval within 2 miles of an airport; increased traffic from housing; extend Westview Road so that there is not one way in and one way out; roadway impacts; traffic mitigation measures; conduct a VMT traffic study; cumulative traffic impacts; impacts to state highway system; review two road connections to adjacent roadways to improve circulation and reduce traffic impacts on Highway 88 (one

Resource	Concern
	extending Wicklow Way to Stony Creek Road west of the football field and a second connecting north end of that extension to west of the existing Save Mart)
Tribal Cultural Resources	Comply with AB 52, SB 18, and National Historic Preservation Act Section 106
Public Utilities	Impact to 60 ft access at the utility easement on the southeast side of parcel to Stony Creek Road; confirm whether project encroaches into the Caltrans ROW, if so, encroachment permit is required
Wildfire	Located in extreme fire zone; build new fire station; fund for new fire station and length of time to build it.

Planning Department <planning@amadorgov.org>

Wicklow Way Project

1 message

Kristine <klahlberg@hughes.net> Mon, Feb 27, 2023 at 1:25 PM
To: Amador County Planning Department <planning@amadorgov.org>

Dear Planning Commission,

I am writing in opposition to the proposed development project planned for Wicklow Way.

First and foremost, I am very concerned regarding the high number of housing units planned for the site. Given the current drought situation, how can we justify so many additional homes in an area already experiencing serious groundwater concerns? Along the same line, will the County be prepared to manage the waste water produced by so many households, and to add additional fire and law enforcement services to accommodate the number of residents intended there?

The causes of homelessness will not be abated simply by providing housing, as many of those refusing to live within the constraints of the general population continue to do so even while offered a wide range of services intended to mitigate their circumstances. This should not be an argument in favor of promoting the project.

Such an increased population will also add to traffic in the region, and will likely contribute to additional vagrancy and loitering in the Walmart parking lot, most especially if the residents are unemployed. As it is now, I never frequent that area after dark due to such security issues.

In regards to the retail aspect of the project, I do not believe we need new space. Our county has adequate, immediately available retail space; in fact, there are multiple vacancies within a stone's throw of the proposed project, in addition to those within nearby shopping centers. Rather than add to the problem of vacancy, perhaps the county should focus on attracting viable, needed services to the region (we certainly do not need any more fast food establishments or trinket shops).

Protecting our rural lifestyle should be first and foremost for those serving the County. True, we do need an adequate tax base, and we should be welcoming to those who choose to make Amador County their home, but they should come with jobs and be prepared to contribute to the greater good. This project does not seem to me to enhance the serenity and beauty of our region. The last thing we want is to mirror Placer County with its strip malls and overcrowding. The Wicklow Way project takes us one step closer to that terrible reality.

Sincerely,

Kristine Ahlberg and Stephany Sosa (18624 Clinton Road, Jackson)

Charlotte Dodgson (18630 Clinton Road, Jackson)

Planning Department <planning@amadorgov.org>

Amador County Planning Commission PUBLIC COMMENT for 2/14/23 7 PM meeting

1 message

AmadorArts <info@amadorarts.org> Tue, Feb 14, 2023 at 1:08 PM
To: planning@amadorgov.org

To Whom It May Concern:

On behalf of the Amador County Arts Council board, staff, and volunteers, we are submitting this email as public comment for the Planning Commission meeting held on February 14, 2023, at 7 PM at 8120 Court Street, Jackson CA 95642.

Over the last decade, Amador Arts Council staff and board have engaged the community in assessing the need and desire for a community center for the arts. Please see the attached reports, consolidated anonymous comments, and raw survey data. 797 people responded to this survey which was conducted over the course of 2019 both digitally and in paper format, with support from Amador Ledger Dispatch. The survey was developed and administered by a team of unpaid volunteer constituents who are local and who represent a wide cross-section of Amador County communities and demographics.

An overwhelming majority of respondents believe that Amador County needs an arts center with a theatre and space for after-school programming and multi-generational classes.

Amador County Arts Council is happy to serve as a partner to Amador County in the planning process. Please put this survey to good use and let us know how we can be of additional service.

Please sustain the plan for Wicklow Way. Please build a community center for the arts with a theatre and spaces for after-school programming and multi-generational classes.

Thank you for your consideration and for accepting this public comment.

Sincerely,

Alyssa Vargas
President of Amador Arts Council
Program Coordinator of Amador Senior Center
lifelong resident of Pine Grove

Amador Arts Council
info@amadorarts.org
(209)256-8166 (call or text)
M-F, 8:30 AM to 4 PM and by appointment
229 New York Ranch Road, Jackson CA 95642

3 attachments

Community Center for the Arts Survey Reports_2019-20.pdf
805K

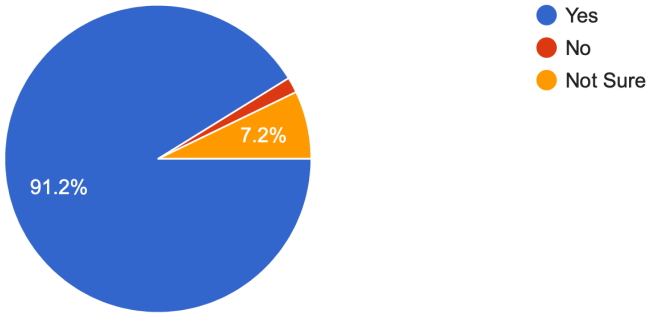
Additional Feedback_center for the arts survey_2019-20.pdf
100K

RAW_Community Center for the Arts Survey.pdf
1971K

Community Center for the Arts Survey Results

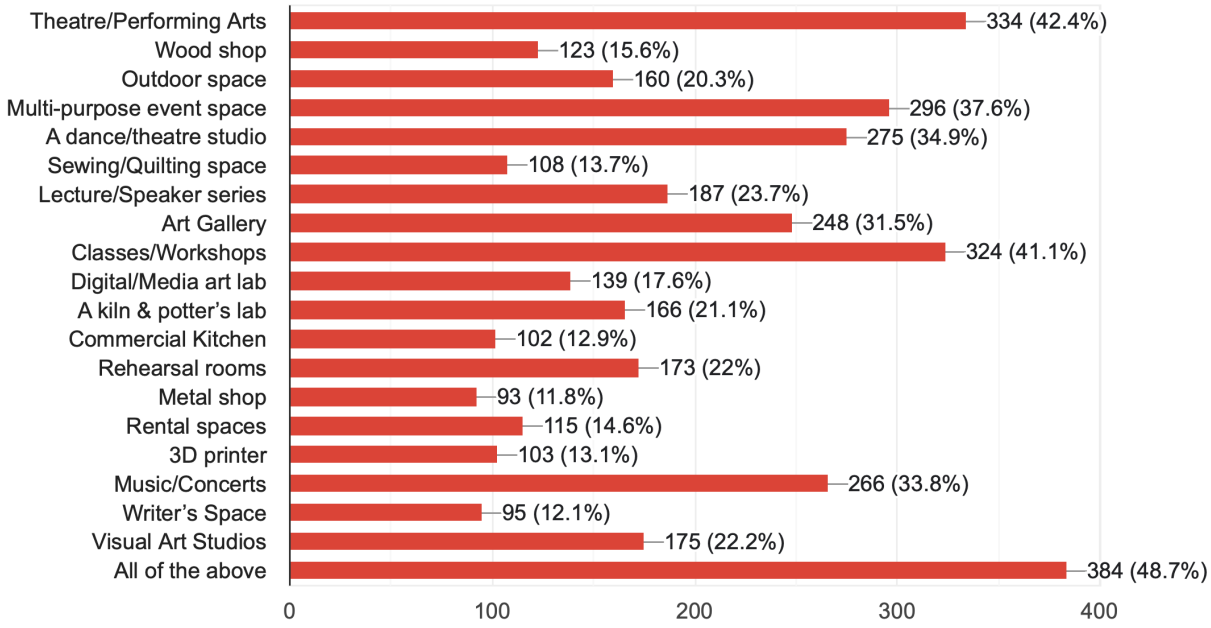
Do you think Amador County would benefit from a community art center?

797 responses



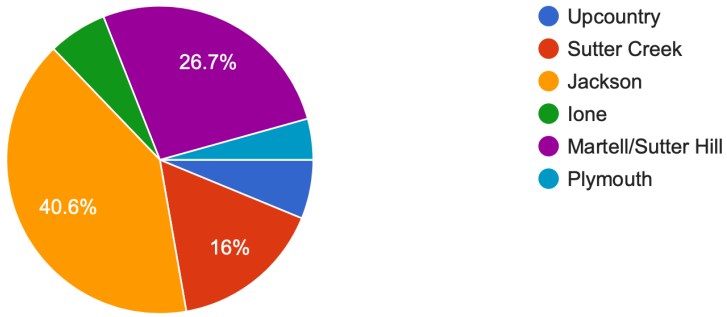
2. How would you want this potential art center to be used? (select all that apply)

788 responses



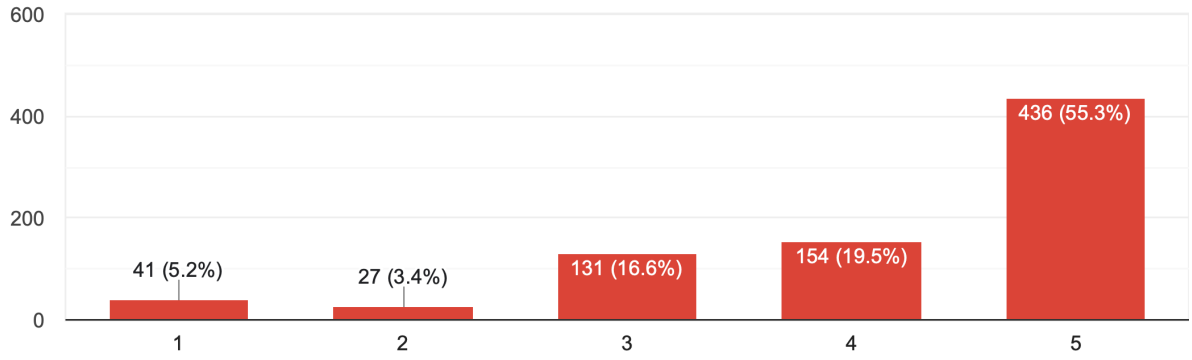
Where would you like to see a Community Arts Center located?

742 responses



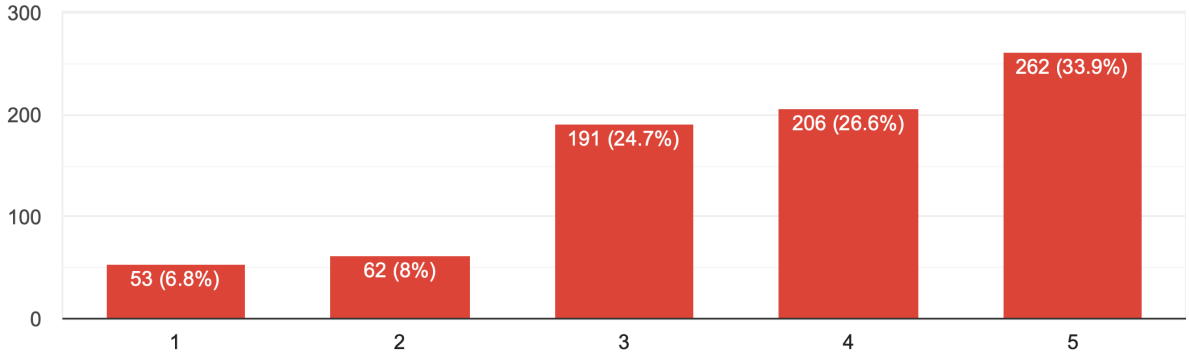
How likely are you to use this potential arts center?

789 responses



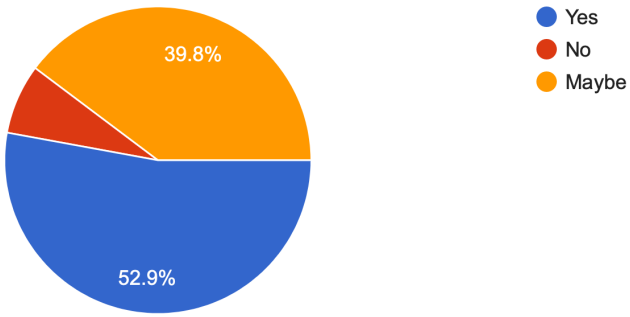
How likely are you to donate to an arts center in Amador?

774 responses



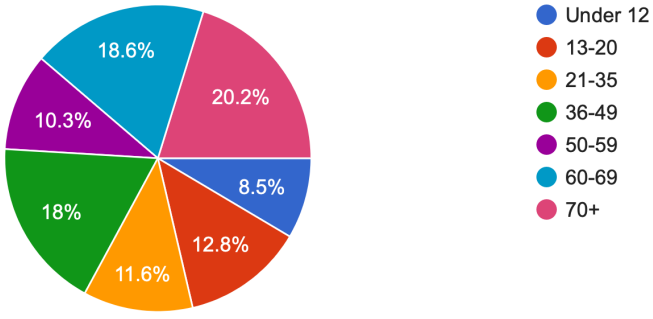
Would you support Transient Occupancy Taxes funding this center?

747 responses



How old are you?

787 responses



Community Center for the Arts Survey-2

Any additional comments?
We would use this center for all performances, and even for classes if there were space! Savannah Patton, Star Dancer Studio
As long as it doesn't attract more transients to the county, I'm all for it.
The need for a community center is overwhelming. This is how we can invest in our childrens future.
Amador County lacks a space for furthering the arts as well as a positive place for our youth to utilize as a healthy outlet. Many families, including myself travel up to a 1.5 hours one way for exposure to the arts.
We currently go to Angels Camp to watch my granddaughters perform with their dance school from Sutter Creek. It's ridiculous that our community can't offer a place for our children to showcase their talents. Neither high school has a facility to use for the arts and that is a shame. We NEED this type of facility in Amador County!
Our kids need more performing arts in this area. We are very lacking and many People drive to folsom weekly which is taking money away from Amador county.
An arts center would enrich this community for many years to come and give a much needed boost for the future enrichment of our youth
I am hoping to someday have a location nearby where I can teach painting classes when I am done with my BA in Fine Art and this would be a dream to be a part of and work at.
We would absolutely love love love an arts center!! We would love to be helpful in any possible way to get one!
I think any center that allows kids, treens and adults to be hands on and learn more will help keep kids from doing things that get them in trouble. I grew up in Amador county and as a child there is not much to do, as a teen there is less unless you are into sports (not every kid is into sports) to keep me busy my parents had me in scouts and I did a lot of things in the Sacramento area. It would be nice to see more culture come to Amador county. I don't think the building should be above pine grove wear it snows becaus it would not be utalized in the winter as much. Finding any building that is currently vacant in Jackson, Martel or Sutter Creek would be best because it would be centrally located. And if the bus service dropped off at the location after school, kids would have something to do.
Use funds to feed the hunger and homelessness before this...
Id really love to see something to do with ceramics as it always interested me but I never got the classes in high school when I attended
Looking at the posts for activities and classes coming up they are spread out throughout the community. It's hard to keep track of what's going on where. If we had one location to meet and know where to go it would be so much easier to sign up for these activities.
Wherever the center is located, it needs to be accessible via transit at reasonable hours and intervals. That is why I chose Sutter Hill/Martell, but it could be elsewhere if accessible by public transit.
K Mart is a wonderful space and empty, as well as the many areas over by Lowe's. Using current empty buildings is a wise decision.
Yes yes yes!!!
Amador County needs this so much!
I think Amador County needs a place like this so badly. It would give people a place to gather and form relationships and enjoy the cultures of our area.
Would love to have it offer kids art classes as well.
Having parent/child activities would be great. Also a "maker lab" area would be amazing!
the old K-Mart store would be perfect!! Collaborate with county/rancheria etc.
Great idea, and the non-profit chorus I sing with could hold rehearsals and performances there and would not have to be beholden to the whims of the various sites we have used in the past or currently.
As an artist who has taught for Taste of the Arts, and who teaches art for the Amador County Recreation Agency reach program, I believe the benefits to this community would be incredible. Our children need to be exposed to the arts from early on, with a place that is consistent, not just random buildings around the county. We need a place to gather and share ideas and creativity. We need a place that's fixed, where people can rely on there being an art influence consistently. As artists, we need a point of contact, a hub to assemble and share community, collaborate and celebrate. I hope we get this Art center to do just that! I know that I would become a very active participant!
I would definitely like to see more art classes offered.
I know nothing about the politics of transient occupancy taxes. If they might discourage visitors to our county, I'd be opposed to them. An art center is a terrific idea! It might balance Zinfandels as a reason to make amador county a destination place.
I think the vacant K-Mart building would be a good site for the Art Center.
Suggest you work on getting the land donated. Maybe at a city Park.
I thought a committee was formed 3 years ago to work on this. Wayman and his wife were spearheads.
we need a really cool center
a center for arts would just be amazing. maybe Poetry Out Loud wouldn't have ti be in a library. maybe Open Mic Night wouldn't have to be in a hotel. maybe Amador county could have more concerts from local artists and artists from out of town. it's just a great idea.
I support this 100% PLEASE make it happen
This encourages people to try new hobbies and improve others
Love this idea!!!
We would all benefit!! No Brainer!! This would be a place for Anyone to learn and grow. Like me!!
There is already a Transient Occupancy tax. Does the question above mean that this amount will be raised to help fund the center?
It would be lovely to have a venue for public dances - with a real dance floor. And cocktails!!! (wine, beer)..
The arts are incredibly important for a healthy society!
Let's renovate an existing public building for this purpose if the community deems this a necessary use of public space. An existing building will already have a staff and managers in place, and the building will be used and managed MUCH more efficiently. We don't need one more public building with one more set of managers and one more nonprofit organization. We are a small community with a shrinking population and a shrinking economy. Let's make the highest and best use of what we already have in place. Specifically, I strongly suggest that we renovate the fine arts building at Amador High School. The drama/stagecraft side is regularly used and managed well. The marching band side of this building is hardly used at all and would serve the community MUCH better if used for purposes that currently compel our community. The marching band's days have come and gone. Update Amador High's fine arts building for the 21st century instead of creating more overhead and one more building to maintain.
Needs to be in a central location where infrastructure exists - water, power, wastewater, emergency services, adequate roads, etc. We badly need a 300-seat theater to make the site attractive to and profitable for event promoters. Should also have a smaller, studio theater.
Growing up in Palo Alto we had a very large cummunity Center there was also a library and large pools all at the same location. Plays art classes and after school hang out simple sports. It was great I wish all county's had this available A good location would be the old Preston grounds
Please correct spelling of my name on your records. Sheila
It would be great being in tourism with some of the programs.
Ione is the most populated city in Amador County yet has no entertainment facilities other than a horse arena, not everyone is interested in cows.
I believe this would be a big win for Amador County residents.

Bring lectures/speakers to Amador! Right now you have to travel to Sacramento, UC Davis or Folsom to hear Lectures & Speakers. And for Elderly people that is hard to do at night.
The old K-Mart building would work well for this.
The greater community access to the arts, the more it enriches the community, provides new opportunities for young people, and helps create a desirable and interesting destination for tourists/ visitors.
Talk to the dance teachers for their input.
Any chance to renovate the old courthouse?? Classic art deco but not accessible without lots of work.
We are not permanent residents but have a 2nd home in Sutter Creek. I think the arts are very important to tourism which is increasingly becoming a large part of the economy of Amador County.
I really think a place where a person can make pottery & fire them in a Kiln would be used a lot if we had one. I for sure would!
This and a community college would move Amador County into the 21st Century! Fingers Crossed!
The closest decent theatre is in Folsom.
Not sure of the overhead costs. K-Mart blog. But out of the way & security with the homeless. Ca dealership space next to Katherine Drexel would be good location. Some of us seem to be in direct competition with our local businesses.
Start small with the basics, with ability to expand over time. Meeting rooms can be rented to help cover costs... Lobby can be an "Art Gallery"
As a model, look at Gualala Art Center in Mendocino County.
You should work with Preston Castle Foundation to investigate the former Preston School of Industry buildings.
This community needs this.
Would love a Saturday night dance hall.
As the population of this County grows so will the demands of the community. Throughout history the arts have been the beacon of high achievement in society. Places with Opera houses and opportunities to see art generally depict areas with affluence and high achievement.
It be awesome!
Thank you for all the time, attention and love you all give to our kids!
Preston castle ground would be ideal.
Everyone here is so positive and super with the kids. Love seeing their work displayed.
Great to see artists involved. Music needed.
Fully support!!
Would love to see this realized.
maybe an improv class
skate park and pool
We need a new library. Use some od the $450,000 the county has for library renovation (never used) and get the library to be part of this art center.
Would like to see expansion of library and/or mobile library for those that aren’t able to travel. Saturday hours would be great.
I would like a large library with up date facilities and books. Funds to stay open on weekends.
Would like Center to be centrally located.
Centrally located. I hope this comes to fruition, Please note that I have experience getting a market space up and going. I would love to help and have a lot of insight and ideas.
i don't want any of this
Great ideas.
A community center would bring creative minds of all ages together.
This would be the best thing for the community. If the schools won't improve the spaces then maybe the community can. We are so out of date.
Like to see old Kmart used for this as well as a community center.
I would not be able to donate because I am low income. But I think it is important for the kids.
Amador County needs a Community Arts Center.
The library needs to be updated.
Arts always benefit a community. I don't know the connections between existing theaters and galleries.
Consider library space,public computers.
There are already spaces that could be used for some od the above. There is no decent space for performing arts.
location should be wherever is feasible
A place where friends can gather would be awesome
i hope it works out
Multifunctional, Library, after school, community college
awesome stuff
Library
crocheting/ knitting classes
Great ideas.
I am a life time member.
Host a fundraiser to raise some money. We need this center! Include library
A nice place to include a Senior Center.
A need that needs to be filled.
great idea...great show
art is wonderful and I want to see more of it in the community
Would love to see this place used for artists and experts in various fields from history to health and everything inbetween
center anywhere
Do it !!!!!

Would help to expand diversity in this county.
location anywhere
This would be wonderful!
Centrally located.
I love art so this would be an awesome thing. I think that art is away to get a hobby, job, or even a happy spot. I would support this.
Preston school of industry property is a fit
A great idea for the community.
Preston school of industry is a perfect fit
Great need.
I'd love to take my 5th graders there for classes!
very exciting
locate any place in county. Partner with school district to get a on schooland perhaps it can be a community school district combined resource.
great idea
this is needed
what about k mart bldg
Thanks for all you do. Mel Welsh and Bob Hartmann
Location between Pine Grove and Jackson
I think a center would really benefit our children. There needs to be more activities to do in our town.
We need a place in Amador County for our youth go to to learn new skills, about new things while having fun.
Being open on weekends would be beneficial to working families.
We could use it to inspire younger children to dance and use it for recitals.
I would probably go there for dance.
I would love to have this in Amador County!
I would use it for more than dance space.
I would like to have this place for dance classes and performances so we don't have to travel so far foe recitals.
I would love to have this in Sutter Creek so we wouldn't have to travel clear to Angle's Camp for recitals.
We would be able to have more dance classes
It would be great to partner up with athletics and have a " full service" community center with indoor courts and other athletic options.
This would be amazing for the community. It could bring all backgrounds and ages together.
Needed especially for dance and theater
It would be very beneficial to the county because we do t have enough artsy places.
Art makes people feel alive and free. Please make an arts center.
It would get more people into the arts.
It will benefit many people
Many kids would use and they could explore new art forms
Many young people would use and it will benefit many people
I want to dance
Please, please we need it so bad
We need this!
It's time for our County taxes to step up for this-the community needs it and our children for sure need it.
all dance studios currently go to Bret Harte. Nice to have something local
with the talent in kAmador county this is such an amazing possibility. I would support this 100%
library as well
a library
libraries need funding. Plymouth and Jackson need rooms. shelter for library cats
new library
renovate library
need more library space
should be funded through foundations. Need definitions and protocols that distinguish art from therapy
community input is important for venture such as this. thank you
w.hat about a new bigger library? that's something we really need
please get an art center
the library should be included in any community center. Integral part of community offering many of the above uses
Big benefit
It's about time! I tried to promote this many years ago, sat on a couple of committees. Chuck Swiderski
I hope this happen. We need it.
Will Benefit the community
Would benefit our community, our kid deserve it.
Would benefit our community, our kid deserve it.
Great idea! A lot of talented people live here.

I am a recent alum of Amador High school, and I also did extensive work with Volcano Theater Company and the Baker Street Players. I therefore know firsthand how talented the pool of artists in Amador county is, and it is and has been a frustration of mine that we simply do not have the facilities in the county to let community work show its fullest potential. An arts center of the type that Bret Harte has would be a godsend for the community - from elementary schoolers getting their first taste of theater to a place for senior citizens to go to cultural events. There are few better ways I could think to improve the county than getting our own community arts center.
How are we going to plan this.
I am Holy Yoga instructor and would love to teach yoga ang guided meditation . Amanda Lopez 209 304 3616
I was on the Amador Theater Committee 30 yrs. ago. It’s not easy.
Thank you,!
This center should be centrally located!!!
Why does almost everything end up in Jackson?
This is a great idea.
We need this.
I am young.
Can they have football arts?
This is a wonderful opportunity for this county.
You should have fancy treats there.
Please could you have a pet friendly outdoor space and free art classes?
Thanks for everything.
Work together with ACRA, most of the space could be all purpose for sports and arts. Include a poo.
No more taxes. Empty buildings all over Amador. Don’t compete with other businesses.
Enough taxes
What is TOT?
What is TOT?
What is TOT?
Put it with the community college
Very excited to hear this is being considered as this county does not have much to offer in the way of this and is in desperate need of

Community Center for the Arts Survey-2

Timestamp	Do you think Amador County would benefit from a community art center?	2. How would you want this potential art center to be used? (select all that apply)	Where would you like to see a Community Arts Center located?	How likely are you to use this potential arts center?	How likely are you to donate to an arts center in Amador?	Would you support Transient Occupancy Taxes funding this center?	How old are you?	Any additional comments?
2019/01/22 9:41:13 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Maybe	36-49	
2019/01/22 11:20:13 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Classes/ Workshops;Music/ Concerts	Jackson	5	5	Yes	50-59	
2019/01/24 3:36:45 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rehearsal rooms;All of the above	Sutter Creek	5	5	Maybe	36-49	
2019/01/25 8:02:28 AM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Music/Concerts;All of the above	Martell/ Sutter Hill	5	4	Yes	36-49	
2019/01/25 8:25:27 AM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Martell/ Sutter Hill	3	2	Maybe	36-49	
2019/01/25 9:55:13 AM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops	Sutter Creek	5	5	Maybe	21-35	We would use this center for all performances, and even for classes if there were space! Savannah Patton, Star Dancer Studio

2019/01/25 9:57:39 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Rental spaces;Music/Concerts;Writer's Space	Martell/ Sutter Hill	5	3	Maybe	21-35	
2019/01/25 9:59:45 AM PST	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	21-35	
2019/01/25 10:01:07 AM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Classes/Workshops;Rehearsal rooms	Sutter Creek	5	4	Yes	21-35	
2019/01/25 10:03:54 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Digital/Media art lab;Rental spaces	Martell/ Sutter Hill	4	4	Maybe	50-59	
2019/01/25 10:10:47 AM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Music/Concerts	Plymouth	5	4	Maybe	36-49	
2019/01/25 10:11:08 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio	Martell/ Sutter Hill	5	3	Yes	36-49	
2019/01/25 10:16:44 AM PST	Yes	All of the above	Martell/ Sutter Hill	5	3	Maybe	36-49	
2019/01/25 10:27:43 AM PST	Yes	Theatre/Performing Arts;A dance/theatre studio	Ione	5	5	Maybe	21-35	
2019/01/25 10:59:33 AM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/Workshops;Rehearsal rooms;Rental spaces;Music/Concerts	Jackson	5	5	Yes	36-49	
2019/01/25 11:03:05 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Yes	21-35	
2019/01/25 11:03:56 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space	Ione	5	4	Maybe	36-49	
2019/01/25 11:04:46 AM PST	Yes	Wood shop;Classes/Workshops;A kiln & potter's lab	Upcountry	5	5	Maybe	21-35	
2019/01/25 11:06:55 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;Rehearsal rooms;Metal shop;Music/Concerts;All of the above	Martell/ Sutter Hill	3	3	Maybe	36-49	

2019/01/25 11:10:42 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;Commercial Kitchen;3D printer;Music/ Concerts	Ione	5	4	Yes	21-35	
2019/01/25 11:14:22 AM PST	Yes	Theatre/Performing Arts;Outdoor space;Art Gallery;Classes/ Workshops;Rental spaces;Music/ Concerts;Visual Art Studios;All of the above	Jackson	5	3	Maybe	21-35	
2019/01/25 11:24:05 AM PST	Yes	All of the above	Ione	4	3	No	36-49	As long as it doesn't attract more transients to the county, I'm all for it.
2019/01/25 11:25:59 AM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;3D printer;Music/ Concerts;All of the above	Jackson	5	5	Maybe	36-49	
2019/01/25 11:37:49 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Lecture/ Speaker series;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Music/Concerts;All of the above	Jackson	5	2	Yes	50-59	
2019/01/25 11:44:05 AM PST	Yes	All of the above	Ione	5	5	Yes	36-49	The need for a community center is overwhelming. This is how we can invest in our childrens future.
2019/01/25 12:00:53 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Classes/ Workshops;Rental spaces;Music/ Concerts;Visual Art Studios;All of the above	Upcountry	5	4	Maybe	36-49	
2019/01/25 12:04:11 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	3	Maybe	36-49	
2019/01/25 12:09:02 PM PST	Yes	Theatre/Performing Arts;Sewing/Quilting space;Classes/ Workshops;Music/ Concerts	Sutter Creek	5	4	No	21-35	

2019/01/25 12:25:05 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Metal shop;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Ione	5	5	Yes	36-49	Amador County lacks a space for furthering the arts as well as a positive place for our youth to utilize as a healthy outlet. Many families, including myself travel up to a 1.5 hours one way for exposure to the arts.
2019/01/25 12:28:07 PM PST	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	60-69	We currently go to Angels Camp to watch my granddaughters perform with their dance school from Sutter Creek. It's ridiculous that our community can't offer a place for our children to showcase their talents. Neither high school has a facility to use for the arts and that is a shame. We NEED this type of facility in Amador County!
2019/01/25 12:45:05 PM PST	Yes	Theatre/Performing Arts;Lecture/Speaker series;Classes/ Workshops;Rental spaces;Music/ Concerts;All of the above	Ione	4	4	Yes		
2019/01/25 2:21:25 PM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops;Music/ Concerts	Sutter Creek	5	5	Yes	36-49	Our kids need more performing arts in this area. We are very lacking and many People drive to folsom weekly which is taking money away from Amador county.
2019/01/25 4:24:56 PM PST	Yes	All of the above	Sutter Creek	5	4	Yes	36-49	
2019/01/25 4:38:51 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Jackson	5	5	Maybe	60-69	
2019/01/25 5:14:28 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;3D printer;Music/ Concerts;Writer's Space;All of the above	Upcountry	5	5	Maybe		
2019/01/25 5:29:44 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	60-69	An arts center would enrich this community for many years to come and give a much needed boost for the future enrichment of our youth

2019/01/25 5:40:35 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio	Jackson	5	3	Maybe	21-35	
2019/01/25 5:56:01 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/Concerts;Writer's Space;Visual Art Studios;All of the above	Martell/Sutter Hill	5	5	Yes	21-35	I am hoping to someday have a location nearby where I can teach painting classes when I am done with my BA in Fine Art and this would be a dream to be a part of and work at.
2019/01/25 6:36:24 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/Concerts;Writer's Space;Visual Art Studios;All of the above	Ione	5	5	Maybe	36-49	We would absolutely love love love an arts center!! We would love to be helpful in any possible way to get one!
2019/01/25 7:44:56 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Classes/Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;3D printer;Music/Concerts;Visual Art Studios	Martell/Sutter Hill	5	5	Maybe	36-49	
2019/01/25 10:26:23 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/Workshops;Rental spaces;3D printer;Music/Concerts;All of the above	Ione	5	2	Yes	21-35	
2019/01/25 10:40:33 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/Workshops;All of the above	Martell/Sutter Hill	5	3	Maybe	36-49	
2019/01/25 10:42:59 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Rehearsal rooms;Music/Concerts	Jackson	5	5	Yes	36-49	
2019/01/25 11:31:42 PM PST	Yes	All of the above	Sutter Creek	5	5	Yes	70	
2019/01/25 11:47:33 PM PST	Yes	All of the above	Jackson	5	5	Maybe	36-49	
2019/01/26 5:15:34 AM PST	Yes	All of the above	Martell/Sutter Hill	5	5	Yes	50-59	
2019/01/26 5:30:08 AM PST	Yes	All of the above	Martell/Sutter Hill	5	4	Yes	36-49	

2019/01/26 7:22:28 AM PST	Yes	All of the above	Jackson	4	4	Maybe	36-49	I think any center that allows kids, treens and adults to be hands on and learn more will help keep kids from doing things that get them in trouble. I grew up in Amador county and as a child there is not much to do, as a teen there is less unless you are into sports (not every kid is into sports) to keep me busy my parents had me in scouts and I did a lot of things in the Sacramento area. It would be nice to see more culture come to Amador county. I don't think the building should be above pine grove wear it snows becaus it would not be utalized in the winter as much. Finding any building that is currently vacant in Jackson, Martel or Sutter Creek would be best because it would be centrally located. And if the bus service dropped off at the location after school, kids would have something to do.
2019/01/26 7:22:45 AM PST	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	36-49	
2019/01/26 7:51:28 AM PST	Yes	All of the above	Jackson	5	5	Maybe	50-59	
2019/01/26 7:51:58 AM PST	Yes	All of the above	Jackson	3	3	Maybe	21-35	
2019/01/26 7:54:28 AM PST	Yes	All of the above	Jackson	5	5	Maybe	50-59	
2019/01/26 7:55:22 AM PST	Yes	All of the above	Jackson	5	5	Maybe	50-59	
2019/01/26 8:22:15 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Yes	50-59	
2019/01/26 8:31:33 AM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/Concerts	Martell/ Sutter Hill	5	3	Maybe	36-49	
2019/01/26 9:29:52 AM PST	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	36-49	
2019/01/26 12:57:06 PM PST	No	Rental spaces	Upcountry	1	1	No	36-49	Use funds to feed the hunger and homelessness before this...

2019/01/26 1:17:28 PM PST	Yes	Wood shop;Art Gallery;Classes/ Workshops;A kiln & potter's lab	Martell/ Sutter Hill	5	3	Maybe	13-20	Id really love to see something to do with ceramics as it always interested me but I never got the classes in high school when I attended
2019/01/26 8:06:34 PM PST	No			1	1	No	36-49	
2019/01/27 12:48:14 AM PST	No			1	1	No	36-49	
2019/01/27 7:48:57 AM PST	Yes	All of the above	Upcountry	5	5	Maybe	36-49	Looking at the posts for activities and classes coming up they are spread out throughout the community. It's hard to keep track of what's going on where. If we had one location to meet and know where to go it would be so much easier to sign up for these activities.
2019/01/27 1:59:20 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;All of the above	Sutter Creek	5	3	Maybe	21-35	
2019/01/27 4:13:12 PM PST	Yes	Multi-purpose event space;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen	Martell/ Sutter Hill	4	4	Maybe	36-49	
2019/01/27 5:18:58 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Maybe	21-35	
2019/01/27 7:28:53 PM PST	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	50-59	Wherever the center is located, it needs to be accessible via transit at reasonable hours and intervals. That is why I chose Sutter Hill/Martell, but it could be elsewhere if accessible by public transit.

2019/01/27 8:17:13 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;3D printer;All of the above	Jackson	5	5	Yes	36-49	
2019/01/27 9:28:55 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rental spaces;3D printer;Music/ Concerts;Visual Art Studios	Jackson	4	3	Maybe	50-59	
2019/01/28 5:46:32 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Sewing/Quilting space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	4	3	Maybe	13-20	
2019/01/28 6:19:42 AM PST	Yes	Multi-purpose event space;Art Gallery;All of the above	Jackson	1	3	Yes	36-49	
2019/01/28 11:20:23 AM PST	Not Sure	Multi-purpose event space;Classes/ Workshops;Digital/Media art lab;Metal shop;Rental spaces	Upcountry	3	3	Maybe	70	
2019/01/28 12:03:44 PM PST	Yes	Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;All of the above	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/01/28 3:19:15 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	5	Yes	60-69	K Mart is a wonderful space and empty, as well as the many areas over by Lowe's. Using current empty buildings is a wise decision.
2019/01/28 3:26:24 PM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	36-49	Yes yes yes!!!

2019/01/28 4:42:37 PM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Art Gallery;Classes/ Workshops;Digital/Media art lab;Metal shop;Rental spaces;3D printer	Martell/ Sutter Hill	5	5	Yes	36-49	
2019/01/28 6:58:50 PM PST	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;All of the above	Upcountry	5	3	Maybe	70	
2019/01/29 5:54:36 AM PST	No			1	1	Maybe	60-69	
2019/01/29 6:27:39 AM PST	Yes	All of the above	Ione	4	4	Yes	36-49	
2019/01/29 5:13:38 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;All of the above	Jackson	4	3	Yes	50-59	
2019/01/29 7:56:47 PM PST	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/01/30 12:30:39 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Rehearsal rooms;Rental spaces;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	36-49	Amador County needs this so much!
2019/01/30 12:48:56 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;3D printer;Visual Art Studios	Plymouth	5	5	Yes	36-49	
2019/01/30 12:58:51 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Sutter Creek	5	3	Maybe	36-49	
2019/01/30 1:03:43 PM PST	Yes	Theatre/Performing Arts;Art Gallery;Classes/ Workshops	Plymouth	5	3	Maybe	36-49	
2019/01/30 2:22:19 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	4	5	Maybe	36-49	
2019/01/30 3:00:13 PM PST	Yes	Theatre/Performing Arts;Wood shop;A dance/ theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Metal shop;Rental spaces;All of the above	Martell/ Sutter Hill	5	5	Yes	21-35	

2019/01/30 5:52:01 PM PST	Yes	Wood shop;Outdoor space;Classes/ Workshops;Metal shop;Rental spaces;Music/ Concerts;All of the above	Plymouth	5	1	Maybe	21-35	
2019/01/30 7:29:00 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Lecture/Speaker series;Classes/ Workshops;Music/ Concerts	Jackson	4	3	Maybe	50-59	
2019/01/30 7:48:05 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space	Sutter Creek	4	4	Yes	50-59	
2019/01/31 7:20:40 AM PST	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	50-59	
2019/01/31 12:08:38 PM PST	Yes	Theatre/Performing Arts;Wood shop;Classes/ Workshops;A kiln & potter's lab;All of the above	Sutter Creek	4	3	Yes	36-49	
2019/01/31 12:58:22 PM PST	Yes	All of the above	Plymouth	5	4	No	36-49	I think Amador County needs a place like this so badly. It would give people a place to gather and form relationships and enjoy the cultures of our area.
2019/01/31 1:10:33 PM PST	Yes	Wood shop;A kiln & potter's lab;Metal shop	Plymouth	3	3	Maybe	36-49	
2019/01/31 4:11:25 PM PST	Not Sure	Classes/Workshops;A kiln & potter's lab	Upcountry	4	1	Yes	36-49	Would love to have it offer kids art classes as well.
2019/01/31 5:49:23 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Classes/ Workshops;Music/ Concerts	Upcountry	3	2		21-35	
2019/01/31 6:31:32 PM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;Music/Concerts	Upcountry	4	4	Yes	36-49	
2019/01/31 7:11:16 PM PST	Yes	Wood shop;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab	Jackson	5	4	Maybe	60-69	
2019/01/31 8:04:42 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Upcountry	5	5	Yes	36-49	

2019/01/31 10:33:56 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Yes	21-35	Having parent/child activities would be great. Also a "maker lab" area would be amazing!
2019/02/01 5:34:29 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Martell/ Sutter Hill	4	4	Yes	60-69	
2019/02/01 10:40:49 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Metal shop;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Upcountry	5	5	Maybe	36-49	
2019/02/01 6:41:39 PM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rental spaces;3D printer;Music/ Concerts;Writer's Space	Jackson	5	5	Yes	21-35	
2019/02/02 3:53:37 PM PST	Yes	Theatre/Performing Arts;Classes/ Workshops;All of the above	Jackson	5	4	Yes	70	the old K-Mart store would be perfect!! Collaborate with county/rancheria etc.
2019/02/02 5:36:18 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Rehearsal rooms;Music/Concerts	Sutter Creek	5	3	Yes	60-69	
2019/02/03 8:18:17 AM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	5	Yes	60-69	Great idea, and the non-profit chorus I sing with could hold rehearsals and performances there and would not have to be beholden to the whims of the various sites we have used in the past or currently.

2019/02/03 9:09:02 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Martell/ Sutter Hill	5	3	Yes	50-59	
2019/02/04 7:16:02 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Metal shop;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	3	Yes	21-35	
2019/02/04 11:51:48 AM PST	Yes	Multi-purpose event space	Martell/ Sutter Hill	3	3	Yes	60-69	
2019/02/06 1:55:46 PM PST	Yes	All of the above	Plymouth	4	3	Maybe	36-49	
2019/02/07 10:44:02 AM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Maybe	36-49	As an artist who has taught for Taste of the Arts, and who teaches art for the Amador County Recreation Agency reach program, I believe the benefits to this community would be incredible. Our children need to be exposed to the arts from early on, with a place that is consistent, not just random buildings around the county. We need a place to gather and share ideas and creativity. We need a place that's fixed, where people can rely on there being an art influence consistently. As artists, we need a point of contact, a hub to assemble and share community, collaborate and celebrate. I hope we get this Art center to do just that! I know that I would become a very active participant!
2019/02/09 11:10:52 AM PST	Yes	Wood shop;Multi-purpose event space;Sewing/ Quilting space;Classes/ Workshops;Rehearsal rooms;Rental spaces	Martell/ Sutter Hill	4	4	No	50-59	I would definitely like to see more art classes offered.

2019/02/09 1:55:44 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rehearsal rooms;Metal shop;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Maybe	70	I know nothing about the politics of transient occupancy taxes. If they might discourage visitors to our county, I'd be opposed to them. An art center is a terrific idea! It might balance Zinfandels as a reason to make amador county a destination place.
2019/02/09 1:59:03 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/Concerts;All of the above	Jackson	5	4	Maybe	70	I think the vacant K-Mart building would be a good site for the Art Center.
2019/02/09 2:04:19 PM PST	Yes	Theatre/Performing Arts;Wood shop;Art Gallery;All of the above	Jackson	5	5	Yes	70	
2019/02/09 2:04:41 PM PST	Yes	Theatre/Performing Arts;Wood shop;Art Gallery;All of the above	Jackson	5	5	Yes	70	
2019/02/09 2:10:11 PM PST	Yes	All of the above	Jackson	5	2	Yes	70	
2019/02/09 2:34:30 PM PST	Yes	Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Rental spaces;Writer's Space	Jackson	5	4	Yes	70	
2019/02/09 2:35:55 PM PST	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	70	Suggest you work on getting the land donated. Maybe at a city Park.
2019/02/09 3:13:38 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Sutter Creek	2	4	Yes	70	I thought a committee was formed 3 years ago to work on this. Wayman and his wife were spearheads.
2019/02/09 3:18:49 PM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Music/ Concerts	Sutter Creek	5	5	No	36-49	
2019/02/09 5:16:47 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Lecture/Speaker series;Music/Concerts	Martell/ Sutter Hill	5	5	Maybe	60-69	
2019/02/09 10:16:43 PM PST	Yes	Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen	Jackson	3	4	Yes	50-59	
2019/02/11 4:02:37 PM PST	No	All of the above	Sutter Creek	4	4	Yes	60-69	

2019/02/11 6:33:37 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Rehearsal rooms;Music/ Concerts;Visual Art Studios;All of the above	Jackson	5	3	Maybe	21-35	
2019/02/11 7:03:50 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Art Gallery;Rehearsal rooms	Jackson	5	4	Yes	13-20	we need a really cool center
2019/02/11 8:17:25 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;All of the above	Martell/ Sutter Hill	4	4	Yes	36-49	
2019/02/11 10:10:54 PM PST	Yes	Multi-purpose event space	Upcountry	4	4	Maybe	60-69	
2019/02/11 10:27:14 PM PST	Yes	All of the above	Jackson	5	5	Yes	50-59	
2019/02/12 7:39:12 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Plymouth	5	2	Maybe	21-35	
2019/02/12 8:44:17 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Sutter Creek	4	4	Maybe	13-20	a center for arts would just be amazing. maybe Poetry Out Loud wouldn't have ti be in a library. maybe Open Mic Night wouldn't have to be in a hotel. maybe Amador county could have more concerts from local artists and artists from out of town. it's just a great idea.
2019/02/13 2:00:01 PM PST	Yes	All of the above	Jackson	4	4	Maybe	13-20	
2019/02/13 2:00:13 PM PST	Yes	All of the above	Ione	4	4	Maybe	13-20	
2019/02/13 2:00:22 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Sutter Creek	4	2	Maybe	13-20	
2019/02/13 2:00:28 PM PST	Yes	All of the above	Sutter Creek	4	4	Maybe	13-20	

2019/02/13 2:00:37 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Yes	13-20	I support this 100% PLEASE make it happen
2019/02/13 2:00:58 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;A kiln & potter's lab;Rehearsal rooms;Music/Concerts	Martell/ Sutter Hill	5	5	Yes	13-20	This encourages people to try new hobbies and improve others
2019/02/13 2:01:42 PM PST	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	13-20	
2019/02/13 3:25:38 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Yes	13-20	
2019/02/13 7:11:37 PM PST	Yes	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Music/Concerts	Sutter Creek	5	3	Maybe	21-35	
2019/02/14 9:18:17 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Martell/ Sutter Hill	5	5	Maybe	21-35	Love this idea!!!
2019/02/16 4:45:59 PM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Digital/Media art lab;Writer's Space	Plymouth	5	5	No	60-69	
2019/02/18 3:47:07 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/ Concerts;Writer's Space	Martell/ Sutter Hill	5	4	Yes	21-35	
2019/02/18 3:48:09 PM PST	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	21-35	

2019/02/19 9:44:10 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Music/Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/02/20 8:36:20 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/Workshops;A kiln & potter's lab;Music/Concerts;Visual Art Studios	Sutter Creek	5	5	Yes	60-69	
2019/02/20 9:04:23 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;All of the above	Jackson	5	5	Maybe	50-59	We would all benefit!! No Brainer!! This would be a place for Anyone to learn and grow. Like me!!
2019/02/20 5:17:41 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/Concerts;Writer's Space;Visual Art Studios;All of the above	Upcountry	5	4	Maybe	13-20	
2019/02/20 5:21:26 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Classes/Workshops;Rehearsal rooms;Music/Concerts	Jackson	5	1	Maybe	13-20	
2019/02/21 4:13:03 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Music/Concerts;Visual Art Studios	Plymouth	4	3	Yes	60-69	
2019/02/22 12:15:23 PM PST	Yes	Wood shop;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Music/Concerts;Visual Art Studios	Jackson	5	4	Maybe	60-69	There is already a Transient Occupancy tax. Does the question above mean that this amount will be raised to help fund the center?
2019/02/22 12:53:07 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/Workshops;A kiln & potter's lab;Rehearsal rooms;Music/Concerts	Jackson	4	5	Maybe	70	It would be lovely to have a venue for public dances - with a real dance floor. And cocktails!!! (wine, beer)..

2019/02/25 12:25:17 PM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	5	5	Yes	50-59	
2019/02/26 10:42:48 AM PST	Yes	Multi-purpose event space;All of the above		3	3	Yes	60-69	
2019/02/28 4:02:52 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Yes	21-35	
2019/02/28 10:14:04 PM PST	Yes	Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Music/ Concerts;Writer's Space;All of the above	Sutter Creek	5	3	Yes	60-69	The arts are incredibly important for a healthy society!
2019/03/01 7:11:53 AM PST	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops	Plymouth	5	5	Yes	50-59	
2019/03/01 10:15:10 AM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Sutter Creek	4	4	Yes	36-49	

2019/03/01 12:44:31 PM PST	No			1	1	No	50-59	Let's renovate an existing public building for this purpose if the community deems this a necessary use of public space. An existing building will already have a staff and managers in place, and the building will be used and managed MUCH more efficiently. We don't need one more public building with one more set of managers and one more nonprofit organization. We are a small community with a shrinking population and a shrinking economy. Let's make the highest and best use of what we already have in place. Specifically, I strongly suggest that we renovate the fine arts building at Amador High School. The drama/ stagecraft side is regularly used and managed well. The marching band side of this building is hardly used at all and would serve the community MUCH better if used for purposes that currently compel our community. The marching band's days have come and gone. Update Amador High's fine arts building for the 21st century instead of creating more overhead and one more building to maintain.
2019/03/02 7:24:52 AM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Commercial Kitchen;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	4	Yes	60-69	
2019/03/02 7:58:13 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	50-59	

2019/03/02 8:20:54 AM PST	Yes	Outdoor space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Visual Art Studios	Martell/ Sutter Hill	3	3	No	60-69	
2019/03/02 11:02:43 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Music/Concerts	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/03/02 9:03:04 PM PST	Yes	All of the above	Jackson	4	3	Maybe	21-35	
2019/03/03 1:43:04 AM PST	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Music/Concerts	Ione	5	3	Maybe	36-49	
2019/03/03 1:44:29 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Music/ Concerts;Writer's Space;Visual Art Studios	Ione	5	5	Maybe	36-49	
2019/03/03 9:38:26 AM PST	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;Visual Art Studios	Martell/ Sutter Hill	3	3	Yes	70	
2019/03/03 10:25:47 AM PST	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Rental spaces;Music/ Concerts;Visual Art Studios	Jackson	5	5	Maybe	60-69	
2019/03/03 1:11:28 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Classes/ Workshops;Music/ Concerts	Jackson	5	5	Maybe	50-59	
2019/03/03 3:33:53 PM PST	Yes	All of the above	Martell/ Sutter Hill	3	3	Maybe	60-69	
2019/03/04 10:18:25 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;3D printer;Music/ Concerts	Martell/ Sutter Hill	5	5	Maybe	60-69	Needs to be in a central location where infrastructure exists - water, power, wastewater, emergency services, adequate roads, etc. We badly need a 300-seat theater to make the site attractive to and profitable for event promoters. Should also have a smaller, studio theater.
2019/03/04 10:35:40 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Writer's Space;Visual Art Studios;All of the above		4	4	Yes	50-59	

2019/03/04 11:29:16 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Metal shop;Music/Concerts	Upcountry	3	2	Maybe	70	
2019/03/04 11:46:05 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;Music/Concerts	Martell/ Sutter Hill	4	4	Yes	60-69	
2019/03/04 3:31:01 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Jackson	3	2	Yes	60-69	
2019/03/04 4:33:22 PM PST	Yes	All of the above	Sutter Creek	5	5	Yes	50-59	
2019/03/05 8:42:19 AM PST	No	Wood shop	Jackson	1	1	No	36-49	
2019/03/05 1:58:58 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	70	
2019/03/06 7:33:14 AM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Maybe	60-69	Growing up in Palo Alto we had a very large cummunity Center there was also a library and large pools all at the same location. Plays art classes and after school hang out simple sports. It was great I wish all county's had this available A good location would be the old Preston grounds
2019/03/06 11:16:36 AM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Music/ Concerts	Jackson	5	4	Yes	70	
2019/03/06 2:27:01 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Rental spaces;3D printer;All of the above	Jackson	5	5	No	21-35	
2019/03/06 5:52:27 PM PST	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	70	

2019/03/06 10:37:01 PM PST	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/ Concerts;Writer's Space	Jackson	5	5	No	60-69	
2019/03/07 4:00:25 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	5	Maybe	50-59	
2019/03/10 9:29:13 AM PDT	Yes	All of the above	Jackson	5	4	Maybe	36-49	
2019/03/10 2:09:27 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;Classes/ Workshops;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	4	Yes	70	
2019/03/11 12:26:28 PM PDT	Yes	Wood shop;Sewing/ Quilting space;Classes/ Workshops;A kiln & potter's lab	Jackson	5	4	Maybe	60-69	
2019/03/13 4:51:47 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Martell/ Sutter Hill	5	5	Yes	70	Please correct spelling of my name on your records. Sheila
2019/03/13 4:52:39 PM PDT	Yes	All of the above	Ione	5	4	Maybe	50-59	
2019/03/13 4:54:52 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	70	It would be great being in tourism with some of the programs.
2019/03/13 4:56:16 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	4	4	Yes	60-69	
2019/03/13 4:59:30 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Lecture/Speaker series;Metal shop;Music/ Concerts;All of the above	Ione	4	4	Yes	60-69	Ione is the most populated city in Amador County yet has no entertainment facilities other than a horse arena, not everyone is interested in cows.
2019/03/13 5:01:19 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Rehearsal rooms;Music/Concerts	Martell/ Sutter Hill	3	5	Yes	70	I believe this would be a big win for Amador County residents.
2019/03/13 5:02:05 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Rehearsal rooms;Music/Concerts	Jackson	4	4	Yes	70	

2019/03/13 5:05:45 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab	Sutter Creek	5	4	Maybe	70	Bring lectures/ speakers to Amador! Right now you have to travel to Sacramento, UC Davis or Folsom to hear Lectures & Speakers. And for Elderly people that is hard to do at night.
2019/03/13 5:07:16 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Metal shop;Writer's Space	Martell/ Sutter Hill	4	3	Maybe	60-69	The old K-Mart building would work well for this.
2019/03/13 5:10:22 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	4	5	Yes	21-35	The greater community access to the arts, the more it enriches the community, provides new opportunities for young people, and helps create a desirable and interesting destination for tourists/visitors.
2019/03/13 5:11:41 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Rehearsal rooms;Music/Concerts	Jackson	5	4	Yes	60-69	Talk to the dance teachers for their input.
2019/03/13 5:13:52 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Commercial Kitchen;Music/ Concerts;Visual Art Studios	Jackson	4	4	Maybe	70	Any chance to renovate the old courthouse?? Classic art deco but not accessible without lots of work.
2019/03/13 5:14:38 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;Commercial Kitchen;Rehearsal rooms;Music/Concerts	Martell/ Sutter Hill	2	2	Maybe	70	
2019/03/13 5:15:36 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	4	4	Yes	70	
2019/03/13 5:17:55 PM PDT	Not Sure	All of the above	Jackson	3	4	Maybe	70	We are not permanent residents but have a 2nd home in Sutter Creek. I think the arts are very important to tourism which is increasingly becoming a large part of the economy of Amador County.

2019/03/13 5:20:56 PM PDT	Yes	Wood shop;A dance/ theatre studio;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;All of the above	Jackson	5	4	Maybe	70	I really think a place where a person can make pottery & fire them in a Kiln would be used a lot if we had one. I for sure would!
2019/03/13 5:23:47 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	4	4	Yes	60-69	This and a community college would move Amador County into the 21st Century! Fingers Crossed!
2019/03/13 5:24:51 PM PDT	Yes	Theatre/Performing Arts	Jackson	3	3	Yes	70	The closest decent theatre is in Folsom.
2019/03/13 5:25:49 PM PDT	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;Rental spaces	Martell/ Sutter Hill	4	4	Maybe	60-69	
2019/03/13 5:30:14 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	4	4	Yes	70	Not sure of the overhead costs. K-Mart blog. But out of the way & security with the homeless. Ca dealership space next to Katherine Drexel would be good location. Some of us seem to be in direct competition with our local businesses.
2019/03/13 5:32:05 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Art Gallery	Martell/ Sutter Hill	5	5	Yes	60-69	Start small with the basics, with ability to expand over time. Meeting rooms can be rented to help cover costs... Lobby can be an "Art Gallery"
2019/03/13 5:32:51 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Art Gallery;Music/ Concerts	Jackson	5	5	Yes	70	
2019/03/13 5:33:55 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Art Gallery;Classes/ Workshops;Digital/Media art lab;Music/ Concerts;Visual Art Studios	Jackson	4	4	Yes	70	
2019/03/13 5:36:16 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;All of the above	Martell/ Sutter Hill	5	4	Yes	50-59	As a model, look at Gualala Art Center in Mendocino County.
2019/03/13 5:36:34 PM PDT	Yes	All of the above	Ione	4	4	Maybe	21-35	
2019/03/13 5:38:50 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Ione	5	4	Yes	60-69	You should work with Preston Castle Foundation to investigate the former Preston School of Industry buildings.
2019/03/14 11:24:16 AM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	36-49	
2019/03/16 4:57:14 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Classes/ Workshops;Music/ Concerts	Martell/ Sutter Hill	5	4	Yes	60-69	

2019/03/18 10:56:47 AM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	3	Yes	36-49	
2019/03/27 10:28:59 AM PDT	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Visual Art Studios;All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/03/31 7:02:43 PM PDT	Yes	All of the above	Jackson	5	5	Yes	21-35	This community needs this.
2019/04/05 11:05:25 AM PDT	Yes	All of the above	Jackson	4	3	Maybe	60-69	Would love a Saturday night dance hall.
2019/04/15 9:57:14 AM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Rehearsal rooms;Music/Concerts	Jackson	5	5	Yes	21-35	As the population of this County grows so will the demands of the community. Throughout history the arts have been the beacon of high achievement in society. Places with Opera houses and opportunities to see art generally depict areas with affluence and high achievement.
2019/05/28 1:11:11 PM PDT	Yes	Sewing/Quilting space;Art Gallery;A kiln & potter's lab;3D printer;Writer's Space	Martell/ Sutter Hill	5	3	Maybe	Under 12	It be awesome!
2019/05/28 1:18:04 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Lecture/Speaker series;Classes/ Workshops;Commercial Kitchen;Music/Concerts	Sutter Creek	4	3	Maybe	60-69	
2019/05/28 1:22:23 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Music/Concerts;All of the above		3	3	Yes	70	
2019/05/28 1:23:43 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;All of the above	Sutter Creek	5	5	Yes	70	
2019/05/28 1:23:50 PM PDT	Yes	Wood shop;Outdoor space;Classes/ Workshops;Metal shop;All of the above	Martell/ Sutter Hill	5	5	Yes	21-35	
2019/05/28 1:23:54 PM PDT	Not Sure	Metal shop;3D printer	Jackson	3	3	No	13-20	
2019/05/28 1:24:52 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;A kiln & potter's lab;Visual Art Studios	Jackson	2	3	Maybe	70	
2019/05/28 1:25:01 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	13-20	

2019/05/28 1:25:21 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Metal shop;Music/Concerts	Plymouth	5	3	Maybe	60-69	
2019/05/28 1:25:53 PM PDT	Yes	Wood shop;Multi-purpose event space;3D printer;All of the above	Plymouth	5	5	Yes	50-59	
2019/05/28 1:26:04 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	13-20	
2019/05/28 1:26:14 PM PDT	Yes	All of the above	Jackson	5	5	Yes	60-69	
2019/05/28 1:27:04 PM PDT	Yes	All of the above	Jackson	5	4	Maybe	13-20	
2019/05/28 1:27:19 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	4	Maybe	70	
2019/05/28 1:28:05 PM PDT	Yes	Outdoor space;Sewing/ Quilting space;Art Gallery	Jackson	5	1	Maybe	13-20	
2019/05/28 1:28:25 PM PDT	Yes	Wood shop;Classes/ Workshops;A kiln & potter's lab;Metal shop	Ione	4	2	Maybe	36-49	
2019/05/28 1:28:29 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;Visual Art Studios	Martell/ Sutter Hill	5	3	Yes	36-49	Thank you for all the time, attention and love you all give to our kids!
2019/05/28 1:29:05 PM PDT	Yes	All of the above	Sutter Creek	3	2	Maybe	36-49	
2019/05/28 1:29:15 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	36-49	
2019/05/28 1:29:50 PM PDT	Yes	Theatre/Performing Arts;All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/05/28 1:30:23 PM PDT	Yes	Multi-purpose event space;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Rehearsal rooms;Rental spaces;3D printer;Writer's Space;Visual Art Studios	Sutter Creek	4	3	Yes	13-20	
2019/05/28 1:30:41 PM PDT	Yes	All of the above	Ione	5	5	Maybe	50-59	Preston castle ground would be ideal.
2019/05/28 1:31:01 PM PDT	No		Sutter Creek	2	1		13-20	
2019/05/28 1:31:21 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	70	Everyone here is so positive and super with the kids. Love seeing their work displayed.
2019/05/28 1:32:08 PM PDT	Not Sure	Wood shop;Metal shop	Upcountry	4	1	No	13-20	
2019/05/28 1:32:47 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Art Gallery;Music/ Concerts	Jackson	3	3	Yes	70	Great to see artists involved. Music needed.
2019/05/28 1:33:40 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Music/Concerts	Sutter Creek	5	5	Yes	36-49	Fully support!!
2019/05/28 1:34:09 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	60-69	Would love to see this realized.

2019/05/28 1:34:43 PM PDT	Not Sure	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Digital/Media art lab;Rehearsal rooms;Music/Concerts;Writer's Space;Visual Art Studios		4	3	Maybe	13-20	maybe an improv class
2019/05/28 1:35:14 PM PDT	Yes	Theatre/Performing Arts;Wood shop;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;A kiln & potter's lab;Music/Concerts	Jackson	5	3	Yes	21-35	
2019/05/28 1:35:18 PM PDT	Yes	Theatre/Performing Arts;Wood shop;A dance/theatre studio;Classes/Workshops;A kiln & potter's lab;Metal shop;3D printer;Visual Art Studios	Jackson	4	2		13-20	
2019/05/28 1:35:46 PM PDT	Yes	All of the above	Plymouth	3	3	Maybe	13-20	
2019/05/28 1:35:50 PM PDT	Yes	All of the above	Martell/Sutter Hill	5	5		70	
2019/05/28 1:36:07 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/Workshops;Visual Art Studios	Plymouth	5	4	Yes	50-59	
2019/05/28 1:36:26 PM PDT	Yes	All of the above	Jackson	1	5	Yes	70	
2019/05/28 1:36:57 PM PDT	No	3D printer	Ione	4	1		21-35	skate park and pool
2019/05/28 1:37:19 PM PDT	Yes	Sewing/Quilting space;Music/Concerts						
2019/05/28 1:38:00 PM PDT	Yes	Wood shop	Upcountry	5	3	No	13-20	
2019/05/28 1:38:46 PM PDT	Yes	All of the above	Jackson	5	5	Yes	60-69	We need a new library. Use some od the $450,000 the county has for library renovation (never used) and get the library to be part of this art center.
2019/05/28 1:39:26 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/Workshops;Digital/Media art lab;3D printer;Music/Concerts;Visual Art Studios	Jackson	4	4	No	13-20	
2019/05/28 1:39:58 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;Rental spaces;Music/Concerts;Visual Art Studios	Jackson	3	3	Maybe	70	
2019/05/28 1:40:49 PM PDT	Yes	Art Gallery;Classes/Workshops;A kiln & potter's lab;Visual Art Studios	Ione	5	5	Maybe	13-20	
2019/05/28 1:41:07 PM PDT	Yes	All of the above	Martell/Sutter Hill	3	4	Maybe	60-69	
2019/05/28 1:41:48 PM PDT	Yes	Wood shop		4	2	Maybe	70	

2019/05/28 1:42:21 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Digital/Media art lab;3D printer;Music/ Concerts;Visual Art Studios	Jackson	4	4	Maybe	13-20	
2019/05/28 1:42:33 PM PDT	Yes	All of the above	Jackson	5	3	Maybe	50-59	Would like to see expansion of library and/or mobile library for those that aren't able to travel. Saturday hours would be great.
2019/05/28 1:43:23 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	3	3	Maybe	50-59	
2019/05/28 1:43:23 PM PDT	Yes	All of the above	Jackson	5	5		60-69	
2019/05/28 1:44:24 PM PDT	Not Sure	Multi-purpose event space;Art Gallery;Classes/ Workshops;All of the above		3	1	Maybe	13-20	
2019/05/28 1:44:52 PM PDT	Yes	All of the above	Sutter Creek		2	Maybe	70	
2019/05/28 1:45:26 PM PDT	Yes	All of the above	Jackson	5	5		60-69	I would like a large library with up date facilities and books. Funds to stay open on weekends.
2019/05/28 1:46:11 PM PDT	Not Sure	Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Music/ Concerts;Visual Art Studios	Jackson	4	1	No	13-20	
2019/05/28 1:46:12 PM PDT	Yes	All of the above	Jackson	4	4	Maybe	70	
2019/05/28 1:46:32 PM PDT	Not Sure	Theatre/Performing Arts;Sewing/Quilting space;Art Gallery	Upcountry	1	1	No	60-69	
2019/05/28 1:47:16 PM PDT	Yes	All of the above		5	5	Maybe	21-35	Would like Center to be centrally located.
2019/05/28 1:47:18 PM PDT	Yes	All of the above	Sutter Creek	1	2	Maybe	60-69	
2019/05/28 1:47:25 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Metal shop;3D printer	Jackson	4	3	Maybe	36-49	
2019/05/28 1:47:48 PM PDT	Yes	All of the above	Upcountry	5	5	Yes	21-35	
2019/05/28 1:47:59 PM PDT	Yes	All of the above	Plymouth	2	2	No	70	
2019/05/28 1:48:36 PM PDT	Yes	All of the above	Sutter Creek	5	3	Yes	70	
2019/05/28 1:48:37 PM PDT	Not Sure	All of the above	Sutter Creek	5	1	Yes	13-20	
2019/05/28 1:49:20 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;Music/ Concerts;Writer's Space	Sutter Creek	5	5	Yes	21-35	
2019/05/28 1:49:30 PM PDT	Yes	All of the above	Jackson	5	5	Yes	50-59	

2019/05/28 1:49:36 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Art Gallery;Classes/ Workshops;All of the above					70	
2019/05/28 1:50:17 PM PDT	Yes	All of the above	Martell/ Sutter Hill	1	3	Yes	70	
2019/05/28 1:50:38 PM PDT	Yes	All of the above	Jackson	5	3	Yes	13-20	
2019/05/28 1:51:14 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Yes	50-59	
2019/05/28 1:51:18 PM PDT	Not Sure	All of the above	Martell/ Sutter Hill	3	3	Maybe	13-20	
2019/05/28 1:52:17 PM PDT	Yes	Multi-purpose event space	Jackson	3	3		60-69	
2019/05/28 1:52:37 PM PDT	Yes	All of the above		1	5		60-69	Centrally located. I hope this comes to fruition, Please note that I have experience getting a market space up and going. I would love to help and have a lot of insight and ideas.
2019/05/28 1:52:42 PM PDT	Not Sure	Wood shop;Metal shop;3D printer	Ione	3	3	Maybe	13-20	
2019/05/28 1:53:23 PM PDT	Yes	Wood shop;Outdoor space;Classes/ Workshops;Digital/Media art lab;Rehearsal rooms;Music/Concerts	Sutter Creek	5	3		36-49	
2019/05/28 1:53:29 PM PDT	Not Sure	All of the above	Martell/ Sutter Hill	2	2	Maybe	60-69	
2019/05/28 1:54:02 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	2	Yes	60-69	
2019/05/28 1:54:08 PM PDT	No			1	1	No	13-20	i don't want any of this
2019/05/28 1:54:31 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series	Upcountry	5	4	Maybe	36-49	Great ideas.
2019/05/28 1:54:46 PM PDT	Yes	All of the above	Jackson	3	3	Maybe	13-20	
2019/05/28 1:55:24 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Maybe	70	
2019/05/28 1:55:31 PM PDT	Yes	Wood shop;Multi-purpose event space;A dance/ theatre studio;Art Gallery;Classes/ Workshops;A kiln & potter’s lab;Rental spaces;3D printer;Writer’s Space	Jackson	5	5	Yes	70	
2019/05/28 1:55:56 PM PDT	Yes	All of the above	Jackson	4	3	Maybe	13-20	
2019/05/28 1:57:29 PM PDT	Yes	Wood shop;Metal shop	Plymouth	3	4	Maybe	13-20	
2019/05/28 1:57:46 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;Rental spaces	Plymouth	5	5	Maybe	36-49	

2019/05/28 1:58:08 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	21-35	A community center would bring creative minds of all ages together.
2019/05/28 1:58:21 PM PDT	Yes	All of the above	Jackson	3	4	Maybe	70	
2019/05/28 1:58:38 PM PDT	Not Sure	Multi-purpose event space;Digital/Media art lab;3D printer;Music/ Concerts	Plymouth	3	1	Maybe	13-20	
2019/05/28 1:58:51 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Maybe	70	
2019/05/28 1:58:54 PM PDT	Not Sure	Sewing/Quilting space;Classes/ Workshops	Martell/ Sutter Hill	3	3	Yes	70	
2019/05/28 1:59:19 PM PDT	Yes	Theatre/Performing Arts	Jackson	3	1	No	13-20	
2019/05/28 1:59:36 PM PDT	Yes	Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Visual Art Studios	Martell/ Sutter Hill	3	4	Yes	70	
2019/05/28 1:59:42 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	50-59	
2019/05/28 2:00:00 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	60-69	
2019/05/28 2:00:02 PM PDT	Not Sure	All of the above	Jackson	1	1	Maybe	13-20	
2019/05/28 2:00:28 PM PDT	Yes	All of the above	Jackson	3	5	Maybe	60-69	
2019/05/28 2:00:39 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	4	4	Maybe	70	
2019/05/28 2:01:13 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Lecture/Speaker series;Art Gallery	Jackson	4	3	Maybe	13-20	
2019/05/28 2:01:23 PM PDT	Yes	All of the above	Jackson	5	5	Yes	60-69	
2019/05/28 2:01:53 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	70	
2019/05/28 2:02:03 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rental spaces;Writer's Space;Visual Art Studios	Plymouth	5	5	Yes	70	
2019/05/28 2:03:10 PM PDT	Yes	Multi-purpose event space;All of the above	Martell/ Sutter Hill	4	4	Yes	36-49	This would be the best thing for the community. If the schools won't improve the spaces then maybe the community can. We are so out of date.
2019/05/28 2:03:27 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	70	Like to see old Kmart used for this as well as a community center.
2019/05/28 2:04:17 PM PDT	Not Sure	All of the above	Jackson	2	4	Maybe	13-20	

2019/05/28 2:04:30 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Maybe	36-49	
2019/05/28 2:05:11 PM PDT	Not Sure	Digital/Media art lab	Jackson	3	2	Maybe	13-20	
2019/05/28 2:06:11 PM PDT	Yes	All of the above	Plymouth	3	2	Maybe	13-20	
2019/05/28 2:06:26 PM PDT	No	Metal shop	Upcountry	1	1	No	13-20	
2019/05/28 2:06:52 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Digital/Media art lab;Commercial Kitchen	Jackson	3	2	Maybe	36-49	I would not be able to donate because I am low income. But I think it is important for the kids.
2019/05/28 2:07:33 PM PDT	Yes	Wood shop	Sutter Creek	5	5	Maybe	21-35	
2019/05/28 2:07:55 PM PDT	Yes	Outdoor space;A dance/ theatre studio;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Music/Concerts	Ione	5	1		13-20	
2019/05/28 2:08:36 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	5	Yes	50-59	Amador County needs a Community Arts Center.
2019/05/28 2:08:48 PM PDT	Yes	All of the above	Jackson	3	3	Maybe	60-69	
2019/05/28 2:08:57 PM PDT	Yes	All of the above		5	5	Maybe	13-20	
2019/05/28 2:09:51 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Metal shop;Rental spaces;3D printer;Music/ Concerts;Visual Art Studios	Jackson	3	3	Maybe	36-49	
2019/05/28 2:10:40 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;Lecture/ Speaker series;Classes/ Workshops;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Upcountry	3	2	Maybe	21-35	
2019/05/28 2:10:48 PM PDT	Yes	Wood shop;Outdoor space;Sewing/Quilting space;Metal shop;Music/ Concerts	Jackson	5	4	Yes	13-20	
2019/05/28 2:11:22 PM PDT	Yes	All of the above	Jackson	3	3	Maybe	13-20	
2019/05/28 2:11:49 PM PDT	Yes	Outdoor space;Multi-purpose event space	Martell/ Sutter Hill	4	3	Yes	13-20	

2019/05/28 2:12:06 PM PDT	Yes	Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;3D printer;Music/ Concerts;Visual Art Studios	Jackson	5	4	Maybe		The library needs to be updated.
2019/05/28 2:12:50 PM PDT	Yes	All of the above	Martell/ Sutter Hill	2	3	Maybe	70	
2019/05/28 2:13:04 PM PDT	Yes	All of the above	Jackson	5	3	No	60-69	
2019/05/28 2:13:35 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Classes/ Workshops;Commercial Kitchen;Rehearsal rooms;Music/Concerts;All of the above	Martell/ Sutter Hill	5	3		70	
2019/05/28 2:13:36 PM PDT	Yes	All of the above	Jackson	3	1	Maybe	36-49	Arts always benefit a community. I don't know the connections between existing theaters and galleries.
2019/05/28 2:14:30 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;A kiln & potter's lab;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Maybe	60-69	
2019/05/28 2:14:57 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/05/28 2:14:57 PM PDT	Yes	Wood shop;Multi-purpose event space;Art Gallery;A kiln & potter's lab;All of the above	Jackson	3	1	Yes	13-20	
2019/05/28 2:15:41 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Lecture/ Speaker series;Classes/ Workshops;A kiln & potter's lab	Jackson	5	3	Yes	60-69	
2019/05/28 2:15:58 PM PDT	Yes	All of the above	Sutter Creek	5	5	Maybe	36-49	
2019/05/28 2:16:51 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	36-49	
2019/05/28 2:17:00 PM PDT	Yes	All of the above	Jackson	1	3	Yes	60-69	
2019/05/28 2:17:46 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Martell/ Sutter Hill	3	4	Yes	70	Consider library space,public computers.
2019/05/28 2:18:24 PM PDT	Not Sure	All of the above	Martell/ Sutter Hill	2	3	Yes	60-69	
2019/05/28 2:20:02 PM PDT	Yes	Theatre/Performing Arts;Wood shop;A dance/ theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	4	Maybe	13-20	
2019/05/28 2:20:17 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Music/ Concerts;Visual Art Studios;All of the above	Jackson	4	4	Maybe	70	

2019/05/28 2:20:50 PM PDT	Yes	Art Gallery;Classes/ Workshops;All of the above	Jackson	3	3	No	50-59	
2019/05/28 2:20:52 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	70	
2019/05/28 2:20:59 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	3	No	70	
2019/05/28 2:21:20 PM PDT	Yes	All of the above	Sutter Creek	3	3	Maybe	60-69	
2019/05/28 2:21:41 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Maybe	36-49	
2019/05/28 2:22:07 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Maybe	70	
2019/05/28 2:22:20 PM PDT	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	4	Yes	21-35	
2019/05/28 2:22:29 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Art Gallery;Rehearsal rooms	Jackson	4	2	Yes	13-20	
2019/05/28 2:23:10 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;3D printer;Music/ Concerts;Visual Art Studios;All of the above	Jackson	5	5	Yes	21-35	
2019/05/28 2:23:42 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab;Music/ Concerts	Jackson	3	3	Yes	50-59	
2019/05/28 2:23:53 PM PDT	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Visual Art Studios	Jackson	5	4	Yes	21-35	
2019/05/28 2:24:28 PM PDT	Yes	All of the above	Jackson	4	2	Maybe	60-69	
2019/05/28 2:25:07 PM PDT	Yes	All of the above	Jackson	5	5	Yes	60-69	
2019/05/28 2:25:07 PM PDT	Yes	Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rental spaces;Visual Art Studios	Sutter Creek	5	5	No	13-20	
2019/05/28 2:25:33 PM PDT	Yes	Multi-purpose event space;Rehearsal rooms;Music/Concerts	Sutter Creek	5	5	Yes	60-69	There are already spaces that could be used for some od the above. There is no decent space for performing arts.
2019/05/28 2:25:43 PM PDT	Yes	All of the above	Sutter Creek	5	4	Yes	50-59	
2019/05/28 2:25:59 PM PDT	Yes	All of the above	Jackson	4	5	Yes	36-49	
2019/05/28 2:26:11 PM PDT	Yes	Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Visual Art Studios	Sutter Creek	5	5	No	50-59	
2019/05/28 2:26:28 PM PDT	Yes	Theatre/Performing Arts;All of the above	Plymouth	5	5	Maybe	36-49	

2019/05/28 2:27:00 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;3D printer;Writer's Space	Jackson	4	4	Maybe	50-59	
2019/05/28 2:27:17 PM PDT	Yes	All of the above		5	5		36-49	location should be wherever is feasible
2019/05/28 2:27:36 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Classes/ Workshops;A kiln & potter's lab;Music/ Concerts	Plymouth	5	5	Yes	60-69	A place where friends can gather would be awesome
2019/05/28 2:28:14 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	13-20	
2019/05/28 2:28:16 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Commercial Kitchen;Music/Concerts	Plymouth	3	3	Yes	60-69	
2019/05/28 2:29:04 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Art Gallery;A kiln & potter's lab;Rental spaces;Music/ Concerts	Plymouth	3	3	Yes	50-59	
2019/05/28 2:29:09 PM PDT	Yes	All of the above	Jackson	5	3	Maybe	13-20	i hope it works out
2019/05/28 2:29:18 PM PDT	Yes	Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Commercial Kitchen;Rental spaces;Music/Concerts	Martell/ Sutter Hill	5	4	Yes	60-69	Multifunctional, Library, after school, community college
2019/05/28 2:30:08 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Metal shop;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	3	3	Yes	60-69	
2019/05/28 2:30:17 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Maybe	13-20	awesome stuff
2019/05/28 2:30:37 PM PDT	Yes	All of the above	Jackson	4	4	Yes	60-69	
2019/05/28 2:31:14 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;3D printer;Music/ Concerts	Jackson	4	3	Yes	60-69	Library
2019/05/28 2:31:27 PM PDT	Not Sure	Wood shop;Classes/ Workshops;Commercial Kitchen;Metal shop	Martell/ Sutter Hill	2	2	Yes	60-69	
2019/05/28 2:32:15 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Music/ Concerts	Ione	5	4	Maybe	36-49	
2019/05/28 2:32:41 PM PDT	Yes	Wood shop;Outdoor space;Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab	Jackson	3	5	Yes		crocheting/ knitting classes
2019/05/28 2:33:13 PM PDT	Yes	Classes/Workshops	Sutter Creek	3	1	Maybe	13-20	

2019/05/28 2:33:27 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Art Gallery;Digital/Media art lab;Music/Concerts	Martell/ Sutter Hill	4	3	Maybe	70	Great ideas.
2019/05/28 2:34:05 PM PDT	Yes	All of the above	Jackson	4	4	Maybe	21-35	
2019/05/28 2:34:15 PM PDT	Yes	All of the above	Jackson	3	5	Yes	70	I am a life time member.
2019/05/28 2:34:28 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;Music/Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	36-49	Host a fundraiser to raise some money. We need this center! Include library
2019/05/28 2:34:51 PM PDT	Not Sure	Wood shop;Sewing/Quilting space;Lecture/Speaker series;Classes/Workshops;Rental spaces	Martell/ Sutter Hill	5	5		70	
2019/05/28 2:35:05 PM PDT	Yes	Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab		4	4	Maybe	70	
2019/05/28 2:35:31 PM PDT	Yes	Classes/Workshops;Commercial Kitchen	Jackson	3		Maybe	70	
2019/05/28 2:35:57 PM PDT	Yes	Outdoor space;Classes/Workshops;A kiln & potter's lab;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	4	Yes	36-49	
2019/05/28 2:36:02 PM PDT	Yes	All of the above	Jackson	4		Maybe	13-20	
2019/05/28 2:36:10 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	3	Yes	60-69	
2019/05/28 2:37:23 PM PDT	Yes	Theatre/Performing Arts;Art Gallery;Classes/Workshops;Digital/Media art lab;Music/Concerts	Ione	3	3	Maybe	13-20	
2019/05/28 2:37:34 PM PDT	Yes	All of the above	Jackson	4	4	Yes	60-69	
2019/05/28 2:38:08 PM PDT	Yes	All of the above		3	2	No	21-35	
2019/05/28 2:38:31 PM PDT	Yes	All of the above	Sutter Creek	5	4	Yes	21-35	
2019/05/28 2:39:05 PM PDT	Yes	All of the above	Martell/ Sutter Hill	2	2	Yes	70	A nice place to include a Senior Center.
2019/05/28 2:39:09 PM PDT	Yes	All of the above	Jackson	1	4	Yes	50-59	
2019/05/28 2:39:52 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	50-59	A need that needs to be filled.
2019/05/28 2:40:14 PM PDT	Yes	All of the above	Jackson	5	5	Yes	70	
2019/05/28 2:40:20 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	3	Maybe	21-35	
2019/05/28 2:40:33 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Visual Art Studios	Jackson	5	4	Yes	50-59	great idea...great show
2019/05/28 2:41:06 PM PDT	Yes	All of the above	Ione	5	5	Yes	36-49	
2019/05/28 2:41:13 PM PDT	Yes		Martell/ Sutter Hill	4	3	Maybe	13-20	
2019/05/28 2:41:45 PM PDT	Yes	Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;Rehearsal rooms;Rental spaces;3D printer;Writer's Space;Visual Art Studios	Jackson	5	4	No	21-35	

2019/05/28 2:43:46 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Art Gallery;Classes/ Workshops;Digital/Media art lab;Metal shop;3D printer;Visual Art Studios	Jackson	5	4	Yes	13-20	art is wonderful and I want to see more of it in the community
2019/05/28 2:43:58 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab;Visual Art Studios	Jackson	5	4		21-35	Would love to see this place used for artists and experts in various fields from history to health and everything inbetween
2019/05/28 2:44:40 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Classes/ Workshops;Rental spaces	Martell/ Sutter Hill	4	3	No	36-49	
2019/05/28 2:45:08 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Sewing/Quilting space;Art Gallery;Classes/ Workshops;3D printer	Jackson	4	4	Yes	13-20	
2019/05/28 2:45:19 PM PDT	Yes	Wood shop;Lecture/ Speaker series;Classes/ Workshops;Metal shop;3D printer;Music/Concerts	Jackson	5	3	Maybe	50-59	
2019/05/28 2:45:53 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	60-69	
2019/05/28 2:45:57 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	36-49	
2019/05/28 2:46:07 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	36-49	
2019/05/28 2:46:47 PM PDT	Yes	All of the above		1	3	No	60-69	center anywhere
2019/05/28 2:47:08 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	5	Yes	70	
2019/05/28 2:47:28 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	3	Yes	36-49	
2019/05/28 2:47:47 PM PDT	Yes	Art Gallery;Music/ Concerts	Sutter Creek	3	3		70	
2019/05/28 2:47:50 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Classes/ Workshops;Rental spaces	Martell/ Sutter Hill	3	3	No	60-69	

2019/05/28 2:48:22 PM PDT	Yes	Theatre/Performing Arts;Art Gallery;3D printer;Music/ Concerts;Writer's Space;All of the above	Ione	5	5	Maybe	13-20	
2019/05/28 2:48:27 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	60-69	
2019/05/28 2:48:31 PM PDT	Yes	All of the above	Jackson	3	3	Yes	36-49	
2019/05/28 2:49:08 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	60-69	Do it !!!!!
2019/05/28 2:49:19 PM PDT	Yes	All of the above	Jackson	5	4	Yes	70	
2019/05/28 2:49:41 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;A kiln & potter's lab;Music/Concerts	Jackson	4	3	Yes	36-49	
2019/05/28 2:50:13 PM PDT	Yes	All of the above	Jackson	2	2	Yes	50-59	Would help to expand diversity in this county.
2019/05/28 2:50:17 PM PDT	Yes	All of the above		5	4	Maybe	36-49	location anywhere
2019/05/28 2:50:48 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	36-49	This would be wonderful!
2019/05/28 2:51:13 PM PDT	Yes	All of the above		5	4	Yes	60-69	Centrally located.
2019/05/28 2:51:40 PM PDT	Yes	All of the above	Jackson	5	4	Yes	36-49	
2019/05/28 2:51:42 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	4	Maybe	70	
2019/05/28 2:52:00 PM PDT	Yes	Outdoor space;Multi-purpose event space;Classes/ Workshops;Music/ Concerts	Jackson	5	5	Maybe	36-49	
2019/05/28 2:53:05 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Music/ Concerts;All of the above	Plymouth	5	4	Yes	21-35	
2019/05/28 2:53:09 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Music/ Concerts	Jackson	2	2	Maybe	70	
2019/05/28 2:54:01 PM PDT	Yes	All of the above	Plymouth	5	4	Yes	50-59	
2019/05/28 2:54:44 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	70	
2019/05/28 2:54:51 PM PDT	Yes	Art Gallery;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Jackson	5	4	Yes	Under 12	I love art so this would be an awesome thing. I think that art is away to get a hobby, job, or even a happy spot. I would support this.
2019/05/28 2:55:20 PM PDT	Yes	All of the above	Jackson	5	5	Yes	70	
2019/05/28 2:55:22 PM PDT	Not Sure	Theatre/Performing Arts;A kiln & potter's lab;Rehearsal rooms;Music/Concerts	Jackson	4	4	Yes	60-69	
2019/05/28 2:55:47 PM PDT	Yes	All of the above	Sutter Creek	3	3	Yes	50-59	
2019/05/28 2:55:50 PM PDT	Yes	All of the above	Jackson	5	1	Yes	Under 12	
2019/05/28 2:56:09 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	2	Yes	70	
2019/05/28 2:56:16 PM PDT	Yes	All of the above	Jackson	5	1	Yes	Under 12	
2019/05/28 2:56:40 PM PDT	Yes	All of the above		4	4	Maybe	21-35	

2019/05/28 2:56:41 PM PDT	Yes	All of the above	Jackson	5	1	Yes	Under 12	
2019/05/28 2:56:49 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	4	Yes	70	
2019/05/28 2:57:06 PM PDT	Yes	All of the above	Jackson	5	5		21-35	
2019/05/28 2:57:23 PM PDT	Yes	All of the above	Jackson	5	1	Yes	60-69	
2019/05/28 2:57:29 PM PDT	Yes	All of the above	Jackson	5	5	Yes	36-49	
2019/05/28 2:57:43 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Classes/ Workshops;Music/ Concerts	Jackson	3	2	Maybe	60-69	
2019/05/28 2:58:02 PM PDT	Yes	All of the above	Jackson	5	5	Yes	50-59	
2019/05/28 2:58:23 PM PDT	Yes	All of the above	Jackson	4	4	Yes	60-69	
2019/05/28 2:58:30 PM PDT	Not Sure	All of the above	Jackson	5	4			
2019/05/28 2:58:38 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Yes	60-69	
2019/05/28 2:59:00 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	3	Yes	36-49	
2019/05/28 2:59:27 PM PDT	Yes	All of the above	Sutter Creek	5	2	Yes	36-49	
2019/05/28 2:59:30 PM PDT	Yes	Wood shop;Multi-purpose event space;Sewing/ Quilting space;Classes/ Workshops;Commercial Kitchen;Rental spaces	Jackson	2	2	Maybe	60-69	
2019/05/28 2:59:31 PM PDT	Yes	All of the above	Ione	5	5	Yes	60-69	Preston school of industry property is a fit
2019/05/28 3:00:16 PM PDT	Yes	All of the above		4	5	Yes	50-59	A great idea for the community.
2019/05/28 3:00:25 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Music/Concerts	Martell/ Sutter Hill	3	3	Maybe	50-59	
2019/05/28 3:00:36 PM PDT	Yes	All of the above	Ione	5	5	Yes	60-69	Preston school of industry is a perfect fit
2019/05/28 3:00:47 PM PDT	Yes	All of the above	Sutter Creek	5	4	Maybe	70	
2019/05/28 3:01:08 PM PDT	Yes	All of the above	Jackson	1	2	Maybe		
2019/05/28 3:01:43 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Classes/ Workshops;A kiln & potter's lab;3D printer	Jackson	5	5	Yes	50-59	
2019/05/28 3:02:29 PM PDT	Yes	All of the above	Jackson	1	2	Maybe	70	
2019/05/28 3:03:50 PM PDT	Yes	Wood shop;Multi-purpose event space;Sewing/ Quilting space;Lecture/ Speaker series;A kiln & potter's lab;All of the above	Jackson	4	4	Yes	50-59	Great need.
2019/05/28 3:03:52 PM PDT	Yes	All of the above	Jackson	1	2	Maybe	70	
2019/05/28 3:04:34 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Rehearsal rooms	Sutter Creek	4	4	Yes	13-20	
2019/05/28 3:06:03 PM PDT	Not Sure	All of the above		5	5	Yes	50-59	
2019/05/28 3:07:14 PM PDT	Yes	Theatre/Performing Arts;Classes/ Workshops;A kiln & potter's lab;3D printer	Jackson	4	3	Yes	36-49	I'd love to take my 5th graders there for classes!

2019/05/29 12:48:11 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;3D printer;Music/Concerts	Jackson	5	5	Yes	50-59	
2019/05/29 1:11:56 PM PDT	Yes	Wood shop;Outdoor space;Classes/ Workshops;A kiln & potter's lab;Metal shop	Upcountry	4	4	Maybe	36-49	
2019/05/29 1:13:11 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Upcountry	4	4	Maybe	21-35	
2019/05/29 1:14:04 PM PDT	Yes	Wood shop;Multi-purpose event space;Sewing/ Quilting space;Classes/ Workshops;Music/ Concerts	Jackson	4	4	Yes	36-49	
2019/05/29 1:14:56 PM PDT	Yes	All of the above	Jackson	5	4	Yes	36-49	very exciting
2019/05/29 1:15:39 PM PDT	Yes	All of the above	Jackson	5	5	Yes	21-35	
2019/05/29 1:16:13 PM PDT	Yes	All of the above	Jackson	5	4	Yes	36-49	
2019/05/29 1:17:48 PM PDT	Yes	All of the above		5	4	Maybe		locate any place in county. Partner with school district to get a on schooland perhaps it can be a community school district combined resource.
2019/05/29 1:18:48 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	3	Yes	21-35	great idea
2019/05/29 1:19:36 PM PDT	Yes	All of the above	Jackson	3	3	Yes	21-35	this is needed
2019/05/29 1:20:51 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rental spaces;Music/Concerts	Martell/ Sutter Hill	5	5	Maybe	70	what about k mart bldg
2019/05/29 1:21:40 PM PDT	Yes	Sewing/Quilting space;Lecture/Speaker series;Classes/Workshops	Sutter Creek	1	1	Yes	60-69	
2019/05/29 1:23:08 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Visual Art Studios	Martell/ Sutter Hill	4	3	Maybe	50-59	
2019/05/29 1:23:50 PM PDT	Yes	All of the above	Jackson	4	3	Yes	70	
2019/05/29 1:24:34 PM PDT	Yes	Art Gallery;A kiln & potter's lab	Martell/ Sutter Hill	5		Yes	70	
2019/05/29 1:25:05 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/05/29 1:25:51 PM PDT	Yes	Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Music/ Concerts	Martell/ Sutter Hill	5	4	Yes	70	
2019/05/29 1:26:45 PM PDT	Yes	Multi-purpose event space;Commercial Kitchen;Music/Concerts	Sutter Creek	1	4	Maybe	60-69	

2019/05/29 1:27:58 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Commercial Kitchen;Music/Concerts	Martell/ Sutter Hill	4	3	Yes	50-59	
2019/05/29 1:57:52 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	60-69	
2019/05/29 1:58:38 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	70	
2019/05/29 1:59:34 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Art Gallery;Digital/ Media art lab;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	4	3	Yes	60-69	
2019/05/29 2:00:08 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/05/29 2:00:54 PM PDT	Not Sure	Multi-purpose event space;Rental spaces;Music/Concerts	Ione	4	4	No	70	
2019/05/29 2:01:51 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery	Sutter Creek	3	4	Yes	70	
2019/05/29 2:02:22 PM PDT	Yes	All of the above		4	4	Yes	50-59	
2019/05/29 2:03:26 PM PDT	Yes	All of the above	Jackson	5	5	Yes	60-69	Thanks for all you do. Mel Welsh and Bob Hartmann
2019/05/29 2:04:21 PM PDT	Yes	All of the above		5	5	Yes	60-69	Location between Pine Grove and Jackson
2019/05/29 2:05:34 PM PDT	Yes	All of the above	Jackson	5	4	Yes	60-69	
2019/05/29 2:06:13 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	60-69	
2019/05/29 2:10:56 PM PDT	Yes	All of the above		3	3	Yes	60-69	
2019/05/29 2:11:35 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	70	
2019/05/29 2:12:14 PM PDT	Yes	All of the above		5	5	Maybe	70	
2019/05/29 2:13:17 PM PDT	Yes	Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab	Martell/ Sutter Hill	4	5	Yes	60-69	
2019/05/29 2:13:50 PM PDT	Yes	All of the above		3	3	Maybe	70	
2019/05/29 2:14:28 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	70	
2019/05/29 2:15:25 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rental spaces;Music/ Concerts;Visual Art Studios		5	5	Maybe	60-69	
2019/05/29 2:15:56 PM PDT	Yes	All of the above	Jackson	4	4	Yes	36-49	
2019/05/29 2:16:30 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	No	50-59	
2019/05/29 2:17:31 PM PDT	Yes	Theatre/Performing Arts;Art Gallery;Classes/ Workshops;Commercial Kitchen;Writer's Space	Sutter Creek	4	4	Maybe	36-49	
2019/05/29 2:30:00 PM PDT	Yes	All of the above		5	5	Yes	36-49	
2019/05/30 2:46:00 PM PDT	Yes	All of the above	Jackson	5	3	No	21-35	I think a center would really benefit our children. There needs to be more activities to do in our town.

2019/05/30 2:46:52 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Art Gallery;Commercial Kitchen;Music/Concerts	Jackson	3	3	Maybe	21-35	
2019/05/30 2:47:16 PM PDT	Yes	All of the above	Jackson	3	3	Yes	21-35	
2019/05/30 2:47:46 PM PDT	Yes	All of the above	Upcountry	5	5	Yes	36-49	
2019/05/30 2:50:32 PM PDT	Yes	Wood shop;Outdoor space;Multi-purpose event space;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Metal shop;Rental spaces;Writer's Space;Visual Art Studios	Jackson	3	4	No	21-35	We need a place in Amador County for our youth go to to learn new skills, about new things while having fun.
2019/05/30 2:51:10 PM PDT	Yes	Outdoor space;A dance/ theatre studio;Lecture/ Speaker series;All of the above	Jackson	2	3	Maybe	21-35	
2019/05/30 2:51:43 PM PDT	Yes	All of the above		5	4	Yes	21-35	
2019/05/30 2:52:22 PM PDT	Yes	A dance/theatre studio;Digital/Media art lab;3D printer	Jackson	3	3	Maybe	21-35	
2019/05/30 2:53:54 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Metal shop;Music/Concerts	Upcountry	5	4	Yes	21-35	Being open on weekends would be beneficial to working families.
2019/05/30 2:54:54 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Music/Concerts	Sutter Creek	5	5	Yes	21-35	
2019/05/30 2:55:45 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	4	4	Yes	13-20	
2019/05/30 2:56:14 PM PDT	Yes	Classes/Workshops	Martell/ Sutter Hill	2	2	Yes	50-59	
2019/05/30 2:57:39 PM PDT	Yes	A dance/theatre studio;Rehearsal rooms	Jackson	5	5	Yes	Under 12	We could use it to inspire younger children to dance and use it for recitals.
2019/05/30 2:58:33 PM PDT	Yes	A dance/theatre studio	Sutter Creek	5	3	Yes	Under 12	I would probably go there for dance.
2019/05/30 2:59:11 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio	Sutter Creek	3	2	Maybe	Under 12	
2019/05/30 2:59:45 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;All of the above	Ione	5	5	Yes	Under 12	
2019/05/30 3:00:08 PM PDT	Yes	All of the above	Jackson	5	4	Yes	Under 12	

2019/05/30 3:01:19 PM PDT	Yes	All of the above	Sutter Creek	5	3	Yes	36-49	I would love to have this in Amador County!
2019/05/30 3:02:14 PM PDT	Yes	A dance/theatre studio	Sutter Creek	5	5	Yes	Under 12	I would use it for more than dance space.
2019/05/30 3:02:55 PM PDT	Not Sure	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Ione	3	2	Maybe	Under 12	
2019/05/30 3:03:30 PM PDT	Yes	A dance/theatre studio;Rehearsal rooms	Sutter Creek	5	5	Yes	Under 12	
2019/05/30 3:05:20 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Sutter Creek	5	5	Yes	13-20	I would like to have this place for dance classes and performances so we don't have to travel so far foe recitals.
2019/05/30 3:07:04 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Rehearsal rooms	Sutter Creek	5	4	Yes	Under 12	I would love to have this in Sutter Creek so we wouldn't have to travel clear to Angle's Camp for recitals.
2019/05/30 3:07:50 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Rehearsal rooms;Rental spaces	Ione	5	4	Yes	Under 12	
2019/05/30 3:08:30 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio	Ione	4	4	Yes	13-20	
2019/05/30 3:09:23 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Music/Concerts	Sutter Creek	5	3	Yes	Under 12	
2019/05/30 3:09:57 PM PDT	Yes	A dance/theatre studio	Sutter Creek	5	3	Yes	Under 12	
2019/05/30 3:10:44 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Plymouth	5	5	Yes	13-20	
2019/05/30 3:11:24 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Rehearsal rooms	Sutter Creek	5	5	Yes	13-20	
2019/05/30 3:12:25 PM PDT	Yes	A dance/theatre studio	Sutter Creek	5	4	Yes	Under 12	We would be able to have more dance classes
2019/05/30 3:13:00 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio	Ione	5	5	Yes	13-20	
2019/05/30 3:13:41 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Yes	21-35	
2019/05/30 3:14:40 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;3D printer;Writer's Space;Visual Art Studios	Jackson	5	5	Yes	70	

2019/05/30 3:15:16 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/Concerts	Sutter Creek	3	3	No	13-20	
2019/05/30 3:16:16 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Sutter Creek	2	3	Maybe	13-20	
2019/05/30 3:17:55 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops	Jackson	4	2	Yes	36-49	
2019/05/30 3:18:56 PM PDT	Yes	All of the above	Martell/ Sutter Hill	1	2		60-69	
2019/05/30 3:19:49 PM PDT	Yes	Theatre/Performing Arts;Wood shop;A dance/ theatre studio;Art Gallery;A kiln & potter's lab;Metal shop;Visual Art Studios	Sutter Creek	5	4	Yes	36-49	
2019/05/30 3:20:32 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Sutter Creek	5	2	Maybe	13-20	
2019/05/30 3:21:27 PM PDT	Not Sure	A dance/theatre studio;Art Gallery;Rental spaces	Ione	1	1	Maybe	Under 12	
2019/05/30 3:21:52 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	36-49	
2019/05/30 3:24:01 PM PDT	Yes	Theatre/Performing Arts;Wood shop;A dance/ theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;Rehearsal rooms	Jackson	5	5	Maybe	21-35	It would be great to partner up with athletics and have a " full service" community center with indoor courts and other athletic options.
2019/05/30 3:24:34 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Rehearsal rooms	Jackson	2	3	Yes	Under 12	
2019/05/30 3:25:18 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Writer's Space	Jackson	5	5	Yes	Under 12	
2019/05/30 3:26:15 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	5	5	Yes	36-49	
2019/05/30 3:26:57 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Jackson	5	5	Yes		

2019/05/30 3:27:35 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab	Sutter Creek	5	5	Yes	21-35	
2019/05/30 3:28:17 PM PDT	Not Sure	Theatre/Performing Arts;A dance/theatre studio;Classes/ Workshops	Sutter Creek	2	3	Maybe	13-20	
2019/05/30 3:28:56 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Music/ Concerts	Martell/ Sutter Hill	4	4		60-69	
2019/05/30 3:29:27 PM PDT	Yes	All of the above	Sutter Creek	5	5	Maybe	Under 12	
2019/05/30 3:30:00 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Rehearsal rooms	Sutter Creek	5	5	Maybe	36-49	
2019/05/30 3:30:34 PM PDT	Yes	Multi-purpose event space;Classes/ Workshops;Commercial Kitchen;Music/Concerts	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/05/30 3:31:18 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Rehearsal rooms;3D printer	Martell/ Sutter Hill	1	1	No	13-20	
2019/05/30 3:32:00 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Music/Concerts	Martell/ Sutter Hill	1	1	No	13-20	
2019/05/30 3:32:54 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Sutter Creek	5	5	Maybe	70	
2019/05/30 3:33:52 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	36-49	
2019/05/30 3:34:12 PM PDT	Yes	All of the above	Upcountry	5	3	Maybe	50-59	
2019/05/30 3:34:35 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	4	Maybe	36-49	
2019/05/30 3:35:08 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	36-49	
2019/05/30 3:36:37 PM PDT	Yes	All of the above	Jackson	5	5	Yes	21-35	This would be amazing for the community. It could bring all backgrounds and ages together.
2019/05/30 5:20:48 PM PDT	Yes	All of the above	Upcountry		1	Maybe	60-69	
2019/05/30 5:22:05 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Metal shop;Music/Concerts	Martell/ Sutter Hill	4	4	Maybe	50-59	
2019/05/30 5:23:06 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Art Gallery;Classes/ Workshops;Commercial Kitchen;Rental spaces	Martell/ Sutter Hill	3	3	Yes	70	
2019/05/30 5:23:48 PM PDT	Not Sure	Multi-purpose event space	Jackson	5	5	Maybe	70	

2019/05/30 5:25:49 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Classes/ Workshops;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/Concerts	Sutter Creek	4	5	Yes	70	
2019/05/30 5:26:51 PM PDT	Yes	All of the above	Ione	5	3	Maybe	60-69	
2019/05/30 5:27:57 PM PDT	Yes	All of the above	Jackson	5	5	Yes	60-69	
2019/05/30 5:28:30 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/05/30 5:29:32 PM PDT	Yes	Theatre/Performing Arts;Art Gallery;Music/ Concerts;Visual Art Studios	Jackson	3	3	Yes	70	
2019/05/30 5:30:51 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Rehearsal rooms	Plymouth	5	4	Yes	13-20	
2019/05/30 5:32:39 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	3	Yes	13-20	
2019/05/30 5:34:32 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Sutter Creek	5	4	Maybe	13-20	Needed especially for dance and theater
2019/05/30 5:36:07 PM PDT	Yes	All of the above	Jackson	4	5	Maybe	13-20	It would be very beneficial to the county because we do t have enough artsy places.
2019/05/30 5:37:39 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio	Sutter Creek	3	2	Yes	13-20	
2019/05/30 5:38:54 PM PDT	Yes	All of the above	Plymouth	5	4	Yes	13-20	Art makes people feel alive and free. Please make an arts center.
2019/05/30 5:40:39 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Sutter Creek	5	3	Maybe	13-20	It would get more people into the arts.
2019/05/30 5:41:52 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	2	Maybe	13-20	
2019/05/30 5:43:32 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Rehearsal rooms	Sutter Creek	4	5	Maybe	13-20	It will benefit many people
2019/05/30 5:45:53 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;A kiln & potter's lab;Rehearsal rooms;Music/Concerts		1		Yes	13-20	Many kids would use and they could explore new art forms

2019/05/30 5:47:51 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Rehearsal rooms	Sutter Creek	5	4	Yes	13-20	Many young people would use and it will benefit many people
2019/05/30 5:49:04 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Visual Art Studios	Sutter Creek	5	3	Yes	13-20	I want to dance
2019/05/30 5:50:28 PM PDT	Yes	All of the above	Jackson	5	1	Yes	13-20	Please, please we need it so bad
2019/05/30 5:51:14 PM PDT	Yes	All of the above	Sutter Creek	5	1	Yes	13-20	
2019/05/30 5:52:28 PM PDT	Yes	All of the above	Sutter Creek	5	5	Maybe	13-20	We need this!
2019/05/30 5:53:33 PM PDT	Yes	Wood shop;Outdoor space;Multi-purpose event space;Classes/ Workshops;3D printer	Jackson	3	2	Maybe	13-20	
2019/05/30 5:54:16 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Maybe	50-59	
2019/05/30 5:55:01 PM PDT	Yes	All of the above	Jackson	5	2	Maybe	13-20	
2019/05/30 5:57:01 PM PDT	Yes	All of the above	Jackson	3	3	Yes	36-49	
2019/05/30 5:58:26 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Classes/ Workshops;Digital/Media art lab;Rental spaces	Martell/ Sutter Hill	5	5	Maybe	70	
2019/05/30 6:01:26 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	4	3	Yes	70	It's time for our County taxes to step up for this-the community needs it and our children for sure need it.
2019/05/30 6:02:25 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Yes	60-69	
2019/05/30 6:04:01 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	70	
2019/05/30 6:06:24 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/Concerts	Martell/ Sutter Hill	3	3	Maybe	70	
2019/05/31 7:42:16 AM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/ Concerts;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/05/31 8:15:00 AM PDT	Yes	Theatre/Performing Arts;Wood shop;Multi-purpose event space;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;Music/ Concerts	Sutter Creek	5	5	Yes	60-69	all dance studios currently go to Bret Harte. Nice to have something local
2019/05/31 8:16:17 AM PDT	Yes	All of the above	Jackson	5	5	Maybe	50-59	with the talent in kAmador county this is such an amazing possibility. I would support this 100%

2019/05/31 8:17:22 AM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Classes/ Workshops;Rental spaces;Music/Concerts		5	5	Yes	36-49	
2019/05/31 8:18:50 AM PDT	Yes	Wood shop;Sewing/ Quilting space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Music/ Concerts	Martell/ Sutter Hill	4	5	Yes	50-59	
2019/05/31 8:19:24 AM PDT	Yes	All of the above		5	5	Yes	60-69	
2019/05/31 8:20:02 AM PDT	Yes	All of the above	Jackson	4	4	Maybe	50-59	
2019/05/31 8:20:37 AM PDT	Yes	All of the above	Jackson	5	5	Yes	21-35	
2019/05/31 8:21:12 AM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	50-59	
2019/05/31 8:21:55 AM PDT	Yes	All of the above	Jackson	1	1	Yes	60-69	library as well
2019/05/31 8:23:09 AM PDT	Not Sure	All of the above	Jackson	5	5		36-49	a library
2019/05/31 8:24:37 AM PDT	Yes	All of the above	Jackson	5	5	Yes	21-35	libraries need funding. Plymouth and Jackson need rooms. shelter for library cats
2019/05/31 8:25:46 AM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Music/ Concerts	Sutter Creek	5	4	Yes	36-49	new library
2019/05/31 8:26:43 AM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Music/ Concerts;Visual Art Studios		4	3	Maybe	36-49	
2019/05/31 8:27:32 AM PDT	Yes	Metal shop	Jackson	5	5	Yes	Under 12	
2019/05/31 8:28:27 AM PDT	Yes	Sewing/Quilting space;Classes/ Workshops;A kiln & potter's lab	Jackson	5	5	Yes	36-49	renovate library
2019/05/31 8:29:17 AM PDT	Yes	Outdoor space;A dance/ theatre studio;Classes/ Workshops;A kiln & potter's lab	Jackson	5	4	Maybe	21-35	
2019/05/31 10:47:34 AM PDT	Yes	All of the above	Jackson	3	3	Yes	70	
2019/05/31 10:48:06 AM PDT	Yes	All of the above	Jackson	3	3	Maybe	60-69	
2019/05/31 1:55:10 PM PDT	Yes	All of the above		3	5	Maybe	60-69	
2019/05/31 1:55:40 PM PDT	Yes	All of the above		5	5	Maybe	36-49	
2019/05/31 1:56:46 PM PDT	Yes	Theatre/Performing Arts;Music/Concerts		3	3	Maybe	36-49	need more library space
2019/05/31 1:58:43 PM PDT	Not Sure	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Rehearsal rooms;Writer's Space		1	1	No	70	should be funded through foundations. Need definitions and protocols that distinguish art from therapy
2019/05/31 1:59:45 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	60-69	community input is important for venture such as this. thank you
2019/05/31 2:00:56 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	60-69	w.hat about a new bigger library? that's something we really need

2019/05/31 2:03:46 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Sutter Creek	5	4	Yes	Under 12	please get an art center
2019/05/31 2:04:48 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Rental spaces;Music/Concerts		5	4	Yes	21-35	
2019/05/31 2:05:30 PM PDT	Yes	All of the above		5	4	Maybe	60-69	
2019/05/31 2:06:59 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;3D printer;Visual Art Studios	Jackson	5		Maybe	70	
2019/05/31 2:08:18 PM PDT	Not Sure	Outdoor space;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;3D printer;Visual Art Studios		3	3	Maybe	21-35	
2019/05/31 2:09:28 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	5	5	Maybe	60-69	
2019/05/31 2:10:12 PM PDT	Yes	All of the above	Upcountry	5	3	Yes	36-49	
2019/05/31 2:10:48 PM PDT	Yes	All of the above	Ione	5	5	Maybe	13-20	
2019/05/31 2:12:33 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	60-69	the library should be included in any community center. Integral part of community offering many of the above uses
2019/05/31 2:13:15 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	60-69	
2019/05/31 2:14:49 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	4	Yes	70	
2019/05/31 2:15:25 PM PDT	Yes	All of the above	Upcountry	5	4	Yes	60-69	
2019/05/31 2:16:19 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Art Gallery	Jackson	4	4	Yes	70	
2019/05/31 2:17:13 PM PDT	Yes	A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Music/ Concerts		5		Maybe	60-69	
2019/05/31 2:18:10 PM PDT	Yes	All of the above		5	5	Yes	60-69	
2019/05/31 2:18:48 PM PDT	Yes	All of the above	Jackson	4	3	Yes	70	

2019/05/31 2:20:08 PM PDT	Yes	All of the above	Sutter Creek	5	4	Yes	60-69	
2019/05/31 2:20:54 PM PDT	Yes	A dance/theatre studio;Art Gallery;Classes/ Workshops;Visual Art Studios		5	4	Yes	70	
2019/05/31 2:22:28 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Sewing/Quilting space;Art Gallery;Classes/ Workshops;A kiln & potter's lab;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	4	3	Yes	70	
2019/05/31 2:23:23 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/ Workshops;Music/ Concerts	Martell/ Sutter Hill	5	4	Yes	70	
2019/05/31 2:23:56 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/05/31 2:24:25 PM PDT	Yes	All of the above		5	5	Yes	60-69	
2019/06/02 2:34:52 PM PDT	Yes	All of the above	Sutter Creek	3	2	Yes	13-20	
2019/06/02 2:38:47 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	2	3	Yes	36-49	
2019/06/02 2:40:40 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rental spaces;Music/ Concerts;Writer's Space;Visual Art Studios	Sutter Creek	2	3	Yes	70	
2019/06/02 2:41:36 PM PDT	Yes	All of the above	Sutter Creek	2	1	Yes	13-20	
2019/06/02 2:42:47 PM PDT	Yes	All of the above	Upcountry	1	4	Yes	70	
2019/06/02 2:43:37 PM PDT	Yes	All of the above	Jackson	4	5	Maybe	50-59	
2019/06/02 2:45:13 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	3	4	Maybe	50-59	
2019/06/02 2:47:22 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	4	3	Maybe	50-59	Big benefit

2019/06/02 2:48:27 PM PDT	Yes	Theatre/Performing Arts;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	3	Yes	60-69	
2019/06/02 2:49:48 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;3D printer;Visual Art Studios	Sutter Creek	5	5	No	70	
2019/06/02 2:52:19 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	70	It's about time! I tried to promote this many years ago, sat on a couple of committees. Chuck Swiderski
2019/06/02 2:53:18 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	4	Yes	60-69	I hope this happen. We need it.
2019/06/02 2:54:14 PM PDT	Yes	All of the above	Ione	3	3	Yes	50-59	
2019/06/02 2:55:34 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/Concerts	Martell/ Sutter Hill	1	1	Maybe	70	
2019/06/02 2:56:30 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/06/02 2:57:50 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Visual Art Studios	Jackson	3	5	Yes	60-69	
2019/06/02 2:59:21 PM PDT	Yes	Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Visual Art Studios	Jackson	3	5	Yes	60-69	
2019/06/02 3:00:52 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	36-49	
2019/06/02 3:02:44 PM PDT	Yes	All of the above	Jackson	5	5	Maybe	70	
2019/06/02 3:04:18 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Yes	70	
2019/06/02 3:05:17 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Rental spaces;Visual Art Studios	Jackson	5	5	Yes	70	
2019/06/02 3:18:41 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	70	
2019/06/02 3:19:51 PM PDT	Yes	Multi-purpose event space;Lecture/Speaker series;A kiln & potter's lab;Music/Concerts	Ione	4	4	Maybe	70	

2019/06/02 3:21:04 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Visual Art Studios	Jackson	4	3	Maybe	70	
2019/06/02 3:21:42 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	2	Maybe	70	
2019/06/02 3:22:53 PM PDT	Yes	Theatre/Performing Arts;All of the above	Jackson	3	5	Yes	36-49	
2019/06/02 3:23:49 PM PDT	Yes	Theatre/Performing Arts;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Music/ Concerts	Jackson		5	Yes	70	
2019/06/02 3:24:47 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery	Jackson	5	5	Yes	60-69	
2019/06/02 3:25:52 PM PDT	Not Sure	Multi-purpose event space;Rental spaces	Martell/ Sutter Hill	4	1	Maybe	70	
2019/06/02 3:27:12 PM PDT	Yes	All of the above	Jackson	3	4	Yes	70	Will Benefit the community
2019/06/02 3:27:49 PM PDT	Not Sure	All of the above	Jackson	1	2	Maybe	70	
2019/06/02 3:28:48 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Art Gallery;Classes/ Workshops	Jackson	2	2	Yes	70	
2019/06/02 3:29:14 PM PDT	Yes	All of the above	Upcountry	5	4	Yes	70	
2019/06/02 3:30:32 PM PDT	Yes	All of the above	Jackson	1	1	Maybe	36-49	Would benefit our community, our kid deserve it.
2019/06/02 3:56:15 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Rehearsal rooms;Visual Art Studios	Jackson	4	2	Yes	70	Would benefit our community, our kid deserve it.
2019/06/02 3:57:02 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	3	Yes	70	
2019/06/02 3:57:34 PM PDT	Yes	All of the above	Jackson	3	1	Yes	70	
2019/06/02 3:58:32 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Music/ Concerts	Jackson	3	3	Yes	70	
2019/06/02 3:59:05 PM PDT	Yes	All of the above	Jackson	2	2	Yes	13-20	
2019/06/02 3:59:57 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Music/ Concerts	Jackson	3	3	Maybe	70	
2019/06/02 4:00:31 PM PDT	Yes	All of the above	Upcountry	3	3	Maybe	60-69	
2019/06/02 4:01:07 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	3	Yes	60-69	
2019/06/02 4:02:15 PM PDT	Yes	A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;Rental spaces;Music/Concerts	Jackson	4	4	Maybe	60-69	
2019/06/02 4:02:51 PM PDT	Yes	All of the above	Ione	3	4		36-49	
2019/06/02 4:03:25 PM PDT	Yes	All of the above	Ione	5	5	Maybe	21-35	

2019/06/02 4:04:12 PM PDT	Not Sure	Theatre/Performing Arts;Multi-purpose event space;Classes/ Workshops;Rental spaces	Ione	2	2	Maybe	36-49	
2019/06/02 4:05:16 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Commercial Kitchen;Rehearsal rooms	Jackson	5	3	Yes	21-35	
2019/06/02 4:06:05 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Rehearsal rooms;Rental spaces;Music/Concerts	Jackson	5	5	Yes	21-35	
2019/06/02 4:06:42 PM PDT	Yes	All of the above	Jackson	5	5	Yes	21-35	
2019/06/02 4:07:22 PM PDT	Yes	All of the above	Ione	5	3	Yes	36-49	
2019/06/02 4:08:22 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Art Gallery;Commercial Kitchen;Rehearsal rooms;Visual Art Studios	Martell/ Sutter Hill	4	4	Yes	21-35	
2019/06/02 4:09:23 PM PDT	Yes	Multi-purpose event space;Art Gallery;Classes/ Workshops;Rental spaces;Music/Concerts	Jackson	3	3	Yes	21-35	
2019/06/02 4:10:20 PM PDT	Yes	Art Gallery;Classes/ Workshops;3D printer;Writer's Space	Martell/ Sutter Hill	4	3	Maybe	21-35	
2019/06/02 4:11:08 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Classes/ Workshops	Ione	3	2	No	21-35	
2019/06/02 4:12:10 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;A kiln & potter's lab;Rental spaces;Music/Concerts	Sutter Creek	5	5	Maybe	70	
2019/06/02 4:13:23 PM PDT	Yes	All of the above	Jackson	5	4	Yes	60-69	
2019/06/02 4:14:26 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Music/ Concerts;Writer's Space;Visual Art Studios		5	5	Maybe	60-69	
2019/06/02 4:15:41 PM PDT	Yes	All of the above	Martell/ Sutter Hill	4	3	Maybe	60-69	Great idea! A lot of talented people live here.
2019/06/02 4:16:13 PM PDT	Yes	All of the above	Jackson	3	3	Maybe	70	
2019/06/02 4:17:10 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Lecture/Speaker series;Music/Concerts	Plymouth	3	3	Yes	60-69	
2019/06/02 4:17:58 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	70	
2019/06/02 4:19:49 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	5	Maybe	36-49	
2019/06/02 4:20:23 PM PDT	Yes	All of the above	Martell/ Sutter Hill	3	3	Yes	70	
2019/06/03 11:46:25 AM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Music/Concerts	Martell/ Sutter Hill	5	3	Maybe	36-49	

2019/06/03 7:07:23 PM PDT	Yes	Theatre/Performing Arts;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Rehearsal rooms;Music/ Concerts;Writer's Space	Jackson	5	4	Yes	13-20	I am a recent alum of Amador High school, and I also did extensive work with Volcano Theater Company and the Baker Street Players. I therefore know firsthand how talented the pool of artists in Amador county is, and it is and has been a frustration of mine that we simply do not have the facilities in the county to let community work show its fullest potential. An arts center of the type that Bret Harte has would be a godsend for the community - from elementary schoolers getting their first taste of theater to a place for senior citizens to go to cultural events. There are few better ways I could think to improve the county than getting our own community arts center.
2019/06/03 8:35:41 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Music/ Concerts	Martell/ Sutter Hill	5	5	Yes	60-69	
2019/06/07 3:17:39 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Music/ Concerts;Writer's Space;Visual Art Studios	Jackson	5	4	Yes	21-35	
2019/06/07 3:18:09 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios;All of the above	Sutter Creek	5	3	Yes	36-49	
2019/06/07 3:19:10 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;Commercial Kitchen;Rehearsal rooms;Visual Art Studios	Martell/ Sutter Hill	5	4	Yes	36-49	

2019/06/07 3:20:09 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Art Gallery;Digital/Media art lab;Rehearsal rooms;Visual Art Studios	Martell/ Sutter Hill	5	5	Yes	21-35	
2019/06/07 3:23:13 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Rental spaces;Music/Concerts;Writer's Space;Visual Art Studios	Martell/ Sutter Hill	5	4	Yes	50-59	
2019/06/07 3:23:49 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Music/Concerts;Writer's Space;Visual Art Studios;All of the above	Martell/ Sutter Hill	5	5	Yes	21-35	
2019/06/07 3:28:36 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/Workshops;Commercial Kitchen;Rehearsal rooms	Jackson	5	3	Yes	36-49	
2019/06/12 5:10:20 PM PDT	Not Sure	Theatre/Performing Arts;Outdoor space;Sewing/Quilting space;Classes/Workshops;Commercial Kitchen;Music/Concerts;Visual Art Studios	Jackson	3	3		Under 12	How are we going to plan this.
2019/06/12 5:12:49 PM PDT	Yes	All of the above	Sutter Creek	5	5	Yes	36-49	I am Holy Yoga instructor and would love to teach yoga ang guided meditation . Amanda Lopez 209 304 3616
2019/06/12 5:15:08 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Rehearsal rooms;Music/Concerts;Visual Art Studios	Martell/ Sutter Hill	4	4	No	70	I was on the Amador Theater Committee 30 yrs. ago. It's not easy.
2019/06/12 5:16:19 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Music/Concerts;Visual Art Studios	Sutter Creek	1	1	Maybe	60-69	
2019/06/12 5:17:13 PM PDT	Yes	All of the above	Sutter Creek	4	4	Maybe	50-59	Thank you,!
2019/06/12 5:18:38 PM PDT	Yes	All of the above	Sutter Creek	5	3	Yes	70	This center should be centrally located!!!

2019/06/12 5:19:27 PM PDT	Not Sure	All of the above	Sutter Creek	2	2	Maybe	Under 12	
2019/06/12 5:21:11 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rental spaces;3D printer;Visual Art Studios	Jackson	4	3	Yes	21-35	
2019/06/12 5:21:37 PM PDT	Not Sure	Theatre/Performing Arts		1			Under 12	
2019/06/12 5:22:46 PM PDT	Yes	Outdoor space;A dance/ theatre studio;Rehearsal rooms;3D printer;Visual Art Studios	Jackson	3			Under 12	
2019/06/12 5:23:59 PM PDT	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;Lecture/ Speaker series;Classes/ Workshops;Digital/Media art lab;Rehearsal rooms;Metal shop;3D printer;Music/Concerts	Upcountry		3		Under 12	
2019/06/12 5:25:36 PM PDT	Yes	All of the above			1		Under 12	Why does almost everything end up in Jackson?
2019/06/12 5:32:29 PM PDT	Not Sure	Outdoor space;Multi-purpose event space;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Music/ Concerts;Visual Art Studios	Upcountry	5			Under 12	
2019/06/12 5:33:31 PM PDT	Yes	Theatre/Performing Arts;Sewing/Quilting space;Lecture/Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Metal shop;3D printer;Writer's Space;Visual Art Studios	Plymouth	1			Under 12	
2019/06/12 5:34:31 PM PDT	Yes	Outdoor space;Multi-purpose event space;Sewing/Quilting space;Art Gallery;Digital/ Media art lab;A kiln & potter's lab;Metal shop;3D printer;Music/ Concerts;Visual Art Studios	Jackson	3	3	Maybe	Under 12	
2019/06/12 5:39:36 PM PDT	Not Sure	Outdoor space;Art Gallery;Classes/ Workshops;Digital/Media art lab;Metal shop;3D printer	Upcountry	5			Under 12	
2019/06/12 5:41:00 PM PDT	Yes	Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Upcountry	3			Under 12	This is a great idea.

2019/06/12 5:42:18 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;Music/Concerts	Jackson	5		No	Under 12	We need this.
2019/06/12 5:42:59 PM PDT	Yes	All of the above	Upcountry	3	1		Under 12	
2019/06/12 5:43:28 PM PDT	Yes	All of the above	Jackson	3	1	No	Under 12	
2019/06/12 5:45:00 PM PDT	Yes	Outdoor space;A dance/ theatre studio;Art Gallery;3D printer	Upcountry	5			Under 12	
2019/06/12 5:45:50 PM PDT	Not Sure	Wood shop;Outdoor space;Classes/ Workshops;Metal shop	Sutter Creek	2			Under 12	
2019/06/12 5:46:42 PM PDT	Not Sure	Outdoor space;A dance/ theatre studio;Sewing/ Quilting space;Art Gallery;Classes/ Workshops;Commercial Kitchen;Rehearsal rooms;3D printer;Writer's Space;Visual Art Studios	Sutter Creek	3			Under 12	
2019/06/12 5:47:47 PM PDT	Yes	A dance/theatre studio;Art Gallery;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;3D printer;Writer's Space;Visual Art Studios		4	1	No	Under 12	
2019/06/12 5:48:38 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Rental spaces;3D printer;Music/Concerts	Jackson	3	1	No	Under 12	
2019/06/12 5:50:02 PM PDT	Yes	Sewing/Quilting space;A kiln & potter's lab;Commercial Kitchen;3D printer;Visual Art Studios	Jackson	3			Under 12	
2019/06/12 5:51:00 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Art Gallery;A kiln & potter's lab;Metal shop;Rental spaces;3D printer;Music/ Concerts;Writer's Space;Visual Art Studios	Upcountry	3			Under 12	
2019/06/12 5:51:53 PM PDT	Not Sure	Wood shop;Outdoor space;A dance/theatre studio;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;3D printer;Visual Art Studios	Ione	3	1		Under 12	
2019/06/12 5:52:36 PM PDT	Not Sure	Outdoor space;A dance/ theatre studio;Classes/ Workshops;Commercial Kitchen;Metal shop	Jackson	1			Under 12	
2019/06/12 5:53:21 PM PDT	Not Sure	A dance/theatre studio;Sewing/Quilting space;Classes/ Workshops;Rehearsal rooms;Writer's Space;Visual Art Studios	Jackson	3	3	Maybe	Under 12	
2019/06/12 5:53:54 PM PDT	Yes	All of the above	Jackson	5	5	No	Under 12	
2019/06/12 5:54:28 PM PDT	Yes	All of the above	Upcountry	5	4	Maybe	Under 12	
2019/06/12 5:55:00 PM PDT	Not Sure	All of the above	Jackson	5	4		Under 12	

2019/06/12 5:55:29 PM PDT	Yes	All of the above	Jackson	3	4		Under 12	
2019/06/12 5:56:42 PM PDT	Not Sure	Theatre/Performing Arts;Wood shop;3D printer	Jackson	3	3	No	Under 12	
2019/06/12 5:58:29 PM PDT	Not Sure	Theatre/Performing Arts;A dance/theatre studio;Sewing/Quilting space;Digital/Media art lab;Commercial Kitchen;3D printer	Jackson	3	2	Maybe	Under 12	I am young.
2019/06/12 5:59:16 PM PDT	Yes	All of the above	Upcountry	4	2	Maybe	Under 12	
2019/06/12 6:00:04 PM PDT	Yes	Art Gallery	Upcountry	3	2	No	Under 12	
2019/06/12 6:01:41 PM PDT	Not Sure	All of the above	Jackson	4	3		Under 12	
2019/06/12 6:02:19 PM PDT	Not Sure	Sewing/Quilting space	Jackson	3	1			
2019/06/12 6:03:02 PM PDT	Yes	Outdoor space;A dance/theatre studio;Art Gallery;3D printer;Visual Art Studios	Jackson	5	2	Yes	Under 12	
2019/06/12 6:04:08 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Sewing/Quilting space;Rehearsal rooms;Metal shop;3D printer	Sutter Creek	4	2	No	Under 12	
2019/06/12 6:04:34 PM PDT	Yes	All of the above	Jackson	3	3		Under 12	
2019/06/12 6:06:02 PM PDT	Yes	All of the above	Jackson	4	4	Maybe	Under 12	Can they have football arts?
2019/06/12 6:07:13 PM PDT	Not Sure	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/Workshops;A kiln & potter's lab;Rehearsal rooms;Metal shop;Rental spaces;Writer's Space;Visual Art Studios	Jackson	3	2		Under 12	
2019/06/12 6:08:15 PM PDT	Yes	All of the above	Jackson	4	4	Yes	50-59	This is a wonderful opportunity for this county.
2019/06/12 6:09:05 PM PDT	Yes	Wood shop;Multi-purpose event space;Sewing/Quilting space;Art Gallery;Classes/Workshops;A kiln & potter's lab	Upcountry	5		Maybe	Under 12	
2019/06/12 6:10:01 PM PDT	Yes	Outdoor space;Multi-purpose event space;A dance/theatre studio;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;Rehearsal rooms;3D printer;Music/Concerts;Writer's Space;Visual Art Studios	Upcountry	5	4	Maybe	Under 12	
2019/06/12 6:10:57 PM PDT	Yes	All of the above	Jackson	5	4	Maybe	Under 12	You should have fancy treats there.
2019/06/12 6:12:35 PM PDT	Yes	Wood shop;Outdoor space;Sewing/Quilting space;Art Gallery;A kiln & potter's lab;Rehearsal rooms;Metal shop;Rental spaces;3D printer;Writer's Space	Jackson	4	4	Maybe	Under 12	Please could you have a pet friendly outdoor space and free art classes?

2019/06/12 6:14:13 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;A dance/theatre studio;Sewing/Quilting space;Art Gallery;Classes/Workshops;A kiln & potter's lab;Music/Concerts;Writer's Space;Visual Art Studios	Jackson	4	3		Under 12	Thanks for everything.
2019/07/03 5:17:53 AM PDT	Yes	Multi-purpose event space;Art Gallery;Classes/Workshops;Digital/Media art lab;A kiln & potter's lab;3D printer;Visual Art Studios	Martell/Sutter Hill	4	3	Yes	50-59	
2019/07/05 11:36:11 AM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/Workshops	Jackson	5	3	Yes	50-59	
2019/07/05 3:17:52 PM PDT	Yes	Theatre/Performing Arts;Classes/Workshops;Music/Concerts;All of the above	Martell/Sutter Hill	5	5	Yes	70	
2019/08/19 12:28:05 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series;Classes/Workshops;Rehearsal rooms;Music/Concerts	Jackson	5	5	Yes	36-49	Work together with ACRA, most of the space could be all purpose for sports and arts. Include a poo.
2019/08/19 12:30:04 PM PDT	No						36-49	No more taxes. Empty buildings all over Amador. Don't compete with other businesses.
2019/08/19 12:30:48 PM PDT	No			1	1	No	36-49	Enough taxes
2019/08/19 12:31:45 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Art Gallery;Visual Art Studios	Jackson	5	5	Yes	70	
2019/08/19 12:32:51 PM PDT	Yes	Theatre/Performing Arts;Outdoor space;Multi-purpose event space;Classes/Workshops;Music/Concerts	Jackson	4	3		60-69	What is TOT?
2019/08/19 12:33:34 PM PDT	Yes	All of the above	Sutter Creek	5	5	Maybe	70	What is TOT?
2019/08/19 12:34:35 PM PDT	Yes	All of the above	Martell/Sutter Hill	5	4	Maybe	70	What is TOT?
2019/08/19 12:35:46 PM PDT	Yes	All of the above	Jackson	4	4	Maybe	70	
2019/08/19 12:36:49 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;Lecture/Speaker series;Art Gallery;Classes/Workshops;Music/Concerts;Visual Art Studios	Sutter Creek	3	3	Yes	70	
2019/08/19 12:37:46 PM PDT	Yes	Wood shop;Multi-purpose event space;A dance/theatre studio;Sewing/Quilting space;Lecture/Speaker series;Classes/Workshops;Rehearsal rooms;Metal shop;Visual Art Studios	Sutter Creek	4	3	Maybe	50-59	
2019/08/19 12:39:09 PM PDT	Yes	Theatre/Performing Arts;Multi-purpose event space;A dance/theatre studio;Lecture/Speaker series	Upcountry	3	3	Yes	60-69	Put it with the community college

2019/08/19 12:40:45 PM PDT	Yes	Outdoor space;A dance/ theatre studio;Art Gallery;Classes/ Workshops;Rehearsal rooms;Rental spaces;Music/Concerts	Martell/ Sutter Hill	1	3	No	70	
2019/08/19 12:41:40 PM PDT	Yes	All of the above	Martell/ Sutter Hill	5	5	Maybe	70	
2019/08/19 12:42:19 PM PDT	Yes	All of the above	Jackson	4	4	Yes	50-59	
2019/08/19 12:43:03 PM PDT	Yes	All of the above	Martell/ Sutter Hill	1	4	Yes	70	
2020/02/17 12:42:03 PM PST	Yes	Theatre/Performing Arts;Wood shop;Outdoor space;Multi-purpose event space;A dance/ theatre studio;Sewing/ Quilting space;Lecture/ Speaker series;Art Gallery;Classes/ Workshops;Digital/Media art lab;A kiln & potter's lab;Commercial Kitchen;Rehearsal rooms;Metal shop;Music/ Concerts;Writer's Space;Visual Art Studios	Sutter Creek	5	5	Maybe	36-49	Very excited to hear this is being considered as this county does not have much to offer in the way of this and is in desperate need of
2022/12/12 2:15:28 PM PST	Yes	All of the above	Jackson	5	5	Maybe	21-35	

A Public Agency

12800 Ridge Road, Sutter Creek, CA 95685-9630 • www.amadorwater.org • OFFICE: (209) 223-3018
FAX: (209) 257-5281

February 9, 2023

Chuck Beatty
Planning Director
810 Court St.
Jackson, CA 95642
Telephone: (209) 223-6380
planning@amadorgov.org

Re: Notice of Preparation of a Draft EIR for the Wicklow Way Specific Plan
APN: 044-100-027

Mr. Beatty:

The Amador Water Agency (AWA, Agency) received the January 25, 2023 Notice of Preparation of a Draft Environmental Impact Report for the Wicklow Way Specific Plan (Project) and appreciates the continued opportunity to comment. AWA is the wholesale water purveyor for the Jackson/Martell area, is a potentially retail water purveyor for the project, is a potentially wastewater purveyor for the project and is a CEQA responsible agency for this project. We would appreciate receiving all future notices and communications for this project.

The Agency has the following general comments regarding the Development:

1) The Agency requires all new developments and connections for water or wastewater service within the Agency's retail and wholesale service areas to apply for such service, comply with the Agency codes, obtain Conditional Will Serves prior to project approval, obtain and comply with the terms of a System Extension Agreement, obtain a Will Serve prior to final map or service being provided, and pay appropriate wholesale or retail, water and wastewater capacity fees prior to service initiation, among other requirements.
2) The Development may be required to obtain a "Water Certificate of Acceptance, Transfer and Will Serve Commitment" from the Amador Water Agency, prior to recordation of the Final Map or initiation of wastewater service to the Development, for wholesale or retail water service from AWA.
3) The Development may be required to obtain a "Wastewater Certificate of Acceptance, Transfer and Will Serve Commitment" from the Amador Water Agency, prior to recordation of the Final Map or initiation of wastewater service to the Development, for wastewater service from AWA.

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4) The Development may be required to comply with Water Code § 10910 (also known SB 610 or the Water Supply Assessment statute) and Government Code § 66473.7 7 (also known as SB 211 or the Written Verification statute).

5) Although the Agency's Board of Directors has not issued a moratorium for new connections, the current storage and water treatment capacity of the Tanner Water Treatment Plant is severely limited. An expansion of the water treatment plant and installation of additional potable water storage, in addition to on and offsite distribution, may be necessary to meet the additional demands of the proposed Project.

6) AWA's current wastewater collection, transmission and disposal capacity in the Martell area is severely limited and would need to be expanded in order to provide wastewater service for this project. An expansion of the each of these components capacities, or construction of additional capacity or infrastructure on and offsite may be necessary to meet the additional demands of the proposed Project.

7) To obtain retail or wholesale, water or wastewater service from AWA, the Development may be responsible to design and construct all on and off site improvements deemed necessary by the State, City, County, Fire Department and AWA to adequately serve the Development, subject to AWA review and approval, without negatively impacting existing customers and rate payers. The Development will be responsible to obtain and pay for all permits, environmental reviews and certifications, licenses, acceptances, pay all associated fees, design, construct, and make acceptable to the State, County, Fire Department and AWA all transmission, treatment, storage, collection and distribution improvements needed to serve the Development, prior to initiation of service to the Development.

A "Developer Packet" with additional information and requirements may be downloaded from https://amadorwater.org/connection-installation/ for your convenience. Please be aware that the contents of this packet are subject to change from time to time and is intended only as a guideline for Developers. Please feel free to contact the Agency with any questions, comments, or concerns regarding the contents of this letter.

Sincerely,

Rick Ferriera

Rick Ferriera
AWA Operations & Engineering Manager

February 28, 2023

Chuck Beatty
Amador County Planning Commission
Amador County
810 Jackson Way
Jackson, CA

Re: Wicklow Way Project

Dear Chuck Beatty and Planning Commission,

The Buena Vista Rancheria of Me-Wuk Indians of California (Tribe) is a federally recognized Tribe. The Tribe thanks you for the notification and the opportunity to consult with your agency regarding the Wicklow Way (the Project). The project and its area are within Buena Vista Rancheria ancestral lands and area of interest. This letter is written to document and convey the Tribe's concerns and resources topics for the Environmental Impact Report (EIR) for the Project. Our primary concerns include:

The substantial amount of oak woodland habitat that would be lost if this project goes through. Oak woodlands provide many ecosystem services including erosion prevention, soil decontamination, and preventing flood risk. Oak woodlands are also habitat to many native species, including species that are threatened or endangered. There are multiple species of both plant and animal who's range includes this project area. Some of those species include Ione manzanita, Ione buckwheat, CTS, WPT, and CA RLF. The EIR must address these issues and mitigation measures for these vulnerable species and important habitat.

The EIR also needs to assess the area for wetlands, especially vernal pools as they are likely to be present in the project area. The EIR needs to address possible impacts to wetlands in general and vernal pools in particular within the project area.
Destroying Oak Habitat effects the following:

- Oak woodlands, provide habitat for wildlife, prevent erosion, purify air and water, help with flood risks and decontaminate soils.
- Surrounding oaks are sensitive and can be weakened or killed by human activity. (Oak Mitigation Area will be affected due to heavy human activity)
- Species of concern in area of project that will be damaged or impacted:
  a. Ione Buckwheat
  b. Ione Manzanita
  c. California Tiger Salamander
  d. Western Pond Turtle
  e. California Red-legged frog

The notice of preparation for the Project identifies that Hydrology and water quality are potentially effected by this project. The project footprint is located within the Mokelumne River Watershed, but more specifically it is in the Jackson Creek Sub-basin, where two headwater creeks begin in and flow through the project area including Rock Creek and a southern Tributary to Rock Creek. Headwater ephemeral streams are very important features within the watershed and are often overlooked as they do not convey surface water every day, but instead flow primarily when it rains. These headwater tributaries collect and

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store water within the watershed and this stored water feeds downstream waterways. To put this site in context, Rock creek begins on the north side of the project footprint where the wastewater treatment plant is proposed, and south rock creek flows west on the southern portion. Development affecting the hydrology and water quality in any upper headwater streams of Jackson creek must be analyzed in the scope of this EIR. This should include an analysis of point source and non-point source pollution sources affecting surface waters including historic mining that took place on site. Additionally, there will be a wastewater treatment plant discharge point, which should be analyzed as it relates to hydrology and water quality to the receiving stream. The additional flows from the discharge site can lead to stream erosion, and treated wastewater effluent can impact water quality of the receiving waters and downstream waters.

Furthermore, the EIR should analyze the hydromodification impacts both to rock and south rock creek caused by the increases in impervious surfaces which leads to more surface runoff during storm events. Discharge for stormwater runoff will likely be conveyed and discharged as concentrated flow to south rock creek and rock creek, affecting flows, water quality and aquatic life habitat. The project should avoid development and filling of streams or other aquatic habitats. Moreover, establishing stream protection buffers and incorporating Green stormwater infrastructure should be included and considered by the project to prevent stream habitat fragmentation, to retain the natural hydrology of this site and reduce impacts to water quality.

BVR requests to include surface waters impact analysis in the EIR within the hydrology and water quality section, but also in the biological resource section, cultural resources and Tribal cultural resources sections as streams are important habitats and ecosystems supporting biological life as well as important physical processes and have cultural values to the Tribe.

The following are initial areas of concern or changes to design regarding water:

- Drinking water and wastewater plant
    - Analyze impacts to surface water supplies and groundwater supplies
    - Analyze impacts of the wastewater treatment plant for discharge pollutants and for impacts from hydromodification to the receiving waterbody due to treated effluent discharge
- Protection of the entire ephemeral creek from development.
- Create a buffer around the creek to protect water quality, stream integrity and open space for wildlife and recreation.
- Retain as much natural ground as possible to retain natural hydrology and prevent stormwater hydromodification to ephemeral creek due stormwater discharges.
- Low impact development and Green stormwater are integrated into the project
- Grading during construction may expose soils to erosion and increase sediment deposition into streams and drainages at or near the project site
- The project will increase the area of impermeable surfaces at the site, which can decease groundwater recharge at the site and increase stormwater runoff. The development of the site could impact drainage patterns in that area

    - Would like to see green stormwater infrastructure and permeable surfaces incorporated into the project design to help mitigate impacts to stormwater runoff and groundwater recharge

Within the proposed projects Area of Potential Effect (APE) there are multiple known historic and cultural resources. BVR requests a full evaluation of all resources within the APE of the project, consultation and site visits for all Tribes in the area, and continual monitoring and relay of information to tribal governments. Archaeological and Cultural Resources are nonrenewable and must be protected from destruction and impacts. The EIR should take full account for known and unknown resources within the Projects APE.

Due to historic mining in the area there are concerns and need for evaluations over metals and hazardous materials both within the project footprint and the larger APE. Within the area and beyond there are historical mines which can contain heavy metals such as arsenic, mercury, and lead. If these sites are disturbed the hazardous waste will cause health concerns for the communities. Dust, contaminated water, and soil leaching can all result from improper disturbance in the Project area.

- During the construction phase of the project, noise and air pollution are potential impacts of the project
    - The project site is close to a school. Dust and other suspended particles from exposed soils at the construction site may travel to the school and surrounding community, and impact the air quality in the area.
    - Noise from construction activities of the project may disturb that school, community, and wildlife near the area.
    - Proper containment and removal of all hazardous materials must be considered and implemented.
    - Protection and notification of the surrounding community should continually occur prior to and during construction.

In summation, review these comments and critiques to update the Project or make the necessary changes. These comments are to ensure Tribal perspectives are voiced and the protection of Tribal Cultural Resources. As mentioned above Buena Vista Rancheria of Me-Wuk Indians has several concerns regarding the project: the Tribe requests that all CEQA resources topics are evaluated in the Environmental Impact Report. Buena Vista Rancheria looks forward to consultation and further discussion on this project and all its components.

Respectfully,

Ivan R. Senock

Ivan R. Senock M.A.
Tribal Historic Preservation Officer/ Cultural Resources Director
Buena Vista Rancheria of Me-Wuk Indians

California Department of Transportation

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February 14, 2023

Ruslan Bratan, Planner
Amador County Planning Department
810 Court Street
Jackson, CA 95642

AMA-88-PM 15.25
Wicklow Way Specific Plan (WWSP)
Notice of Preparation (NOP)
SCH 2023010563

Dear Mr. Bratan,

California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Notice of Preparation for the proposed Wicklow Way Specific Plan (WWSP) project. The WWSP establishes a development framework for land use, circulation, utilities and services, resource protection, and implementation. All subsequent development projects and related activities are required to be consistent with the WWSP.

The Plan is the primary land use, policy, and regulatory document used to guide overall development of the 201-acre County-owned site situated between Walmart and Argonaut High School, within the Martell Regional Service Center. The Plan would provide space for the following land uses:

A total of 700 residential units with a range of densities on approximately 80 acres that would accommodate approximately 1,800 residents:

- 26 acres for community commercial and civic uses
- 46 acres of open space
- 7 acres for parks and recreation
- 42 acres for public uses

The site is located one (1) mile west of the intersection of State Route (SR) 88 and SR 49, situated between Walmart and Argonaut High School within the Martell Regional Service Center in the City of Jackson. The Assessor Parcel Number (APN) is 044-100-027.

Caltrans at this time has the following comments:

Environmental

If any construction-related activities encroach into Caltrans Right-of-Way (ROW), the project proponent must apply for an Encroachment Permit to the Caltrans Encroachment Permit Office. All CEQA documentation, with the supporting technical studies, must be submitted with the Encroachment Permit Application. These studies will include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste locations, scenic highways, and/or other environmental resources within Caltrans ROW at the project site(s). Evidence of consultation with local Native American tribes and interested parties will need to be presented within the technical documents for approval of encroachment in the Caltrans ROW. If there are impacts to protected water resources within Caltrans ROW. In that case, Caltrans will need to see the correspondence with the permitting authorities, the California Department of Fish and Wildlife (CDFW), the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB).

Hydrology

The proposed site development is adjacent to the state route. The developer needs to ensure that the project will not significantly impact the existing State drainage facilities. If historical undeveloped topography shows drainage from this site flowed into the State ROW, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. If historical undeveloped topography shows drainage from this site did not flow into the State ROW, then it will not be allowed to flow into the State ROW at this time.

Based on existing topography, a portion of the project site runoff flows towards the state ROW. We request to review the pre- and post-construction runoff calculations and drainage plans to understand flow patterns. An additional review will be done once drainage plans and calculations are submitted.

Traffic Operations

Previous comments still apply:

A Traffic Impact Study (TIS) must be prepared to evaluate the impacts to the State Highway System. Before proceeding with the TIS, please provide a Scope of Work to our office for review.

Is there any connection to Westview Dr (vehicle or pedestrian)? It would be beneficial for people from those neighborhood housings to not have to travel all the way around to access Community Commercial and the elementary school.

Senate Bill (SB) 743 is changing CEQA analysis of transportation impacts. It requires local land use projects to provide safe transportation system, reduce per capita Vehicles Miles Traveled (VMT), increase accessibility by mode share of bicycle, pedestrian, and transit travel, and reduce greenhouse gas (GHG) emissions. VMT reduction is necessary to meet the statewide greenhouse gas. Caltrans recommends VMT per capital thresholds are 15% below existing regional VMT per capita. TIS will need to include VMT analysis (including induced travel demand) to determine significance of those impacts and identify potential mitigation measures. Caltrans also recommends establishment of programs or method to reduce VMT and support appropriate bicycle, pedestrian, and transit infrastructure.

Caltrans suggest Amador County Planning Department continue to coordinate and consult with Caltrans to identify and address potential cumulative transportation impacts that may occur from this project and other developments near this location. This will assist Caltrans in ensuring that traffic safety and quality standards are maintained for the traveling public on existing and future state transportation facilities.

If any future project activities encroach into Caltrans ROW, the project proponent must submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. Appropriate environmental studies must be submitted with this application. These studies will include an analysis of potential impacts to any cultural sites, biological resources, hazardous waste locations, and/or other resources within Caltrans ROW at the project site(s). For more information, please visit the Caltrans Website at: https://dot.ca.gov/programs/traffic-operations/ep/applications

If you have any questions or concerns, please contact Paul Bauldry at (209) 670-9488 or by email at paul.bauldry@dot.ca.gov, or me at (209) 483-7234 (email: Gregoria.Ponce@dot.ca.gov).

Sincerely,

Gregoria Ponce'

Gregoria Ponce', Chief
Office of Rural Planning

cc: State Clearinghouse

California Department of Transportation

OFFICE OF THE DISTRICT 10 PLANNING
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7325 | FAX (209) 948-7164 TTY 711
www.dot.ca.gov

December 06, 2021

Chuck Beatty
Executive Director
Amador County Planning Department
810 Court Street
Jackson, CA 95642

AMA-88- PM 15.25
Public Notice (PN)
Wicklow Way Specific Plan

Mr. Beatty,

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Public Notice for the Wicklow Way Specific Plan project. The Specific Plan will be to provide a planning document that includes a mix of retail, commercial, industrial, and higher-density housing uses to meet the County's Regional Housing Needs Allocation (RHNA). A key challenge will be creating a compatible residential component which allows residents to live close to the county's major service center while improving circulation, creating visual cohesiveness and identity, and encouraging use of alternative transportation for local trips and economic development opportunities. The 201-acre county owned parcel site is located one (1) mile west of the intersection of State Route (SR) 88 and SR 49, situated between Walmart and Argonaut High School within the Martell Regional Service Center at Assessor's Parcel Number (APN) 044-100-027.

Caltrans has the following comments:
Based on the proposal for this 201-acre development, that will include a mix of retail, commercial, industrial, and higher-density housing, it is anticipated that the generated vehicle volumes will be significant. A Traffic Impact Study (TIS) must be prepared to evaluate the impacts to the State Highway System. The TIS needs to be prepared per Caltrans Transportation Impact Study Guide (Vehicle Miles Traveled-Focus Draft) February 2020, and the Governor's Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA December 2018. Before proceeding with the TIS, please provide a Scope of Work to our office for review.

Caltrans recognizes that there is a strong link between transportation and land use. Growth and development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total

vehicle miles traveled and the number of trips per household. In order to create more efficient and livable communities, Caltrans encourages the applicant to work towards a safe, functional, interconnected, multi-modal system integrated with "smart growth" type land use planning. Also, a mixture of land uses creates opportunities to substitute walking for driving.

Caltrans suggest the Amador County Planning Department continue to coordinate and consult with Caltrans to identify and address potential cumulative transportation impacts that may occur from this project and other developments near this location. This will assist Caltrans in ensuring that traffic safety and quality standards are maintained for the traveling public on existing and future state transportation facilities.

Encroachment Permits

If any future project activities encroach into Caltrans Right-of-Way (ROW), the project proponent must submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. Appropriate environmental studies must be submitted with this application. These studies will analyze potential impacts to any cultural sites, biological resources, hazardous waste locations, and/or other resources within Caltrans ROW at the project site(s). For more information, please visit the Caltrans Website at: https://dot.ca.gov/programs/traffic-operations/ep/applications

Please contact Paul Bauldry at (209) 670-9488 (email: paul.bauldry@dot.ca.gov) or me at (209) 483-7234 (email: Gregoria.Ponce@dot.ca.gov) if you have any questions or concerns.

Sincerely,

Michael Casas for

Gregoria Ponce', Chief
Office of Rural Planning

28 February 2023

Chuck Beatty
Amador County
810 Court Street
Jackson, CA 95642
planning@amadorgov.org

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, WICKLOW WAY SPECIFIC PLAN PROJECT, SCH#2023010563, AMADOR COUNTY

Pursuant to the State Clearinghouse's 26 January 2023 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Wicklow Way Specific Plan Project, located in Amador County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will

require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

CITY OF
JACKSON
CALIFORNIA

"Preserving Our Past, Enriching Our Present, Building Our Future"

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February 28, 2023

Chuck Beatty

Planning Director/ Amador County
810 Court St.
Jackson, CA 95642

[Email: planning@amadorgov.org]

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Wicklow Way Specific Plan dated January 25, 2023

Mr. Beatty,

The City of Jackson appreciates the opportunity to review and respond to Amador County's Notice of Preparation (NOP) on the Draft Environmental Impact Report (DEIR) for the Wicklow Way Specific Plan (WWSP).

The Wicklow Way Project site encompasses 201 acres of county-owned land and is currently used for cattle grazing. The site lies immediately west of Jackson city limits. Any site plans and future development activities will impact the City's service provision, its economic and political outlook, and the quality of life that Jackson residents, businesses, and visitors have become accustomed to. We would appreciate for Amador County to keep the City apprised of any updates and would welcome further conversations as the project moves forward.

It is true that the Specific Plan does not promise actual development projects. It does propose a variety of land uses for future development, including 700 residential units with a range of densities on approximately 80 acres that would accommodate 1,800 residents, 26 acres for commercial and civic uses, 46 acres of open space, 7 acres for parks and recreation, and 42 acres for public uses such as county government offices.

Given the magnitude of the development and its potential impacts on the City of Jackson, it is important for the City to stay informed and express our comments early.

Upon review of the NOP project description, the City of Jackson has the following comments:

1. Land Use and Annexation: The project appears to put the City of Jackson in a peculiar position. Currently, the Wicklow Way project site is not within the city limits, yet adjacent to

the city; therefore, any future development is not technically subject to Jackson's development standards. Further, when considering financial gains derived from the development, it would be Amador County (not the City of Jackson) that determines those factors and consequently benefit immediately and directly from any future development. The development project, however, would increase the Jackson area population by 40%, and will impact the City's economic wellbeing and Jackson residents' quality of life. To mitigate the financial and economic impacts, annexation along with appropriate revenue sharing between the county and the city are logical considerations. Moreover, the site is within the City's water service area, which naturally presents a potential for it to be annexed to the City of Jackson.

We request that the WWSP DEIR include an analysis and discussion of annexation and revenue sharing options. To do so, the DEIR will need to consider the City's General Plan / Land Use Element's existing and proposed polices. The City of Jackson is currently updating its general plan for the next 20 to 30 years. We are happy to provide the City's General Plan update information.

2. Water Services: This project site is within the City of Jackson's water service area. Although Amador Water Agency (AWA) provides treated water to the City of Jackson, ultimately development at this site will be served by the City's water distribution system. Implementation of the WWSP will have significant impacts on Jackson's water supply and services. A thorough analysis is expected in the DEIR, perhaps under the sections of Hydrology/Water Quality, Utilities and Services Systems. Furthermore, constraint of water supply has been a concern for all development projects in Amador County. Recently, some needed housing and commercial projects have been delayed due to this constraint. It is our hope that WWSP would acknowledge this water supply constraint and attempt to be a part of an equitable and collaborative resolution.

3. Sewer Services: The WWSP proposes an on-site sewer plant to handle the development. The cost and environmental impacts of constructing a new sewer plant would be tremendous. The City of Jackson has a state of the art sewer treatment plant, and has been constantly improving its collection system. Connecting to Jackson's sewer system could be an option for this development (as well as connecting to AWA owned sewer collection system). The City of Jackson requests the DEIR provide analysis and discussion on the option of connecting to Jackson's sewer services.

4. Fire Protection/EMS Services: The WWSP appears to suggest constructing a fire station within the project site. However, until an on- site fire station is built and staffed, which would take many years following the completion of more lucrative residential/commercial developments, the City of Jackson Fire Department (JFD) will likely be the first to respond to fire and medical emergencies. To adequately provide the expected level of services, it would require the City to provide for two or three more full-time paid positions, necessary expansion of the JFD fire station, and an additional fire engine. As stated earlier, since the project is outside of the City limits, Jackson would not be collecting any development impact fees or benefit substantially from ensuing property taxes. How would Jackson City fund the services

necessitated by the Wicklow Way development? It would be unfair to burden Jackson's property owners. Should the County consider a Community Facilities District, a development agreement or other forms of taxation and fee mechanism related to future development, the City of Jackson asserts that there need to be measures built in to ensure Jackson is compensated for necessary expansion in personnel, facility, and equipment.

5. Parks, Recreation and other Public Services: The WWSP proposes some recreation areas on site. However, Wicklow Way development will still impact Jackson's facilities, such as the ball fields and Jackson swimming pool, partially due to convenience. As for the public library, the WWSP does not specify a library branch. Even if there was a branch on site, until it is built and staffed, residents are likely to visit the main branch in Jackson often as it would be the closest branch to Wicklow Way. Although the Main Branch is a county-maintained facility, the parking spaces outside are shared with park patrons and other visitors. The parking lot would need improvements to accommodate growth at Wicklow Way.

Similar to the Fire/EMS scenario described above, if Jackson would not be receiving development impact fees or other growth generated revenues, Amador County should consider an equitable mechanism to mitigate Wicklow Way Development's impacts onto Jackson. Again, if a Community Facilities District, a development agreement, or other forms of taxation and fee mechanism are considered by Amador County, Jackson asserts there need to be measures built in to ensure the City is compensated for mitigation measures.

The proposed WWSP also indicates that the site allocates space for some county governmental facilities. The City of Jackson wishes to join many Amador County residents and businesses in opposing any potential plan to move the county administrative building/public safety annex from its current location at 810 Court St., Jackson to the Wicklow Way site. Relocation of public offices is costly and requires prudent analysis. At this juncture, it is premature to consider moving the county administrative building/public safety annex.

6. Transportation and Circulation: Without extensive mitigation measures in place early on, the proposed development will undoubtedly increase traffic volume and burden existing traffic networks. Given the site's adjacency to the City of Jackson, we are very concerned about the potential impact on city roadways and nearby intersections (which are already problematic). The City has been diligently working on improving its roadways to mitigate existing traffic impacts. One example is the Sutter St. Extension project, which contains a roundabout at the western end of Sutter St. The project is designed to fully mitigate existing and foreseeable traffic impact on Hoffman Street. It is presently under the design phase. However, with the development of Wicklow Way site under way, the Sutter St. Extension project may need to be expedited. Funding of its construction would need to be resolved immediately. Partnership from County would be necessary. Given the significant impacts on both City and County, we request that the WWSP take Jackson's roadway challenges including Highway 88/49 and its intersection with Argonaut Lane, as well as the Sutter Street Extension, into consideration when analyzing traffic measures that would reduce potential impacts.

Further, Amador Unified School District is proposing school consolidation to take place in 2027/2028. This consolidation plan has generated concerns regarding traffic congestion and safety issues at the intersection on Highway 88/49 and Argonaut Lane. We suggest that the WWSP consider the school consolidation plan and its impact when preparing for the DEIR.

7. Aesthetics and Visual Characters: The City of Jackson possesses multiple scenic resources. These resources enhance the quality of life for Jackson residents as well as Amador County. The City's development codes provide for regulations to ensure protection of those resources. For example, Municipal Code Section 17.43 contains regulations for the reduction and restriction of unnecessary and excessive stray light as given off by exterior lighting on commercial and residential buildings during the nighttime hours. The Wicklow Way project proposes extensive development to take place on an existing vacant field that is currently used as grazing land. Once developed, the site's visual and scenic value would be altered. It would also pose light pollution concerns to residents in Jackson. Since the Wicklow Way site is not within the City limits or its sphere of influence, Jackson municipal code has no authority over the development, nor would the City be able to impose proper mitigation measures before any project is built. Again, we are facing the same paradox of the project being in the County but imposing extensive impacts on the City nonetheless. Hence, the City relies on the County to do the right thing. We request that the DEIR for WWSP discuss and analyze how to mitigate aesthetic and visual impacts including light pollution on the adjacent neighborhoods in Jackson.

8. Other CEQA required considerations: Given the close connection between the Wicklow Way project and the City of Jackson, the City requests that the WWSP DEIR provide full analysis and discussions on how to mitigate impacts on the City of Jackson in all aspects of the DEIR, including agricultural resources, air quality, biological resources, cultural resources, energy, geology, soils and seismicity, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise pollution, housing, public services, recreation, transportation, tribal cultural resources, and wildlife.

We appreciate your consideration and look forward to reviewing the DEIR in the near future. Please contact me at 209-223-1646 if you have any questions.

Sincerely,

Yvonne Kimball

Yvonne Kimball, City Manager
City of Jackson

Cc: Chuck Iley, Amador County CAO

SUTTER CREEK

JEWEL OF THE MOTHER LODE

February 28, 2023

Chuck Beatty
Planning Director
810 Court Street
Jackson, CA 95624

RE: Notice of Preparation of a Draft Environmental Impact Report for the Wicklow Way Specific Plan

Dear Mr. Beatty;

The City of Sutter Creek offers the following comments on the County of Amador's Notice of Preparation of a Draft Environmental Impact Report for the Wicklow Way Specific Plan.

Waste Water

The City is concerned with the current capacity to handle additional wastewater of the existing treatment plant and offers the following comments:

1. As noted, this development is planned to occur in the County Service Area that AWA manages for sewer. AWA currently has a maximum volume of 115,500 gallons per day of treatment capacity reserved in the City of Sutter Creek's WWTP. Some of this capacity is presently being used.

2. Since the City of Sutter Creek currently has no additional capacity for treatment available at its WWTP for this project, capacity for treatment for this project would be required to come out of AWA's 115,500 gallons per day of capacity, if it is available from AWA. We do not know how AWA has the capacity allocated. Parts of the COSC's collections and conveyance system will need upgrades with this option.

3. Another alternative would be that the development construct its own tertiary treatment plant with recycle/disposal that does not require the use of the COSC's current facilities. This facility would then be operated by AWA.

4. Also, the development shall pay all costs associated with upgrading and expanding the capacity of the current COSC WWTP. Parts of the collection and conveyance system will need upgrades with this option. Disposal options would need to be considered with ARSA.

Traffic

The City also sees traffic as a major concern on this site. With the proposal 700 units plus commercial and a school site, there will be an impact on traffic and circulation around the site. The City requests that enforceable mitigation measure be put in place to not impact the traffic of the existing county residents both living and traveling to that area and future Sutter Creek residents in the Gold Rush Ranch subdivision.

The City asks that we continue to receive notice on this project as it moves through the process.

Sincerely,

Erin Ventura

Erin Ventura
Consulting Planner

Planning Department <planning@amadorgov.org>

Planning and land use

1 message

Deborah Cortino <taffee4@gmail.com> Tue, Feb 7, 2023 at 8:16 AM
To: planning@amadorgov.org

I just read your planning project on Camanche next door. What we need here is a Kaiser Hospital. Plenty of people here have Kaiser and the nearest one is an hour away.

Deborah Cortino

Amador County Airport

Location: 12370 Airport Road
Mail: 12200 Airport Road
Jackson, California 95642
Voice (209) 223-2376
Email: dsheppard@amadorgov.org

February 7, 2023

Mr. Chuck Beatty
Amador County Planning Department
810 Court Street
Jackson, CA 95642

Dear Mr. Beatty:

Subject: Draft Environmental Impact Report (DEIR) for the Wicklow Way Specific Plan

I have reviewed the Notice of Preparation dated January 25, 2023 for the Wicklow Way Specific Plan. Below you will find my comments.

This project is under the Instrument approach and standard traffic pattern for the runways at the Amador County Airport also known as Westover Field. Aircraft on the instrument approach will over fly this project at 2080 ft. mean sea level. It is likely that aircraft taking off and landing at Westover Field/Amador County Airport will be over flying the project at elevations ranging from 500 ft. to 1000 ft. above ground level (a.g.l.). In the event of an aircraft emergency the low elevations listed above could have an impact on the safety of residents, tenants, and customers that will use this property as well as the pilots and their passengers that operate from Westover Field/Amador County Airport.

It is important to note that Amador County has entered into agreements with the Federal Aviation Administration (FAA) for Federal funding to improve Amador County Airport. A portion of these agreements require Amador County to comply with grant assurances. If the FAA finds that Amador County has not complied with these Grant Assurances then future Federal funding could be jeopardized. Two assurances identified in these FAA grant agreements that should be reviewed closely for this project are Grant Assurances No. 20 and No. 21. The following are the grant assurances (No. 20 and No. 21) taken from FAA grant agreement 3-06-0111-27 accepted by the Amador County Board of Supervisors on August 13, 2022.

20. Hazard Removal and Mitigation.

It (Amador County) will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It (Amador County) will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

The following is a list of concerns for the mitigation measures and impacts listed in the RDEIR:

Mitigation Measure #3.1-3a.

Any references to "Dark Sky" approved light fixtures for street and security lighting causes concern for the Airport because it could be confused for airport lighting. Airport staff is aware that this mitigation measure may not be sufficient based on recent development near the Airport that involved "Dark Sky" approved lighting. Specifically, a developer installed "Dark Sky" approved lighting and, after my review of the lighting, it was found that the lighting could be mistaken for airport lighting.

Since a large portion of this development lies directly under the approach path for the runway the use of Dark Sky approved lighting may confuse pilots approaching the runway as they may not be able to distinguish the development lighting from airport lighting. Therefore, in an effort to minimize any potential safety hazards, it is requested that lighting requirements meet the guidelines as recommended by CALTRANS Division of Aeronautics in the California Airport Land Use Planning Handbook dated January 2002.

Below is a portion of the 2002 California Airport Land Use Planning Handbook specific to lighting, glare, smoke, birds and height restrictions. This may provide the developer a better understanding of concerns regarding safety for aircraft and the public near an airport.

Additional Guidelines regarding protection of airport airspace are set forth on other FAA documents. In general, the criteria specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 should be allowed if it could endanger or interfere with the landing, takeoff, or maneuvering of an aircraft at an airport (FAA-1987). Specific characteristics to be avoided include:

* *Creation of electrical interference with navigational signals or radio communication between the airport and aircraft;*
* *Lighting which is difficult to distinguish from airport lighting;*
* *Glare in the eyes of pilots using the airport;*

** Smoke or other impairments to visibility in the airport vicinity; and*
** Uses which attract birds and create bird strike hazards.*

FAA Part 77 criteria; the height limits are defined in terms of imaginary surfaces in the airspace extending about two to three miles around the airport runway and ... (page 9-5)

Mitigation #3.1-3b

This section references mitigating glare from commercial development only. Although I understand that commercial development may produce significant glare, residential development can cause glare too.

Examples of glare from residential development include, but are not limited to, the following: metal siding or roofing, solar panels, windows, and swimming pools. A possible solution to minimize potential glare from becoming a safety hazard could be to place a requirement to limit glare from both commercial and residential development as recommended in FAA Part 77 guidelines that specifies a characteristic to avoid as "*Glare in the eyes of pilots using the airport.*"

Impact #3.8-2 Mitigation Measure

This impact specifies "*A noise easement shall be attached to the title of all property sold in the affected by aircraft noise.*" In the May 2007 letter I requested "notification and an air navigation easement for all property within this project." While a noise easement would be beneficial it still does not cover all concerns that an air navigation easement would provide to protect residents of this development and protect pilots and their passengers using Amador County Airport.

The following information provides the specific protections that would be included in an air navigation easement and was taken directly from the 2002 California Airport Land Use Planning Handbook. (p 3-23)

This Easement to include:

- *A right-of-way for free and unobstructed passage over the property at any altitude above an imaginary surface specified in the easement (usually set in accordance with FAR Part 77 criteria).*
- *A right to subject the property to noise, vibration, fumes, dust and fuel particle emissions associated with normal airport activity.*
- *A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.*
- *A right-of entry onto the property, with appropriate notice, for the purpose of removing, marking of lighting any structure or other object that enters the acquired airspace.*

- *A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.*

An additional item to consider is the construction of buildings to comply with the interior noise requirements. This development is under the primary departure for runway 19 at the Airport and there is a noise study that shows the noise contours from arriving and departing aircraft to the Airport.

Lastly, the proposed new elementary school site may have to be submitted to the State Office of Education for determination by Caltrans Division of Aeronautics for compatibility.

It is my hope that the concerns and recommendations outlined above will be considered and included in the development of the Wicklow Way Specific Plan. The notification procedure and air navigation easements (including restrictions on lighting and glare) will assist the County in protecting the safety of residents, tenants, and customers who will be living and working in this development, as well as the pilots and their passengers that will be flying over this development. Please feel free to contact me if you have any questions.

Sincerely,

David Sheppard
Airport Manager

Cc: Jon Hopkins, Director of GSA
file

Amador County Airport
David Sheppard, Airport Manager
12370 Airport Road
Jackson, California 95642
Phone: (209) 223-2376
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February 9, 2023

Amador County Planning Department
810 Court Street
Jackson, CA 95642
(209) 223-6380

RE: Wicklow Way Specific Plan

I submitted initial comments to this plan on February 7, 2023. I would like to add the following comments:

It is important to note that the Code of Federal Regulations (CFR) has specific rules for balloons and kites. These rules can be found in Title 14, CFR Part 101, Section 13, Subpart B entitled *Moored Balloons and Kites.* There are also specific regulations concerning the use of drones near an airport. This can be found in Title 14, CFR Part 107 known as the *Small UAS Rule*.

Both of these Federal Regulation should be considered for the Draft EIR as well as incorporated in the Avigation Easement I requested in previous comments.

Please feel free to contact me if you have any questions.

Thank you,

David Sheppard
Amador County Airport, Manager

Cc: Jon Hopkins, Director
file

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region
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Rancho Cordova, CA 95670-4599
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Chuck Beatty
Planning Director
Amador County
810 Court Street
Jackson, CA 95642
planning@amadorgov.org

Subject: Wicklow Way Specific Plan -Notice of Preparation – Environmental Impact Report (NOP EIR)
SCH# 2023010563

Dear Mr. Beatty:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Notice of Preparation of an Environmental Impact Report (EIR) from the County of Amador for the Wicklow Way Specific Plan (Project) in Amador County pursuant the California Environmental Quality Act (CEQA) statute and guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants and their habitats. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802.). Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental

1 CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project site is located at Rock Creek and Jackson Creek, in the City of Jackson, in Amador County, at approximately Latitude: 38.355695 and Longitude: -120.801346.

The EIR concerning the Wicklow Way Specific Plan (WWSP) is the primary land use, policy, and regulatory document used to guide the overall development of the 201-acre site. The WWSP establishes a development framework for land use, circulation, utilities and services, resource protection, and implementation. All subsequent development projects and related activities are required to be consistent with the WWSP.

The WWSP would provide a potential new County administrative offices/civic center, and a total of 700 residential units with a range of densities on approximately 80 acres that would accommodate approximately 1,800 residents. Proposed land uses also include approximately 26 acres for community commercial and civic uses; 46 acres of open space; 6.9 acres for parks and recreation; and 42 acres for public uses. To preserve options, the land use plan assumes a 9.7-acre site for an onsite wastewater treatment plant, should it be needed in the future.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations presented below to assist the County of Amador in adequately identifying and/or mitigating the Project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable CDFW to adequately review and comment on the proposed Project with respect to impacts on biological resources. CDFW recommends that the forthcoming EIR address the following:

Project Description

The Project description should include the whole action as defined in the CEQA Guidelines § 15378 and should include appropriate detailed exhibits disclosing the Project area including temporary impacted areas such as equipment stage area, spoils areas, adjacent infrastructure development, staging areas and access and haul roads if applicable.

As required by § 15126.6 of the CEQA Guidelines, the EIR should include an appropriate range of reasonable and feasible alternatives that would attain most of the basic Project objectives and avoid or minimize significant impacts to resources under CDFW's jurisdiction.

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the EIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. CDFW recommends the EIR specifically include:

1. An assessment of all habitat types located within the Project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following, *The Manual of California Vegetation*, second edition (Sawyer 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. CDFW recommends that the California Natural Diversity Database (CNDDB), as well as previous studies performed in the area, be consulted to assess the potential presence of sensitive species and habitats. A nine United States Geologic Survey 7.5-minute quadrangle search is recommended to determine what may occur in the region, larger if the Project area extends past one quad (see *Data Use Guidelines* on the Department webpage www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data). Please review the webpage for information on how to access the database to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the Project. CDFW recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data.

   Please note that CDFW's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site. Other sources for identification of species and habitats near or adjacent to the Project area should include, but may

not be limited to, State and federal resource agency lists, California Wildlife Habitat Relationship System, California Native Plant Society Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations.

3. A complete and recent inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern and California Fully Protected Species (Fish & G. Code § § 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. The EIR should include the results of focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable. Species-specific surveys should be conducted in order to ascertain the presence of species with the potential to be directly, indirectly, on or within a reasonable distance of the Project activities. CDFW recommends the County of Amador rely on survey and monitoring protocols and guidelines available at: www.wildlife.ca.gov/Conservation/Survey-Protocols. Alternative survey protocols may be warranted; justification should be provided to substantiate why an alternative protocol is necessary. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Some aspects of the Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought or deluge.

4. A complete analysis of water resources including mapping of groundwater dependent ecosystems (GDEs) and interconnected surface water (ISW) within Amador County. Analysis should assess potential localized reduction in groundwater levels and associated reduction in groundwater availability for GDEs and ISW.

5. A thorough, recent (within the last two years), floristic-based assessment of special-status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see www.wildlife.ca.gov/Conservation/Plants).

6. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The EIR should provide a thorough discussion of the Project's potential direct, indirect, and cumulative impacts on biological resources. To ensure that Project impacts on

biological resources are fully analyzed, the following information should be included in the EIR:

1. The EIR should define the threshold of significance for each impact and describe the criteria used to determine whether the impacts are significant (CEQA Guidelines, § 15064, subd. (f)). The EIR must demonstrate that the significant environmental impacts of the Project were adequately investigated and discussed and it must permit the significant effects of the Project to be considered in the full environmental context.

2. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by Project activities especially those adjacent to natural areas, exotic and/or invasive species occurrences, and drainages. The EIR should address Project-related changes to drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

3. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Conservation or Recovery Plan, or other conserved lands).

4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The EIR should discuss the Project's cumulative impacts to natural resources and determine if that contribution would result in a significant impact. The EIR should include a list of present, past, and probable future projects producing related impacts to biological resources or shall include a summary of the projections contained in an adopted local, regional, or statewide plan, that consider conditions contributing to a cumulative effect. The cumulative analysis shall include impact analysis of vegetation and habitat reductions within the area and their potential cumulative effects. Please include all potential direct and indirect Project-related impacts to riparian areas, wetlands, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and/or special-status species, open space, and adjacent natural habitats in the cumulative effects analysis.

Mitigation Measures for Project Impacts to Biological Resources

The EIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the Project. CDFW also recommends the environmental documentation provide scientifically supported discussion regarding adequate avoidance, minimization, and/or

mitigation measures to address the Project's significant impacts upon fish and wildlife and their habitat. For individual projects, mitigation must be roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of CEQA (Guidelines § § 15126.4(a)(4)(B), 15064, 15065, and 16355). In order for mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Species of Special Concern*: Several Species of Special Concern (SSC) have the potential to occur within or adjacent to the Project area, including, but not limited to: western pond turtle (Emys marmorata). Project activities described in the EIR should be designed to avoid any SSC that have the potential to be present within or adjacent to the Project area. CDFW also recommends the EIR fully analyze potential adverse impacts to SSC due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends the County of Amador include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce impacts to SSC.

2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer 2009). The EIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.

3. *Mitigation*: CDFW considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the EIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration, enhancement, or permanent protection should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

   The EIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

4. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in the regional ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be appropriately timed to ensure the viability of the seeds when planted. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate. Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project. Examples may include retention of woody material, logs, snags, rocks, and brush piles. Fish and Game Code sections 1002, 1002.5 and 1003 authorize CDFW to issue permits for the take or possession of plants and wildlife for scientific, educational, and propagation purposes. Please see our website for more information on Scientific Collecting Permits at www.wildlife.ca.gov/Licensing/Scientific-Collecting#53949678-regulations-.

5. *Nesting Birds:* Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). CDFW implemented the MBTA by adopting the Fish and Game Code section 3513. Fish and Game Code sections 3503, 3503.5 and 3800 provide additional protection to nongame birds, birds of prey, their nests and eggs. Sections 3503, 3503.5, and 3513 of the Fish and Game Code afford protective measures as follows: section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Fish and Game Code or any regulation made pursuant thereto; section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the Fish and Game Code or any regulation adopted pursuant thereto; and section 3513 states that it is unlawful to take or possess any migratory

nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Potential habitat for nesting birds and birds of prey is present within the Project area. The Project should disclose all potential activities that may incur a direct or indirect take to nongame nesting birds within the Project footprint and its vicinity. Appropriate avoidance, minimization, and/or mitigation measures to avoid take must be included in the EIR.

CDFW recommends the EIR include specific avoidance and minimization measures to ensure that impacts to nesting birds or their nests do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, and buffers, where appropriate. The EIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site. In addition to larger, protocol level survey efforts (e.g., Swainson's hawk surveys) and scientific assessments, CDFW recommends a final preconstruction survey be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted earlier.

6. *Moving out of Harm's Way:* The Project is anticipated to result in the clearing of natural habitats that support native species. To avoid direct mortality, the County of Amador should state in the EIR a requirement for a qualified biologist with the proper handling permits, will be retained to be onsite prior to and during all ground- and habitat-disturbing activities. Furthermore, the EIR should describe that the qualified biologist with the proper permits may move out of harm's way special-status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities, as needed. The EIR should also describe qualified biologist qualifications and authorities to stop work to prevent direct mortality of special-status species. CDFW recommends fish and wildlife species be allowed to move out of harm's way on their own volition, if possible, and to assist their relocation as a last resort. It should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for habitat loss.

7. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as the sole mitigation for impacts to rare, threatened, or endangered species as these efforts are generally experimental in nature and largely unsuccessful. Therefore, the EIR should describe additional mitigation measures utilizing habitat restoration, conservation, and/or preservation, in addition to avoidance and minimization measures, if it is determined that there may be impacts to rare, threatened, or endangered species.

The EIR should incorporate mitigation performance standards that would ensure that impacts are reduced to a less-than-significant level. Mitigation measures proposed in the EIR should be made a condition of approval of the Project. Please note that obtaining a

permit from CDFW by itself with no other mitigation proposal may constitute mitigation deferral. CEQA Guidelines section 15126.4, subdivision (a)(1)(B) states that formulation of mitigation measures should not be deferred until some future time. To avoid deferring mitigation in this way, the EIR should describe avoidance, minimization and mitigation measures that would be implemented should the impact occur.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (Fish & G. Code § 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the Project.

State-listed species with the potential to occur in the area include, but are not limited to: foothill yellow-legged frogs (*Rana boylii*) and tricolored blackbird (*Agelaius tricolor*).

The EIR should disclose the potential of the Project to take State-listed species and how the impacts will be avoided, minimized, and mitigated. Please note that mitigation measures that are adequate to reduce impacts to a less-than significant level to meet CEQA requirements may not be enough for the issuance of an ITP. To facilitate the issuance of an ITP, if applicable, CDFW recommends the EIR include measures to minimize and fully mitigate the impacts to any State-listed species the Project has potential to take. CDFW encourages early consultation with staff to determine appropriate measures to facilitate future permitting processes and to engage with the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service to coordinate specific measures if both State and federally listed species may be present within the Project vicinity.

Native Plant Protection Act

The Native Plant Protection Act (Fish & G. Code §1900 *et seq*.) prohibits the take or possession of State-listed rare and endangered plants, including any part or product thereof, unless authorized by CDFW or in certain limited circumstances. Take of State-listed rare and/or endangered plants due to Project activities may only be permitted through an ITP or other authorization issued by CDFW pursuant to California Code of Regulations, Title 14, section 786.9 subdivision (b).

Lake and Streambed Alteration Program

The EIR should identify all perennial, intermittent, and ephemeral rivers, streams, lakes, other hydrologically connected aquatic features, and any associated biological resources/habitats present within the entire Project footprint (including utilities, access and staging areas). The environmental document should analyze all potential temporary, permanent, direct, indirect and/or cumulative impacts to the above-mentioned features and associated biological resources/habitats that may occur because of the Project. If it is determined the Project will result in significant impacts to

these resources the EIR shall propose appropriate avoidance, minimization and/or mitigation measures to reduce impacts to a less-than-significant level.

Section 1602 of the Fish and Game Code requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following:

1. Substantially divert or obstruct the natural flow of any river, stream or lake;

2. Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or

3. Deposit debris, waste or other materials where it may pass into any river, stream or lake.

Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

If upon review of an entity's notification, CDFW determines that the Project activities may substantially adversely affect an existing fish or wildlife resource, a Lake and Streambed Alteration (LSA) Agreement will be issued which will include reasonable measures necessary to protect the resource. CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if one is necessary, the EIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the Project may avoid or reduce impacts to fish and wildlife resources. Notifications for projects involving (1) sand, gravel or rock extraction, (2) timber harvesting operations, or (3) routine maintenance operations must be submitted using paper notification forms. All other LSA Notification types must be submitted online through CDFW's Environmental Permit Information Management System (EPIMS). For more information about EPIMS, please visit https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS. More information about LSA Notifications, paper forms and fees may be found at https://www.wildlife.ca.gov/Conservation/Environmental-Review/LSA.

Please note that other agencies may use specific methods and definitions to determine impacts to areas subject to their authorities. These methods and definitions often do not include all needed information for CDFW to determine the extent of fish and wildlife resources affected by activities subject to Notification under Fish and Game Code section 1602. Therefore, CDFW does not recommend relying solely on methods developed specifically for delineating areas subject to other agencies' jurisdiction (such as United States Army Corps of Engineers) when mapping lakes, streams, wetlands, floodplains, riparian areas, etc. in preparation for submitting a Notification of an LSA.

CDFW relies on the lead agency environmental document analysis when acting as a responsible agency issuing an LSA Agreement. CDFW recommends lead agencies

coordinate with us as early as possible, since potential modification of the proposed Project may avoid or reduce impacts to fish and wildlife resources and expedite the Project approval process.

The following information will be required for the processing of an LSA Notification and CDFW recommends incorporating this information into any forthcoming CEQA document(s) to avoid subsequent documentation and Project delays:

1. Mapping and quantification of lakes, streams, and associated fish and wildlife habitat (e.g., riparian habitat, freshwater wetlands, etc.) that will be temporarily and/or permanently impacted by the Project, including impacts from access and staging areas. Please include an estimate of impact to each habitat type.

2. Discussion of specific avoidance, minimization, and mitigation measures to reduce Project impacts to fish and wildlife resources to a less-than-significant level. Please refer to section 15370 of the CEQA Guidelines.

Based on review of Project materials, aerial photography and observation of the site from public roadways, the Project site supports Jackson Creek and Rock Creek. CDFW recommends the EIR fully identify the Project's potential impacts to the stream and/or its associated vegetation and wetlands.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDB. The CNNDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be submitted online or mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov.

FILING FEES

The Project, as proposed, would have an effect on fish and wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

Pursuant to Public Resources Code sections 21092 and 21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the Project. Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670.

CDFW appreciates the opportunity to comment on the Notice of Preparation of the EIR for the Wicklow Way Specific Plan and recommends that the County of Amador address CDFW's comments and concerns in the forthcoming EIR. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts.

If you have any questions regarding the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact Zach Kearns, Environmental Scientist at (916) 358-1134 or zachary.kearns@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Tanya Sheya
1ABC45303752499...
Tanya Sheya
Environmental Program Manager

ec: Billie Wilson, Senior Environmental Scientist (Supervisory)
Zach Kearns, Environmental Scientist

Department of Fish and Wildlife

Office of Planning and Research, State Clearinghouse, Sacramento

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A Manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

February 27, 2023

Chuck Beatty
Planning Director
810 Court St.
Jackson, CA 95642
(Sent by Email: planning@amadorgov.org)

RE: Scoping Comments in Response to Wicklow Way Specific Plan NOP

Dear Sir,

Thank you for the opportunity to provide scoping comments for the proposed Wicklow Way Specific Plan (SP) Draft Environmental Impact Report (DEIR).

I. Project Description

The proposed SP for the 201-acre site calls for 700 units of housing, open space, parks, a civic center, community-serving commercial uses, an elementary school, roads and utilities. We applaud the inclusion of ample open space, community-serving commercial components, and low- and medium-density housing options, as well as proposed adoption of design guidelines.

The project description needs much more detail to permit accurate analysis in the DEIR. It is essential to disclose the County's objectives, purpose, and need for this project. Agencies and the public need to know these so they can properly evaluate the proposed SP and identify feasible alternatives. We request that the project description address the items below:

- Wastewater treatment. Please consult with ARSA regarding feasibility of expanding the capacity of their Sutter Creek treatment plant that already serves Martell. This could meet the needs of the SP, free up land for other productive uses, and help resolve existing service constraints.
- Civic Center. A more complete explanation of this feature of the SP is needed so impacts can be evaluated, including which (if any) offices would be relocated.
- Open Space. Please consider placing conservation easements on designated open spaces to prevent their conversion to other uses in future and include hiking/walking trails.
- Housing mix. The county has expressed a priority need for affordable workforce housing. FC suggests removing low-density residential (LDR) development from the SP as the market has been able to effectively provide LDR units. The 420 units of high- and medium-density (HDR and MDR) residential units should be designated for the very-low, low, and moderate-income housing envisioned in the Housing Element and the SB-2 grant program. Please identify deed restrictions or other measures that will be implemented to ensure that housing affordability will be preserved in the long term.

- Elementary School. Describe consistency with ACUSD's school consolidation plan.
- Stormwater Management . More detail is needed on how stormwater from the plan area will be accommodated, how and where it will be retained/drained from the site, and whether the substation and lift station are sufficiently above the floodplain of the creek.
- Pedestrian and Bicycle Access. The NOP mentions "pedestrian and bicycle circulation" but the SP map shows only roads for vehicles. Plans for connecting residential and commercial areas with parks via sidewalks and bike trails need to be detailed.
- Agricultural Protection. It is important to protect existing agricultural uses by accommodating the existing easement and long standing practice of moving cattle between adjacent parcels for grazing. Explain how open space will be configured and fencing provided to allow this practice to continue.
- SP Implementation. In order to properly evaluate impacts it is important to explain in the DEIR how the SP will be implemented, i.e. in phases (or not), and how and when the necessary water, sewer, and emergency service related actions will be agreed upon with involved providers. Prior to implementation, a public facility financing plan (a requirement for any specific plan) should demonstrate that there will be sufficient and timely funds to cover the costs of the necessary infrastructure.

Providing the above information will make it possible for local agencies and the public to suggest other feasible alternatives that might meet County needs better. We encourage the County to provide this information in the DEIR and consider holding a public workshop to consider feasible SP alternatives for analysis in the DEIR in keeping with the County's intent to sponsor an open, inclusive, and meaningful public planning process. Providing an equal level of analysis for a reasonable range of alternatives will give the Board of Supervisors the flexibility to choose the best alternative (or a combination of components from different alternatives) when it comes time to adopt the final SP for the Wicklow Way property.

II. Alternatives

Foothill Conservancy has identified a preliminary alternative for analysis in the DEIR (see attached map). Our alternative proposes about 49 acres dedicated to residential use to be developed in phases with a mix of about 500 units of moderate and high-density housing.[1] Housing is concentrated near existing infrastructure and allows for a mix of housing types: single-family, duplexes, townhouses, apartments, and a possible senior congregate care facility or similar special housing use. Clustering homes within the designated areas would create an intimate sense of neighborhood and ample open area for development of community gardens, bike paths, playgrounds, dog parks, picnic facilities, etc. A civic complex is shown in the same place as in the proposed SP and we include an arts center here, too. The alternative also indicates locations for a fire station and school (if needed). Parks are spaced throughout the area, and the open space would be protected by conservation easements which could allow some continued agricultural uses. We preserve the open space strip along the eastern edge of the plan area to facilitate movement of cattle to grazing pasture along the southern edge of the site (a road crossing would have to be designed). This alternative proposes 16 acres of commercial uses—33% more than the county's alternative. This would include not only community serving retail adjacent to existing shopping centers, but also could accommodate office or apartment uses above retail and some professional office development (e.g. a dental practice). Such commercial development has the potential to serve community needs and generate more tax revenues for local government. Our alternative includes an 18-acre area labelled Mixed Use west of the civic complex (it assumes upgrade of existing wastewater treatment facilities vs construction of a new

[1] The county's RM (medium density) land use designation permits a wide range of units, 9-25 units per acre. On 49 acres, this could yield anywhere in the range of 441 to over 1200 homes. We propose 500 as a suitable number to address workforce housing needs while reducing potentially significant environmental impacts.

wastewater treatment plant, freeing land behind Walmart for other purposes). Our vision for this area is to create good jobs to train and retain Amador residents and our youth. This could include light manufacturing, for example. If the civic complex cannot accommodate an arts center, it could be built in this area, close enough to make joint use of surface parking. Or it could accommodate businesses that support our agricultural sector, such as an olive press, harvest equipment rental, or a facility that showcases Amador products (wine and olive oil tasting, farm-to-fork café, local arts and crafts).

Implementation of this alternative features collaboration among the local governments, service providers, and nonprofit groups. Implementation would be phased to ensure services are available for the amount of development each phase requires, to achieve desired outcomes and timely impact mitigation. The County would participate in state and/or federal programs for funding low and very low income housing, and work with an established nonprofit experienced in the production and management of moderate and high-density affordable housing. Development phasing can be determined once the impact analysis, coordination with service providers, and mitigation commitments are completed but before the Final EIR is adopted.

III. Potentially Significant Project Impacts and Cumulative Impacts

The NOP notes that the SP may have significant impacts on transportation, biological resources, construction-related air quality and greenhouse gas emissions, historic and archaeological resources, noise, aesthetics and wildfire. We agree and believe the SP may have additional significant impacts on hydrology and water quality, air quality, energy consumption, greenhouse gas emissions, utilities and services, and emergency response services. If the cattle moving easement/practice is not preserved, this could impact the viability of the neighboring ranch, and therefore have significant impacts on the premature conversion agricultural land. CEQA requires that a specific plan be consistent with an adopted General Plan.

It will be important to address potential cumulative impacts—especially, traffic impacts on Highway 88 and in the vicinity of the existing high school, as the school district will be adding approximately 600 students to this school through its school consolidation plan. We support including mitigation measures to avoid or reduce potentially significant impacts. The NOP indicates the SP will include components not historically provided in private developments in Amador County. FC applauds this progress and agrees that the Wicklow Way property offers a prime opportunity to include project components called for in the 2016 General Plan and the new Housing Element (see the attachment identifying such components). We look forward to learning how these policies will be implemented in the area as drafting of the Specific Plan alternatives progresses. We welcome any opportunity to work with your staff and consultants in fine-tuning alternatives and identifying potential mitigation measures to achieve development of the Wicklow Way area in a way that reduces significant impacts and succeeds in benefitting the community in as many ways as possible.

Sincerely,

Larry Patterson
Foothill Conservancy
Larrypatterson601@gmail.com

cc – ACTC, ARSA, City of Jackson, ACUSD, Amador Arts Council, McKittrick

Proposed Wicklow Way Specific Plan Alternative

Ag/Open Space
Commercial
Park
Public Service
Residential
Mixed Use
Project Boundary

N

0 0.05 0.1 Mi

Coordinate System: NAD 1983 2011 StatePlane California II FIPS 0402

Attachment 1: Implementing the County General Plan and the new Housing Element through the Wicklow Way Specific Plan

The NOP for the Wicklow Way Specific Plan states "The vision for the Wicklow Way Specific Plan (WWSP) is to create a new community that meets or exceeds the County's development standards through amenities and services and distinguishes itself through an efficient design and development pattern." It further states that "The buildout of the plan area is expected to be a 20-year timeframe." Below are policies from the 2016 General Plan and the new Housing Element intended to set new community development standards. More detail regarding the implementation of these policies can be found in the Housing Element and the Amador County Implementation Plan. The Wicklow Way Specific Plan presents a unique opportunity to implement these adopted policies. We encourage the county to consider these adopted policies when further defining and analyzing the Specific Plan. As environmental analysis progresses, please identify which of these policies will be incorporated and how they will be implemented, present this important information in the DEIR project description and in the analysis of potential land use impacts.

A) Land Use

> *Policy LU-1.3: Encourage development patterns which support water quality objectives; protect agricultural land and natural resources; promote community identities; minimize environmental impacts; enable viable transit, bicycle and pedestrian transportation; reduce greenhouse gas emissions; and promote public health and wellness.*

As noted in the body of our scoping letter, we believe that improving ARSA's wastewater treatment system to serve the Specific Plan Area will support water quality objectives. The Specific Plan should protect agricultural land by providing a functional easement for moving cattle (to honor an existing prescriptive easement). The Specific Plan should include energy efficient structures and residential solar energy generation to reduce greenhouse gas emissions. The NOP indicates that the Specific Plan will provide open space and include opportunities for pedestrian transportation. We strongly support these community amenities and look forward to learning more about them as drafting of the Specific Plan continues.

B) Infrastructure and Services

The General Plan includes a number of policies related to infrastructure and services:

> *Policy LU-2.1: Direct development to areas with existing urban services and infrastructure, or to areas where extending of urban services is feasible given distance from developed areas and topography, capacity, or land capability.*
>
> *Policy LU-3.1: Ensure that effective public safety facilities, staffing, and equipment are provided to maintain service levels as the county's population and development change.*
>
> *Policy LU-4.2: Consider infrastructure availability and expansion in the evaluation of individual projects.*
>
> *Policy LU-6.1: Ensure that new development is able to meet water supply, wastewater disposal, and public service standards.*
>
> *Policy C-1.2: Guide future development to areas of the county where adequate water supplies can be ensured.*
>
> *Policy C-3.1: Guide future development to areas of the county with the ability to obtain adequate wastewater service and treatment capacity.*
>
> *Policy LU-12.1: Ensure that appropriate levels of emergency services, including fire protection, can be demonstrated for new development.*

As noted in our scoping letter, we believe that collaboration with existing infrastructure and service providers for potable water, wastewater treatment, roads, and emergency services is the best way to implement these general plan policies through the Specific Plan. In addition, phasing of the project

will be essential to ensure that infrastructure and service capacity is available when needed to serve development.

C) Circulation

Policy CM-1.1: The County's Level of Service (LOS) standard is LOS C for rural roadways, and LOS D for roadways in urban and developing areas. For Caltrans facilities, the LOS standard shall be that established by Caltrans.

Policy CM-1.2: Work with Caltrans and regional and local transportation agencies to address regional issues and opportunities related to growth, transportation financing and infrastructure, and other planning issues.

Policy CM-2.2: Identify key roads and intersections with historical or projected traffic congestion and/or safety problems and apply creative management measures to improve circulation.

We believe that collaboration with existing road infrastructure providers including ACTC and Caltrans is the best way to implement these general plan policies through the Specific Plan. In addition, phasing of the project will be essential to ensure that road capacity and safety improvements are completed in time to serve development.

D) Housing

The new Housing Element includes many policies that could be implemented through the Specific Plan.

Policy H-1.1: Encourage diversity in the type, density, size, affordability, and tenure of residential development available throughout the County and throughout each city.

Policy H-1.3: Encourage and support the development of housing for those with special housing needs, including seniors, persons with a disability, including developmental, single heads of household with children, large families, the workforce, and unhoused.

Policy H-1.5: Support the concept of "aging in place" by maintaining a range of housing that allows people to remain in their community as their housing needs change.

Policy H-3.3: Support development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or in the community.

Policy H-3.4: Support families and single heads of household with children by encouraging the development of larger rental and ownership housing units for families with children, and the provision of family support services such as childcare and after-school care.

Policy H-4.2: Participate in state and federal programs assisting in the production, improvement, maintenance, and preservation of decent, safe, and attractive housing affordable to lower- and moderate income households and those with special housing needs, including seniors, persons with a disability, including developmental, single heads of household with children, large families, the workforce, the at-risk and the unhoused. Work with nonprofit and for-profit developers to utilize those programs for which a developer must be the applicant.

Policy H-4.4: Advocate for sustainable use of land and promote affordability by encouraging development of two-family and multifamily housing within each jurisdiction's multi-family zoning districts.

Policy H-4.8: Ensure that extremely low, very low, low, and moderate income households have access to affordable units.

The Housing Element also includes a number of programs that could be implemented in the Specific Plan area. For example, Program 4: Accessory Dwelling Units, Program 9: Affordable and Special Needs Housing, Program 13: Affirmatively Further Fair Housing, Program 16: Federal Voucher Program, Program 19: Water and Wastewater Infrastructure Capacity, Program 20: Partnership with

Affordable Housing Developers, and Program 25: Energy Conservation Initiatives. These programs would help achieve affordable workforce housing goals.

E) Agriculture

Policy E-8 .1: Ensure future land uses are appropriately located and scaled to fit in with the county's rural and agricultural context.

Policy E-9.5: Review future development for compatibility with existing adjacent and nearby agricultural uses.

As noted in our letter, we believe that these policies can be supported by continuing to maintain a functional easement for moving cattle through the property and by preserving an agriculture/open space buffer between new development areas and existing agricultural uses.

F) Water Conservation

Policy C-1.4: Encourage new development, renovation, landscape, and agricultural projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for irrigation, water-conserving plumbing fixtures, and low-water landscapes.

We know that treated water supplies are strained now and will continue to be in future. Reducing water consumption through the recommended measures would assist community residents and benefit the environment.

G) Stormwater Run-off

Policy C-4.1: Encourage site plan elements in proposed development such as reduced pavement/cover and permeable pavement, as well as drainage features which limit runoff and increase infiltration and groundwater recharge.

Policy C-5.2: Encourage the use of LID strategies to help Amador County sustain and improve both surface- and groundwater quality.

The Specific Plan area is sloped and drains into a creek. The NOP indicates that the Specific Plan "is intended to preserve and protect Rock Creek." We encourage the County to apply LID strategies in the Specific Plan area to reduce run-off and increase infiltration.

H) Energy Conservation

Policy C-9.4: Encourage energy conservation and energy efficient design in new development projects.

Policy C-10.5: Require new development projects to incorporate building placement and design features to increase energy efficiency in new structures

In addition to these general plan policies, the Amador County Energy Action Plan includes policies regarding energy conservation and renewable energy use in new construction. We hope to see energy conservation and energy efficient design features incorporated as drafting of the Specific Plan progresses.

I) Greenhouse Gas Reduction

Policy C-10.2: Develop and adopt a comprehensive strategy to reduce GHGs within Amador County by at least 15 percent from current levels by 2020. The Implementation Plan indicates that the County will evaluate the GHG emissions from development proposals.

We look forward to learning about the GHG reduction features that will be applied in the Specific Plan area as development of plan details progresses.

J) Fire Safety

The General Plan includes multiple policies relating to fire safety:

Policy LU-12.3: Continue to ensure that the County's development code addresses evacuation and emergency vehicle access, water supplies and fire flow, fuel modification for defensible space, and home addressing and signing.

Policy S-2.1: Consistent with state regulations and local code requirements, require new buildings to be constructed to provide fire-defensible spaces, separated from property lines and other buildings on the same or adjacent properties by adequate building setbacks clear

of brush and fuel. Require new buildings in areas of moderate to high fire risk to be constructed using building materials and designs that increase fire resistance.

Policy S-2.2: Guide new development to areas where adequate fire protection, roads, and water service are available to support fire response.

Policy S-2.3: Incorporate fire safety site planning techniques within new development applications in high- or very-high fire risk areas. Encourage building envelope or cluster development techniques to increase defensible areas.

Since fire safety has become a critical issue in foothill communities, we expect to see the above fires safety policies addressed in the Specific Plan.

K) Noise

Policy N-1.3: Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.

The DEIR should identify a menu of noise impact mitigation measures that will be used to reduce noise impacts as the Specific Plan builds out.

Policy N-2.4: Encourage the use of alternative transportation modes such as walking, bicycling, and mass transit to minimize traffic noise.

The NOP states that the Specific Plan will include "new circulation linkages, and connections via a pedestrian and bicycle network." Pedestrian and bicycle paths will not only improve aesthetics and community livability, but will also help reduce traffic noise in the long term.

April 13, 2022

Kathy Pease

MAS Firm

Cc:Chuck Beatty

The Foothill Conservancy Land Use Team would like to provide additional input to the County on development of the Planned Development for its Wicklow Way property.

The attached map illustrates some of the features we think would meet the needs of the County residents while preserving some of the environmental attributes of the property and reducing impacts of its development.

We suggest two road connections to adjacent roadways to improve circulation and reduce impacts to traffic on Highway 88. One extends Wicklow Way to Stony Creek Road sufficiently west of the football field to achieve safe sight distance for the intersection. The second connects the north end of that extension to the west end of the existing Save Mart et al shopping center to provide a more integrated shopping center and reduce multiple ingress and egress from Highway 88.

We suggest three land uses for the property configured with the land contours as shown on the attached map: a commercial zone abutting the existing Walmart, K-Mart and Save Mart properties, a residential zone abutting the commercial zone to the south, and an agricultural zone between the residential zone and Stony Creek Road.

The drainage in the commercial zone would have a setback and used in its natural state as a creek walk for making establishments like restaurants, bars, theaters and shops more attractive. A large park and open space area with bike/walking trails would provide a buffer between the agricultural and residential zones. A congregate care senior housing facility would be located at the east end of the residential zone and an affordable (for the long term) housing facility would be located at its west end. The agricultural zone would accommodate existing and new grazing and smaller farms and will be supported by local agricultural groups like FFA, Farms of Amador, AVA, etc.

Density of the residential use would be phased in as water supply, sewage disposal and emergency services issues are resolved. We see no reason to delay implementing the commercial development, which the County needs for income, and the agricultural zoning, which can provide opportunities and do not have large impacts on services. We also think our

suggestions comply well with the County's General Plan Housing and Circulation Elements.

We would like to meet with you and learn more about your ideas and the status of your work, and see how our ideas and suggestions can fit in. We will contact you in the coming weeks to set up such a meeting and appreciate your working with us toward a well-planned Wicklow Way Development that meets the needs of the County, improves circulation, provides affordable and senior housing, and preserves our County's rural character.

Megan Fiske
Executive Director


88
K Mart
W Mart
West View
School
retirement
large lots
commercial
small farms, 5-10 ac
park areas
mixed residential
creeks
N
0
500
1,000
2,000
agricultural, small farms

Amador County Board of Supervisors

810 Court Street

Jackson, CA 95642

(Transmitted by email)

July 14, 2022

RE: Additional Input to assist you in drafting the Wicklow Way Specific Plan

The Foothill Conservancy is sending you this letter to provide you with additional timely input to assist you in preparing a draft specific plan for the County's Wicklow Way property.

1) **Housing and Commercial Development**

We believe that some amount of housing could be developed adjacent to the Westveiw Subdivision and the high school. This development would take advantage of flatter terrain and would efficiently extend existing water and sewer lines. We hope that some form of affordable housing will be provided on this portion of the site.

We believe that some commercial uses could be developed adjacent to the existing commercial uses in the Amador Plaza, and/or adjacent to the former Kmart, and/or adjacent to Walmart. This would be consistent with the existing uses in the area. These uses might generate sales tax revenue for the County, and might generate less water and wastewater demand than additional residential uses.

We understand that an existing natural surface road across the property is a 75-year-old recorded easement for the movement of cattle from the Kirkpatrick Ranch. We believe that this easement should be retained intact to promote the continued agricultural uses of the neighboring properties. In addition, we believe that remaining land on the Wicklow site not developed for other uses could be grazed by one of the neighboring ranches, while retaining much of its open space and habitat values.

2) **Phasing**

We believe that any successful development of the site will have to be phased due to limited infrastructure availability.

For example, in preparing a recent capital improvement plan, Amador Water Agency assumed a Wicklow Way development with 640 units of housing and 25 acres of retail development. AWA estimates that it would need to fund a $9.5 million capital improvement plan to make system upgrades to treat sewage from such a Wicklow Way development and nearby Martell development.[1]

The situation with potable water supply involves similar capacity constraints. AWA's limited available water and wastewater capacity is overwhelmed by the demand that would be created by the buildout of tentatively approved residential developments. For example, AWA would try to serve the Wicklow Way specific plan area with potable water from the Tanner Water Treatment Plant. However, the capacity commitments for the Tanner Water Treatment Plant exceed the plant's reliable capacity by 1 million gallons per day.[2]

Roadway capacity also presents a challenge. It is our understanding that State Route 88 will stay the way it is for the foreseeable future. Caltrans only has funds to spend on its SHOPP program that funds highway maintenance, safety, and operational projects. Capacity increasing projects are left to local programming decisions. Currently, the highest regional priority projects are the Sutter Street Extension/Wicklow Way Extension, and Ione WIRIS. We suggest considering an extension of Wicklow Way to the vicinity of Stony Creek Road and Hoffman, which would improve circulation and reduce the load on the highway.

We encourage the County to prepare a phasing plan to address these infrastructure limitations.

3) Advancing policies in the General Plan

We believe that the Wicklow Way Specific Plan can advance policies in the County General Plan for good traffic circulation, for affordable housing, and for conservation. We hope this will help the County to get support for the project from housing, agriculture and conservation advocates.

Building appropriate infrastructure and housing resources at Wicklow Way would leverage county resources to support our local workforce and potentially encourage new economic investment and job creation in the county.

4) Improving on the 2007 development proposal

As you know, the County did not approve the private development project proposed for the Wicklow site in 2007. That project included over 700 residential parcels and 200,000 square-feet of commercial development. The anticipated significant and unavoidable impacts of the project and its needed infrastructure included adverse impacts to roadways, air quality, noise,

[1] See 2022-04-21-AWA-WWMPS-Presentation.pdf (amadorwater.org) slides 10, 13-15, 19, 28 to 30, 33 and 35-40.

[2] Keller & Associates for AWA, Tanner & Ione WTP Capacity Study, April 2022, p. ES-3.

dark night skies, open space, agricultural land, biological resources and cultural resources. The magnitude of the project was beyond the service capacity of available road, water and sewer infrastructure. The Foothill Conservancy agreed with the wisdom of the County's decision. We are confident that the County's specific plan will be a major improvement over the 2007 proposed project.

5) Thank you for your inclusive planning approach

We commend the County for the inclusive approach to planning it is taking in preparing the new Wicklow Way Specific Plan. We hope this approach results in a specific plan that meets community needs, avoids prior problems, and produces community benefits. We encourage the Board of Supervisor's Land Use Committee to put this issue on an upcoming agenda to hear directly from more local stakeholders. We look forward to participating in the ongoing planning process.

Sincerely,

Megan Fiske, Executive Director

Foothill Conservancy

Cc. Chuck Beatty

Kathy Pease, MAS

Planning Department <planning@amadorgov.org>

Re: Wicklow Way Specific Plan Scoping Session

gijohnson@volcano.net <gijohnson@volcano.net> Fri, Feb 3, 2023 at 3:00 PM
Reply-To: gijohnson@volcano.net
To: Amador County Planning Department <planning@amadorgov.org>

The evening of Valentines Day is a perfect time to hold a meeting that you don't want many to attend. RESCHEDULE!

[Quoted text hidden]

The following items we would like to have a response to:

1 What happens to the 1929 agreement our family has to drive cattle between our properties ?
2 There is a 60 foot access @ utility easement on the south east side of parcel to Stony Creek Road. Has that been addressed ?
3 Drainage should be addressed both in and out of this property.
a.There is a small creek on northwest that weaves in and out of the property.
b. Stoney Creek runs from the high school field in a southwest direction(mostly in open space) but does go through LDR on the southwest portion of the property. It currently has a very highflow rate causing damage at the property line. Will this project increase flow ?
c. The proposed Plan shows a pump station on the north half of the property, but what about the south half- or does sewer flow up hill?
d.There is a small creek from the pump station in Westview Bluffs to back of the old Kmart property.How will that be addressed going through LDR?
4 Impact on ajoining property- will a fence be installed that cannot have gates installed to prevent entry?
5 The Proposed Plan shows a wastewater treatment plant. Will it discharge into Rock Creek? Hope it will not discharge on to our property.
6 Who will supply water and sewer ?

John Kirkpatrick and Sons
P.O.Box 1198
Jackson, California 95642

The following additional items we would like to have a response to:

1 What happens to the domestic drinking water wells downstream from proposed waste treatment plant?
2 Has the rocks on the property been evaluated for construction of the roads and interstucture?
3 Has the open space been evaluated for an Equestrian Center?

John Kirkpatrick and Sons
P.O.Box 1198
Jackson, California 95642

Chuck Beatty <cbeatty@amadorgov.org>

Draft WWSP

2 messages

William May <billshrc@gmail.com> Fri, Feb 10, 2023 at 2:33 PM
To: Chuck Beatty <cbeatty@amadorgov.org>

Afternoon Chuck
I have now read the WWSP .
At first blush , it looks like a magnified version of the Jerry Ninas Recreation Vehicle Proposal.
Questions :
1) Who is Montrose Environmental , why were they selected to conduct the WWSP and how much are they being paid ?
2 AWA is supposedly responsible for water supply issues . There was no indication of how AWA will deliver Water , Reclaimed water and Wastewater . I spoke with an AWA Board Member and he wasn't aware of the Project .
3) Who will conduct the Environmental Impact Study ?
4) Who will analyze the impact of WWSP on existing neighborhoods , Commercial operations such as Safeway , Walgreens and WALMART ?
5) Are Traffic Mitigation measures being reviewed ?
6) Impacts on Roads being explored ? As you know , Amador County roads are badly in need of repair .
7) Education: The suggested treatment of schools is inadequate . K-5 neighborhoods are already bursting at the seams , Jackson can't handle more and Argonnot is already bursting at the seams . Adding 700 new residential houses to the existing mix boggles the mind .How long will it take to build at least one new school and who will pay for it ?
7) Fire : It is clear that the WWSP is in a fire zone , perhaps extreme not Medium as the Plan suggests . A new Fire Station will need to be built .Who pays for it and when will it be built ?

Like my friend Jerry , The County likes to propose PIE IN THE SKY PROJECTS in the hopes that their BOSSES , County Taxpayers will be suckered in .

I reserve the right to provide future comments/observations . I will not be at the meeting or listening since I prefer to spend time with my wife on Valentine's Day .
Bill May

Chuck Beatty <CBeatty@amadorgov.org> Fri, Feb 10, 2023 at 2:36 PM
To: Planning Department <planning@amadorgov.org>

[Quoted text hidden]
--

Chuck Beatty, AICP
Planning Director
Amador County
209-223-6380

STATE OF CALIFORNIA — Gavin Newsom, Governor

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

February 1, 2023

Chuck Beatty, Planning Director
Amador County
810 Court Street
Jackson, CA 95642

Re: 2023010563, Wicklow Way Specific Plan Project, Amador County

Dear Mr. Beatty:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

Planning Department <planning@amadorgov.org>

Wicklow Way Specific Plan (Project)

1 message

Catherine Nelson <thecnelson@gmail.com> Tue, Feb 14, 2023 at 8:54 AM
To: planning@amadorgov.org

My biggest complaint with this project is the fact that you will be putting in new roads however leaving the Westview area will a one way in and one way out.
If you are going to allow the building of this new project - this should be addressed and rectified. Westview road can be extended into the area very easily.

Thank you,
Catheirne Nelson
144 Erinn Pl, Jackson, CA 95642

Wicklow 2023 Comments

Re the area designated HIGH DENSITY RESIDENTIAL the 9 acres is for 200 units. Since this area abuts the flight path there is a height consideration. It doesn't say what these buildings will be, apartments and/or quadraplexes but 200 units usually means 400 people and their vehicles. The traffic would be horrendous not to mention the noise. I live on 16 acres. I can't imagine 200 units here and I am almost twice as large.

Would any of these units be handicap accessible? I believe putting all the low income housing in one confined area is discriminatory.

None of the creeks are shown on the Specific Plan. The southern Rock Creek has the major road crossing it in 3 places. Does that mean the creek will be paved over? Are there bridges to be built? As we have learned flooding must be addressed.

Designated Open Space is just enlarged park areas where as it should be habitat. There have been Red Tail nests in the past not to mention birds and other wildlife.
I think the Open Space should be moved to the southwestern part of this development including the southern part of what is designated Low Density, so it is contiguous to the Oak woodland it abuts. The other Open Spaces could be small parks with swings etc and maybe Dog Parks.

Another concern is the Elementary school. If the man entrance is used off Hwy 88 all the students would have to cross the entire development to reach the school.
If the opposite entrance is used it would concentrate traffic on Hoffman as Argonaut High School traffic would also use Hoffman. And is an elementary school really needed for this development? If so it should be on the opposite side of the development possibly where the Waste Water plant is located on the Plan. Low density could replace the school as that could be moved to increase the Open Space as mentioned before.
Current waste treatment could be improved and the proposed Waste Water plant deleted.

Traffic on Wicklow would be congested as most traffic would use that entrance including all future construction activity as well as Civic transactions and Industrial activity.

Looking forward to comments. Jill North 2/20/23

Jill North, Jackson

Planning Department <planning@amadorgov.org>

PLANNING COMMISSION PUBLIC COMMENT FOR 2/14/23 7 PM meeting

1 message

meghan o'keefe <megjoyokeefe@gmail.com> Tue, Feb 14, 2023 at 1:13 PM
To: planning@amadorgov.org

To Whom It May Concern:

I am writing to submit a public comment for the Wicklow Way planning commission meeting on 2/14/23 at 7 PM at 810 Court Street in Jackson CA.

I grew up in Sutter Creek, CA and I worked as a Biological Scientist at Sierra Foothill Laboratory in Jackson where I tested drinking water, treatment water, and natural pond water.

On behalf of all Amador citizens and tourists, please place the WATER planning for this property at the top of your list. Without proper planning for water treatment and distribution, this entire plan will never come to fruition. Proper water infrastructure must be at the top of the list for this project. Please secure the success of this entire plan by making water the most important element. Without proper water planning, the homes and community spaces created on this land will be useless.

Thank you.

Sincerely,
meghan joy o'keefe
resident of sutter creek

Planning Department <planning@amadorgov.org>

RE: Wicklow Way Specific Plan Scoping Session

Tiesha Adams <TAdams@amadorgov.org> Wed, Feb 8, 2023 at 11:19 AM
To: Amador County Planning Department <planning@amadorgov.org>

Received, thank you. Surveying Department has no comment at this time.
[Quoted text hidden]
Tiesha Adams
Amador County Surveying Department
(209)223-6371

Planning Department <planning@amadorgov.org>

RE: Wicklow Way Specific Plan Scoping Session

1 message

Dave Wardall <davidwardall@gmail.com> Fri, Feb 3, 2023 at 3:44 PM
To: Amador County Planning Department <planning@amadorgov.org>
Cc: Chuck Beatty <CBeatty@amadorgov.org>, Dave Sheppard <dsheppard@amadorgov.org>

Also, I see a possible grade school, Education Code requires CALTRANS, Division of Aeronautics approval within 2 miles of an airport.

Dave

From: Dave Wardall <davidwardall@gmail.com>
Sent: Friday, February 3, 2023 2:30 PM
To: 'Amador County Planning Department' <planning@amadorgov.org>
Cc: 'Chuck Beatty' <CBeatty@amadorgov.org>; Dave Sheppard <dsheppard@amadorgov.org>
Subject: RE: Wicklow Way Specific Plan Scoping Session

Gents-

Looking at the big picture, has anyone looked at the take off paths for an emergency landing if the plane has an engine failure on takeoff; open space???

Regards,

David Wardall

From: rbratan@amadorgov.org <rbratan@amadorgov.org> **On Behalf Of** Amador County Planning Department
Sent: Friday, February 3, 2023 2:23 PM
To: undisclosed-recipients:
Subject: Wicklow Way Specific Plan Scoping Session

The Amador County Planning Commission will hold a public environmental scoping session to solicit input on the potential environmental impacts of the Wicklow Way Specific Plan being prepared by Amador County. The Plan is the primary land use, policy, and regulatory document used to guide overall development of the 201-acre County-owned site situated between Walmart and Argonaut High School, within the Martell Regional Service Center. The Plan would provide space for the following land uses:

1) A total of 700 residential units with a range of densities on approximately 80 acres that would accommodate approximately 1,800 residents;
2) 26 acres for community commercial and civic uses;
3) 46 acres of open space;
4) 7 acres for parks and recreation;

5) 42 acres for public uses.

A detailed project description is included in the attached Notice of Preparation.

The environmental scoping session will take place **Tuesday, February 14. 2023 at 7pm** in the Board Chambers of the Amador County Administration Building, 810 Court Street, Jackson, California, as well as via teleconference, accessible through this link: https://us02web.zoom.us/j/5375128983 or by calling 1-669-900-6833 and using meeting ID# 537-512-8983.

At the meeting, a brief presentation will provide an overview of the project and the CEQA process. After the presentation, comments from affected agencies and the public about the scope and content of the draft Environmental Impact Report project will be received. A public hearing on the draft Environmental Impact Report will be held at a future date once the draft is complete.

Amador County Planning Department
810 Court Street
Jackson, CA 95642
(209) 223-6380
planning@amadorgov.org

Appendix B

Draft Specific Plan

Amador County

Wicklow Way Specific Plan

Prepared for: **Amador County Planning Department**
810 Court Street
Jackson, CA 95642

Contact: Chuck Beatty, Planning Director

Prepared by: **Montrose Environmental**
1801 7th Street, Suite 10
Sacramento, CA 95811

Contact: Jennifer Scholl

June 2024

Table of Contents

List of Appendices

1.0 Introduction

The Specific Plan (WWSP) establishes a regulatory framework for the development of a 201-acre site. The County-owned WWSP site (Assessor's Parcel No. 044-100-027) is located west of the City of Jackson and south of State Route (SR) 88 and one mile west of the intersection with SR-49, within the Martell Regional Service Center (RSC).

The purpose of the WWSP is to provide a planning document that includes a mix of retail, commercial, public, and higher-density housing uses. A key challenge will be creating a compatible residential component, allowing residents to live close to the County's major service center while improving circulation, creating visual cohesiveness and identity, and encouraging use of alternative transportation for local trips and economic development opportunities.

Project Objectives

- **Complete Comprehensive Planning.** Formulates a specific plan, related land use documents, and regulatory approvals for Amador County's share of regional land use growth, is compatible with surrounding uses, and provides both housing and economic development opportunities.
- **Mix of Land Uses.** Creates a comprehensively planned, residential-based community with a mix of land use to create a balanced community with approximately 700 residential units, commercial and business professional uses, parks, and open space and supporting public/quasi-public uses.
- **General Plan Consistency**. Achieves characteristics reflective of the general policy direction embodied in the County's adopted General Plan, including connectivity among neighborhoods, commercial uses and schools and parks.
- **Housing Opportunities.** Plans for approximately 700 residential units to provide housing choices in varying densities to respond to a range of market segments including opportunities for rental units and affordable housing consistent with the General Plan.
- **Regional Housing Needs Allocation.** Aids the County in meeting its obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation (RHNA) identified by the California Department of Housing and Community Development (HCD) by increasing the residential holding capacity.
- **Community Form.** Shapes the physical form and character of development that is functional and creates a sense of place and a land use transition and connection to existing development.

- **Organize Neighborhoods.** Creates identifiable and walkable neighborhoods that incorporate gathering places such as commercial areas, parks, and connections to schools.
- **Provide Adequate School Services.** Provides services to students generated from implementation of the WWSP.
- **Area Roadways.** Provide a safe and efficient circulation system that interconnects uses and promotes pedestrian and bicycle circulation.
- **Open Space**. Creates open space preserves that provide regional benefit for habitat, natural resources, oak tree preservation, and open space amenities.
- **Fiscal Contribution**. Includes a mix of land uses and facilities which are fiscally feasible and implement funding mechanisms to maintain a neutral/positive fiscal impact to the County's General Fund.
- **Long Term Growth.** Plans for long-term growth to react to market demands and guide development over a 20-year horizon.

1.2 Specific Plan

A specific plan is a planning and regulatory tool intended to implement a city or county's general plan through the development of policies, programs, regulations, and design guidelines and standards which provide an intermediate level of detail between the general plan and individual development projects.

The WWSP is the primary land use, policy and regulatory document used to guide the overall development of the site. The WWSP establishes a development framework for land use, circulation, utilities and services, resource protection and implementation of policies to address growth. The intent is to promote systematic and orderly development consistent with the overarching vision of the community. All subsequent development projects and related activities for the site are required to be consistent with the WWSP.

The authority to prepare and adopt specific plans and the requirements for content are set forth in Sections 65450 through 65457 of the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the County General Plan, state law stipulates specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan. The WWSP is consistent with the policies of Amador County's General Plan, as well as other applicable state and local regulations.

1.3 Specific Plan Organization

The WWSP is organized into the following chapters:

Chapter 1: Introduction. Summarizes the purpose, organization, authority and objectives of the WWSP and related documents.

Chapter 2: Context. Describes the site location and setting and identifies the features and policy objectives which influence the design and location of land uses and project features.

Chapter 3: Vision and Principles. Identifies overarching vision, organizing principles and community form elements.

Chapter 4: Land Use. Identifies the land use plan and corresponding land use designation.

Chapter 5: Affordable Housing. Outlines an affordable housing program, identifying the location and distribution of affordable units.

Chapter 6: Circulation. Describes the circulation system for movement of vehicles, pedestrians, and bicyclists.

Chapter 7: Public Services. Identifies public services including parks, open space, schools, library, and sheriff and fire services.

Chapter 8: Utilities. Describes water, wastewater, recycled water, storm drainage, electric, natural gas, and solid waste services.

Chapter 9: Natural Resource Management. Describes the natural features of the site and the ongoing management of open space.

Chapter 10: Implementation. Outlines how the plan is consistent with state law, describes a program of implementation measures necessary to carry out the land uses, infrastructure, development standards, and criteria.

Appendix A: Development Standards. Describes applicable zoning and development standards and identifies residential housing types which could be accommodated.

Appendix B: Design Guidelines. Describes design attributes for consistent streetscapes, entry features, walls, fencing, identification signage, common landscape elements and other site-specific considerations. Includes a suggested landscape tree planting list.

2.0 Context

The 201-acre WWSP site lies in unincorporated Amador County, immediately west of the City of Jackson, and one mile south of Sutter Creek. The county-owned site is south of SR-88 and approximately one mile from the SR-88 and SR-49 intersection in the Martell RSC area (see Figure 2-1 WWSP Site).

The site contains grasslands, oak woodlands, and drainages including tributaries to Rock Creek, and in some areas the terrain is hilly with slopes exceeding ten percent. The site slopes downward to both the east and west and ranges in elevation from approximately 1,500 feet above mean sea level in the eastern portion of the site to 1,400 feet in the southern portion of the site. Rock outcroppings and remnants of Amador County's rich gold mining history are evident onsite with rock-lined drainage ditches that supported mining operations.

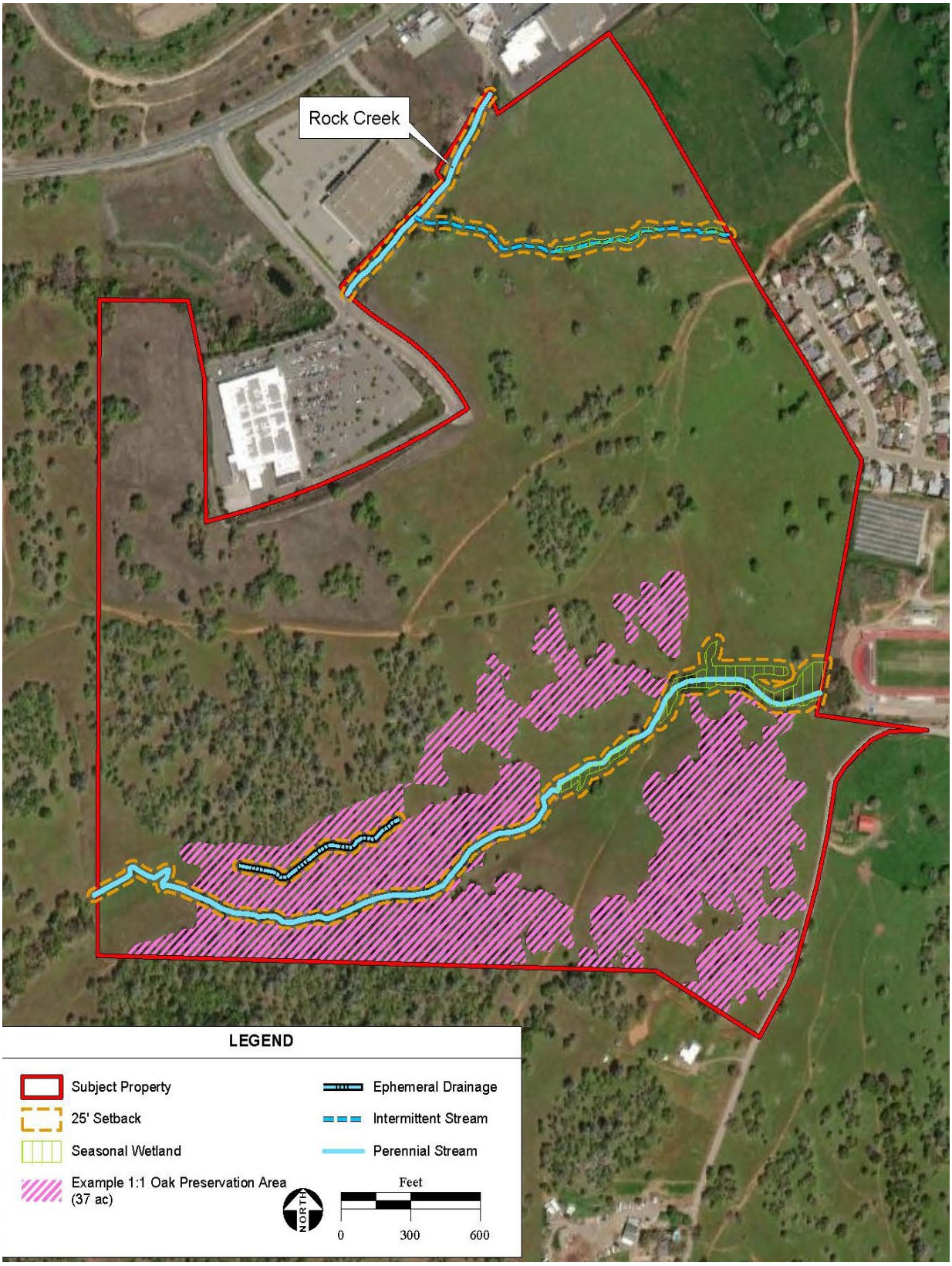
Wicklow Way abuts the site on the north and provides a main entrance into the WWSP area from SR-88. Existing commercial development is located adjacent to the site's northern boundary, including a Walmart, the vacant former Kmart building, and a commercial strip mall. An existing residential neighborhood abuts the eastern boundary (Westview Bluffs), as does Argonaut High School. Open grazing land is located to the east and south. Lands south and west of the site are undeveloped and zoned C-1 (Retail Commercial and Office), R-3 (High-Density Multiple Family Residential) and R-1 (Single-Family Residential), respectively.

Past Proposals

The site has been considered for development over the past 40-years.

- The site was zoned Highway Commercial "H" in 1970. At this time, the development envisioned a golf course, 200 residential units, and commercial uses.
- The County's original General Plan in 1973 designated the site as an Urban Planning Area.
- In 1986 the site was rezoned to PD (Planned Development) for the Hilltop Center Project. This project was never constructed. The General Plan was also updated in 1986 to designate the site as a Special Planning Area.
- In 1994, the PD zoning was removed, and the site was rezoned to R-1 Single Family Residential, R-3 (High Density Multiple Family Residential) and C-1 (Retail Commercial and Office District).
- In the mid-2000s, developers proposed several hundred homes on the site. This proposal included an extension of Wicklow Way south to Stony Creek Road. A Final EIR was prepared, but the project was ultimately withdrawn, and the County eventually acquired the site

FIGURE 2-1 WWSP SITE



Current Proposal

As part of the state of California's goal to create more affordable housing opportunities, two planning grants were awarded to the County in 2021 to prepare a Specific Plan and EIR to facilitate housing on the site. Senate Bill 2 (SB 2) and Local Early Action Planning (LEAP) grants facilitated the WWSP effort.

Community Input

As part of the WWSP process the County held a public workshop on December 9, 2021, to solicit feedback on plan contents. Several commenters provided feedback, requesting that the WWSP include the following attributes:

- Community services
- Affordable housing
- Housing types compatible with the rural nature of the County with consideration for single-story homes
- Agricultural buffers from adjacent agricultural uses
- Site access and internal roadways that consider adjacent neighborhoods
- Transit opportunities
- School uses, parks and other community-serving amenities
- Commercial uses
- Senior housing

2.1 Factors Influencing the Specific Plan

Development of the WWSP was influenced by several factors reflected in the location and mix of land uses and roadways on the land use plan. Factors considered for the layout of land uses were influenced by existing natural features which create both site constraints and opportunities. Other factors influencing the WWSP were reflective of County General Plan policies. The following sub-sections summarize the key factors, opportunities, constraints, and regulatory context for the creation of the WWSP.

Site Opportunities and Constraints

The site's location, natural and man-made features, and proximity to existing development provide opportunities for the form and organization of land uses and roadways include:

- **Topography.** The site rises in elevation above the western and eastern boundaries. As such, development has the potential to be highly visible from SR-88 and Stony Creek Road. View corridors onsite provide views to the Sierra Nevada Mountain range to the

east. Providing landscaping and open space buffers and appropriate development setbacks help to minimize potential visual impacts.

- **Airport Land Use Compatibility and Noise Contours.** The northeast portion of the site is located in Safety Zone 6 of the Westover Field Airport Land Use Compatibility Plan (ALUCP). WWSP land uses are consistent with the ALUCP; however, restrictions may apply if aircraft noise would exceed noise standards. Compatible non-residential uses may include commercial, office or non-sensitive land uses that maintain an occupancy of less than 200 people per acre (ALUCP; Amador County, 2017). A portion of the low-density residential lies within the airport's overflight noise contour area with noise levels of 55-65 CNEL (Community Noise Equivalent Level). Construction of these residences will incorporate noise control measures to reduce interior noise levels to 45 dBA CNEL or less.
- **High Fire Severity Hazard Zone.** Public Resources Code Sections 4201-4204 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map fire hazards within State Responsibility Areas (SRA) based on relevant factors such as fuels, terrain, and weather. Consideration of these factors were codified after significant wildland-urban interface fires in California as they relate to their potential for causing structure fires. Fire Hazard Severity Zones (FHSZ) were developed to provide the basis for the application of mitigation strategies to reduce risks to structures from wildland fires. These zones also correlate to building code requirements to reduce the ignition sources adjacent to the urban/wildland interface. Most of the County is within a FHSZ and as of 2022, the site was designated as High Severity.
- **Natural Resources.** A variety of natural resources are located within the WWSP including grassland, oak woodland, and drainages and stream corridors. Drainage corridors provide an opportunity to create a linear natural open space feature that connects throughout the site. The riparian forest located in the northern portion of the site is strongly associated with Rock Creek. Riparian habitat is present along the bed, bank and channel of Rock Creek and includes an understory and canopy of densely wooded young to mid-aged oaks, cottonwoods (*Populus* sp.), and willows (*Salix* sp.). This habitat is overgrown with Himalayan blackberry (*Rubus armeniensis*) and is generally rocky throughout. A concentration of oak woodland is present that includes blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), valley oak (*Quercus lobata*), as well as gray pine trees (*Pinus sabiniana*) which comprise most of the wooded areas. The WWSP land use plan has been developed to preserve approximately 37 acres of oak woodlands as open space for passive recreation.
- **Roadways.** The placement, alignment, and design of roadways within the WWSP were influenced by pre-existing conditions. Roadway connections use existing and planned roadways adjacent to the site which include the extension of Wicklow Way and a connection to Stony Creek Road.

- **Adjacent Neighborhoods.** Land uses, commercial uses, residential densities, and the circulation pattern along the edges of the WWSP were influenced by the existing land use pattern. Land use and design guidelines address the interface with the existing residential neighborhood to the east and buffers are planned adjacent to existing agricultural uses.

General Plan Policies

The following policies influenced the development of the Specific Plan:

Land Use

- **Goal LU-1**: Attain a diverse and integrated mix of residential, commercial, agricultural, recreational, public, and open space land uses.
    - **Policy LU-1.1**: Protect existing land uses and public facilities from encroachment by incompatible land uses.
    - **Policy LU-1.2**: Designate residential areas of varying densities to create the opportunity to provide affordable housing for all income levels. Consider affordable and senior housing needs in the siting and design of residential projects.
    - **Policy LU-1.3**: Encourage development patterns which support water quality objectives; protect agricultural land and natural resources; promote community identities; minimize environmental impacts; enable viable transit, bicycle, and pedestrian transportation; reduce greenhouse gas emissions; and promote public health and wellness.
- **Goal LU-2**: Enhance and maintain separate and distinct community areas within the county.
    - **Policy LU-2.1**: Direct development to areas with existing urban services and infrastructure or to areas where extending urban services is feasible given distance from developed areas, capacity, or land capability.
    - **Policy LU-2.2**: Target future commercial and residential growth to Town Center and Regional Service Center locations, including the communities of Martell, Pine Grove, Buckhorn, and River Pines.
    - **Policy LU-2.3**: Promote higher density or intensity development in infill areas, or areas adjacent to existing communities or activity centers.

Regional Service Center

Martell will continue to be the preferred location for land uses which draw people from throughout the County and the surrounding region. The RSC designation has been applied to Martell to support this role.

- **Goal LU-11:** Focus services that cater to a regional market in Martell.
    - **Policy LU-11.1:** Develop guidelines to govern future land uses within the boundaries of the Martell RSC. These guidelines will include the desired mix of industrial, commercial, residential, public facility, and other uses.
    - **Policy LU-11.2:** Develop form-based code specifications for Martell.

Development decisions will support a mix of uses and alternative modes of transportation, especially bicycles and pedestrians and to promote green building standards and low impact development (LID) practices, consistent with State and Federal laws.

Airport Compatibility

Westover Field is Amador County's only public airport. Future land uses in the vicinity of the airport must be conducive to the continued function of the airport.

- **Goal LU-13:** Maintain compatible land uses in the vicinity of Westover Field.
    - **Policy LU-13.1:** Ensure that future development proposals within the Airport Land Use Plan (ALUP) area are consistent with the requirements of the ALUP.
    - **Policy LU-13.2:** Protect the viability of Westover Field. Future land uses should not restrict activities permitted at the airport.

3.0 Vision and Principles

The vision for the WWSP is to create a new community that meets or exceeds the County's development standards through amenities and services and distinguishes itself through an efficient design and development pattern.

Once developed, the WWSP will make connections between existing commercial, residential, and school uses. These connections include the creation of urban land uses, expansion of open space preserves, new circulation linkages, and connections via a pedestrian and bicycle network. In addition to advancing the County's efforts to meet its fair share obligation of regional housing needs, the WWSP demonstrates an emerging approach to development which results in a more efficient use of land with higher densities and significant open space preservation. The land use plan for WWSP includes a diversity of housing types, compact design, a local-serving community commercial node with office and business professional uses, efficient vehicular, pedestrian and bicycle circulation, resource conservation and proximate access to parks and open space. The residential component on the eastern side of the plan area allows opportunities for students to walk to the adjacent Argonaut High School.

3.1 Community Form

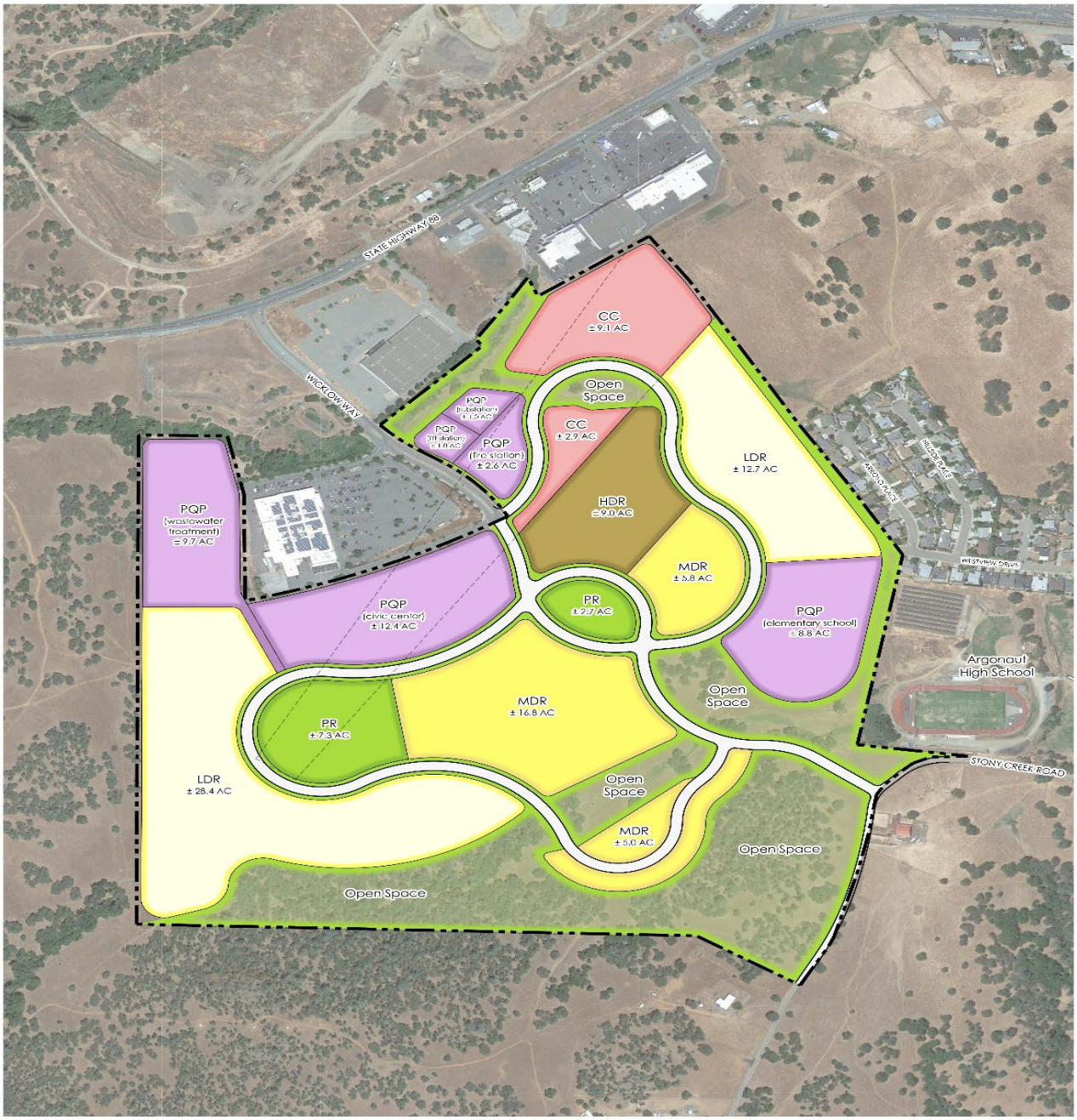
The physical form and development pattern of the WWSP is shaped by site opportunities and constraints and policy factors described in Chapter 2.0, Context. Factors influencing the community's form include onsite natural resources, adjacent development patterns and roadways, and the WWSP Objectives.

3.2 Community Form Elements

The overall WWSP land use plan is shaped by five overarching elements influencing community form described below and shown on Figure 3-1.

- ❑ Commercial/Business Node
- ❑ Civic Uses/Public Uses
- ❑ Residential Neighborhoods
- ❑ Parks and Open Space
- ❑ Circulation System

FIGURE 3.1 COMMUNITY FORM ELEMENTS



north

Wicklow Specific Plan
CONCEPTUAL LAND USE PLAN - C3

0 200 400 600 800 1,000 1,200 1,400 1,600

black oak DESIGN
Amador County April 2022

A. Commercial

Adjacent to the intersection of SR-88 and Wicklow Way is the site's best opportunity for a commercial node featuring office and business uses. This area within the Martel RSC has long been planned for commercial uses. Community commercial uses will support approximately 100,000 square feet of development and could include local-serving retail and office space such as a grocery and drug stores, restaurants, retail and personal services, and professional offices. Residential uses are planned south and east of the commercial area, and a portion of those uses are within a one-quarter mile walk of the commercial area. Neighborhoods would be connected by a unique system of walking paths, trails, and interior circulation roadways.

An overflight area for the airport is located on the northeast edge of the site, which restricts residential use.

B. Civic and Public Uses

Civic and public uses will provide community facilities such as civic, education, public services, and utilities. Space is allocated for County facilities which could consolidate services in one onsite location near the commercial area. This would provide a focal point and provide these services in proximity to jobs and housing. Other focal points of the community are the planned elementary school and fire station.

Residential Neighborhoods

WWSP's residential neighborhoods are a significant element of the community. The design criteria for residential neighborhood development focus are on the public realm (the street) and how it relates to the private realm (the home). This is accomplished with a combination of residential development standards, neighborhood design guidelines, and roadway design standards. These standards and guidelines are aimed at achieving the following outcomes in residential neighborhoods:

a. Narrower collector streets with on-street parking, where appropriate, to calm traffic;
b. Opportunities for landscape pedestrian pathways along collector street edges, planted with tall trees with wide canopies to provide shade, define the public realm, and create a neighborhood scale for pedestrians;
c. Pedestrian pathway systems with sidewalks separated from the street with minimal interruptions that provide connectivity among residential neighborhoods;
d. Living spaces and porches which may be oriented towards the street and enhance each home's architectural streetscape appearance;
e. Smaller parks within residential neighborhoods to create places and hubs for activities and gathering;

f. Subdivision walls which open to adjacent streets to allow multiple connections and visual connectivity;

g. Connectivity among all neighborhoods via landscape corridors, pedestrian pathways, and creek crossings.

C. Parks and Open Space

Over thirty percent (32%) of the Plan Area is planned for park and open space uses, which is equivalent to 30 acres of park and open space per 1,000 residents. The open space preserve and park network is the most community-defining element of the WWSP.

The approach for park sites is to include several smaller neighborhood parks ranging from 1.5 to 5 acres in size, with the largest park adjacent to the elementary school. Neighborhood parks have been distributed among the residential neighborhoods and located adjacent to open space where possible to make them feel larger. The park and the school are located adjacent to one another to encourage joint use which creates efficiencies in design and encourages a broader range of recreational opportunities.

Several natural features in the WWSP will be retained within open space areas, including Rock Creek drainage, tributaries, and significant high-quality natural resources.

D. Circulation System

The WWSP includes strategies for multi-modal circulation, providing multiple transportation choices to address vehicles, public transit, bicyclists, and pedestrians.

For vehicles, the backbone roadway system includes a combination of arterial and collector streets to provide connections from existing and planned roadways adjacent to site. These roadways are designed to accommodate future anticipated local and area traffic demands. The design of the backbone roadway system supports the creation of a smaller neighborhood network of local roadways.

Amador Transit may provide public transit by a combination of bus service or through Dial-A-Ride.

The WWSP system of pedestrian and bike paths and pedestrian pathways add to the mix of transportation choices available for residents. Off-street Class I and Class IA bike paths are included in landscape corridors and open space areas. On-street Class II bike lanes are provided on-street. The system of pedestrian and bike paths are enhanced by street design standards which place priority on pedestrian comfort and safety.

Through these circulation elements, WWSP's planned transportation systems are intended to provide multiple choices for community residents, visitors, and employees.

4.0 LAND USE

The WWSP includes a mix of land uses including low-, medium-, and high-density residential; commercial and office space; public/quasi-public facilities; schools, civic uses, and parks and open space. At full-buildout, the WWSP will provide approximately 700 dwelling units, accommodate approximately 1,660 residents, add approximately 100,000 square feet of retail and office uses: 12.4-acre site for consolidation of County civic offices, and approximately 235 permanent jobs. Parks, open space, an elementary school, and a fire station are also planned to provide a comprehensively planned area that supports housing, jobs, and community amenities.

4.1 Land Use Policies

The following policies of the WWSP are intended to guide development of the plan area and provide specific policy-level direction.

Residential Policies:

- **Policy 4.1:** Create pedestrian-oriented neighborhoods using a grid system of streets where feasible; sidewalks, bike paths, pedestrian pathways, and trails.
- **Policy 4.2** Link residential neighborhoods, where appropriate, to encourage pedestrian and bicycle travel.
- **Policy 4.3:** Include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.
- **Policy 4.4:** Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.
- **Policy 4.5:** Provide a variety of housing opportunities for residents to participate in the home-ownership market.
- **Policy 4.6**: Provide onsite recreational amenities for multi-family high density resident residents, unless directly adjacent to a park site.
- **Policy 4.7:** Design each new residential development a system of local streets, collector streets, and access to a major road that protects residents from through traffic.
- **Policy 4.8:** Encourage subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park to develop one or more local parks as needed to provide convenient resident access to children's plan areas, picnic areas and unprogrammed open turf area. If provided, local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the WWSP.

Commercial/Office Policies:

- **Policy 4.9:** Commercial uses should contain unique retail, entertainment, and service-based establishments, as well as public gathering spaces.
- **Policy 4.10**: Commercial and office areas should be accessible via public transit routes, where feasible.
- **Policy 4.11:** Commercial land use should include commercial, light industrial/office park and public/quasi/public land uses to create employment opportunities.

Open Space Policies:

- **Policy 4.12**: Preserve at least twenty percent (20%) of the WWSP area maintained as natural open space.
- **Policy 4.13:** Provide for permanent protection of the open space land use designation for preserved wetlands and oak woodland.

Park Policies:

- **Policy 4.14:** Dedicate sufficient land for parks to meet the County requirement of 5-acres of parks for every 1,000 residents.
- **Policy 4.15:** Locate parks throughout the WWSP area linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the County shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.

Public/Quasi-Public Policies:

- **Policy 4.17:** Reserve land for public services and facilities. Public services and facilities sites shall be in the general locations as shown in Figure 4.1 – Specific Plan Land Use Designations.
- **Policy 4.18:** Reserve land for schools as required by the Amador Unified School District in accordance with state law. The elementary school sites shall be in the general location shown in Figure 4.1 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.1 – Land Use Summary.
- **Policy 4.18:** All Public/Quasi-Public sites shown in Figure 4.1 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the WWSP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. For purposes of California Environmental Quality Act (CEQA) compliance for discretionary projects, the combination of the total

maximum number of residential units and commercial square footage analyzed in the WWSP EIR shall not be exceeded without requiring further CEQA review.

General Plan

The site is within the Martel RSC and the following General Plan policies are applicable to the WWSP.

Regional Service Center

Martell will continue to be the preferred location for land uses which draw people from throughout the County and the surrounding region. The Martell RSC designation has been applied to support this role.

- **Goal LU-11:** Focus services that cater to a regional market in Martell.
    - **Policy LU-11.1:** Develop guidelines to govern future land uses within the boundaries of the Martell RSC. These guidelines will include the desired mix of industrial, commercial, residential, public facility, and other uses.
    - **Policy LU-11.2:** Develop form-based code specifications for Martell RSC. These specifications will be used to guide development decisions to support a mix of uses and alternative modes of transportation, especially bicycle and pedestrian transportation. Promote green building standards and low impact development (LID) practices, consistent with State and Federal laws.

Airport Compatibility

Westover Field is Amador County's only public airport. Future land uses in the vicinity of the airport must be conducive to the continued function of the airport.

- **Goal LU-13:** Maintain compatible land uses in the vicinity of Westover Field.
    - **Policy LU-13.1:** Ensure that future development proposals within the Airport Land Use Plan area are consistent with the requirements of the ALUP.
    - **Policy LU-13.2:** Protect the viability of Westover Field. Future land uses should not restrict activities permitted at the airport.

4.2 Land Use Plan

The WWSP land use designations are listed on Table 4-1 and shown on the Land Use Plan on Figure 3-1.

TABLE 4.1 LAND USE SUMMARY

LAND USE DESIGNATION		APPLIED ZONING DISTRICT	ACRES	% OF TOTAL ACRES	UNITS	% OF TOTAL UNITS
Residential						
LDR (Light Yellow)	Low Density Residential	PD-R1	41.1	20%	280	40%
MDR (Darker Yellow)	Medium Density Residential	PD-R2	27.6	14%	220	31%
HDR (Brown)	High Density Residential	PD-R3	9.0	4%	200	29%
	Subtotal		77.7	39%	700	100.00%
Commercial/Office						
CC (Red)	Community Commercial	PD-CC	12.1	6%		
PQ/P (Purple)	Civic	PQ/P	12.4	6%		
	Subtotal		24.5	12%		
Open Space and Public						
OS (Transparent Green)	Open Space	OS	53.7	27%		
PR (Green)	Parks and Recreation	PR	10	5%		
	Subtotal		63.7	32%		
PQ/P (Purple)	Electric Substation Sewer Lift Station Fire Station Wastewater Treatment Elementary School Major Streets	PQ/P	1.0 1.0 2.6 9.7 8.8 12.9			
	Subtotal		36	17%		
Total			**201**	**100.0%**	**700**	**100.0%**

Planned Development District

A Planned District (PD) as allowed in Amador Municipal Code, is established over certain parcels to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of County land use regulations. Parcels zoned PD are called out in Table 4.1, Land Use.

Residential

The residential component of the WWSP is comprised of three residential land use designations: Low Density Residential (LDR) PD-R-1, Medium Density Residential (MDR) PD-R-2, and High Density Residential (HDR) PD-R-3.

A. Low-Density Residential (LDR)

The LDR designation is intended to create neighborhoods composed of individually owned, single-family detached homes creatively sited considering topography and other natural features. Additionally, secondary dwelling units that may provide opportunities for affordable housing units are allowed (accessory dwelling units (ADUs). The density range is from 0.5 to 6.9 dwelling units per acre.

SMALL LOT SINGLE FAMILY EXAMPLE

B. Medium-Density Residential (MDR)

The MDR designation is intended to promote a variety of housing types that will result in diverse residential neighborhoods. Uses include but are not limited to single-family dwellings (small lot detached, zero-lot line and patio homes), two family (duplex) dwellings and multi-family dwellings. It is one of the most flexible residential land uses. It is intended to provide home opportunities to first time homeowners as wells as senior populations interested in downsizing. The density range is from 7 to 12.9 dwelling units per gross acres.

MEDIUM DENSITY RESIDENTIAL EXAMPLE

C. High-Density Residential (HDR)

The HDR designation is intended to allow apartments, condominiums, and townhomes. The allowed density range is 13.0 dwelling units per acre or greater. According to state housing law, high density parcels are “deemed appropriate to accommodate housing for lower income households”. A range of housing densities is planned which will enable a range of housing types. The WWSP supports development of low density conventional-style, single-family, detached units on both large and small lots, including provisions for

EXAMPLE HDR - ST. ANTON, FOLSOM, CA

potential gated, executive, and custom home communities. In addition, higher density residential types (MDR and HDR) on smaller lots can be accommodated, which could include detached cluster housing, detached townhomes, and a variety of detached and attached residential units.

Residential neighborhoods also include HDR uses which may include unit types such as apartments, townhomes, or condominiums.

Table 4.2 Residential Zones provides a description of the planned residential zones including density and zoning.

TABLE 4.2 RESIDENTIAL ZONES

	LOW-DENSITY RESIDENTIAL (LDR) PLANNED DEVELOPMENT	MEDIUM-DENSITY RESIDENTIAL (MDR) PLANNED DEVELOPMENT	HIGH-DENSITY RESIDENTIAL (HDR) PLANNED DEVELOPMENT
Density	0.5 to 6.9 dwelling units per acre	7.0 to 12.9 dwelling units per acre	13.0 dwelling units per acre or greater
Applied Zoning District	Single-Family Residential PD-R-1	Small Lot Residential PD-R-2	Attached Housing PD-R-3
Description	The LDR designation supports single-family detached homes on conventional lots ranging from 3,600 to 7,500 square feet and could be smaller or larger depending on site configuration, features and neighborhood design. A variety of detached, single-family residential housing types are possible in this density range. However, single-family front-loaded housing on conventional lots is anticipated as the primary product type.	The MDR designation accommodates both single-family detached and attached residential units on lots typically smaller than those in LDR areas. Within this density range, single-family detached housing may be provided on a wide range of lot types including small, or alley-loaded, courtyard, alley clusters, and zero-lot line. In addition, duet/half-plex homes, townhomes, or condominiums may also be accommodated.	The HDR designation primarily accommodates attached housing. Depending on the unit type, HDR could also include some detached housing. Types of housing units could include, townhomes, courtyard townhomes, condominiums, garden-style apartments, and podium design apartments. Multi-family housing types may be applied to for-sale or rental units. The PD-R3 zone also allows other similar and compatible uses

	LOW-DENSITY RESIDENTIAL (LDR) PLANNED DEVELOPMENT	MEDIUM-DENSITY RESIDENTIAL (MDR) PLANNED DEVELOPMENT	HIGH-DENSITY RESIDENTIAL (HDR) PLANNED DEVELOPMENT
	Duet/half-plexes are permitted.		including community care facilities.
Permitted Uses	As specified in the Zoning Ordinance.	As specified in the Zoning Ordinance.	As specified in the Zoning Ordinance.
Development Standards	As specified in the Zoning Ordinance or established by subdivision map. As further described in Appendix A, the PD zone district is applied to provide the potential for variation to development standards. Design standards are included in the WWSP Design Guidelines (Appendix B).	As specified in the Zoning Ordinance or established by subdivision map. As further described in Appendix A, the PD zone district provides the potential for variation in development standards. Design standards are included in the WWSP Design Guidelines (Appendix B).	As specified in the Zoning Ordinance, and WWSP Design Guidelines (Appendix B).

The mix of housing types addresses future growth anticipated in the County. Approximately 70% of WWSP's units are designated for low and medium densities, and the remaining 200 units, are planned as high-density units.

Residential neighborhoods are enhanced by access to and views into adjacent open space, the Sierra Nevada Mountain range to the east and small, local parks accessible along pedestrian and bicycle paths through landscape corridors, pedestrian pathways, and other open space linkages. Neighborhoods are proximate to the elementary school, high school, and commercial services.

PEDESTRIAN PATHWAYS EXAMPLE

D. Residential Unit Transfers

It should be noted that the land use densities and units are estimates. Due to site constraints on individual parcels (topography, access, parcel configuration, wetlands, oak woodland preservation, etc.,) less residential units may be achieved than estimated. As a result, there may be a desire or need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels. These adjustments may be permitted, pursuant to the provisions outlined in Section 10.7 (Minor Residential Unit Transfers) of this specific plan.

E. Custom Homes

Custom homes may be designated for construction in any low-density residential subdivision in the WWSP. Custom homes are single-family residential units with unique exterior styling and individualized interior floor plans, and each home's architectural design is distinct from others in the subdivision. Typically, custom homes have detailed architectural features and upscale amenities which give them an appearance and character similar to, or qualitatively exceed other unit types. While the WWSP does not pre-determine the location of custom home subdivisions, they may be created subject to market demand and economic conditions. If proposed, custom home subdivisions may be approved through the County's tentative subdivision map process.

CUSTOM HOME EXAMPLE

F. Second Dwelling Units

Subject to compliance with Section 19.72.050, of the County's Municipal Code, second dwelling units or accessory dwelling units (ADUs) are allowed in all zoning districts that allow residential dwellings. Accessory dwelling units are deemed not to exceed the allowable density for the parcel and are deemed consistent with the General Plan.

SECONDARY DWELLING UNIT EXAMPLE

G. Commercial Non-Residential Land Uses

The WWSP provides for a mix of residential, commercial, and public/quasi-public land uses. The following descriptions include a summary of each non-residential land use. The commercial designation provides community-based convenience-oriented retail and service uses intended to serve residential neighborhoods within the WWSP area and complement the existing adjacent commercial uses. The land use plan provides for 12.1 acres of commercial uses and an allocation of approximately 100,000 square feet of potential building area within walking distance of residential neighborhoods and accessible by public transit.

COMMERCIAL EXAMPLE

Table 4.3, Commercial Land Use provides a description of the proposed commercial and office uses including expected floor area ratio (FAR).

Potential uses in this designation include grocery stores, retail shops, restaurants, banks, offices, and other similar types of uses supporting the daily needs of nearby residents. The designation is consistent with the C (Commercial) General Plan designation. Commercial uses are located in the northwest quadrant adjacent to Wicklow Way and SR-88. This location takes advantage of the visibility and access provided by projected traffic volumes along this corridor.

TABLE 4.3 COMMERCIAL LAND USE

	RETAIL COMMERCIAL AND OFFICE (C-1)
Typical FAR	Up to 0.4 FAR
Applied Zoning District	C-1 – Retail Commercial and Office
Description	The C-1 designation provides a broad range of neighborhood and regional serving retail goods and services such as a grocery, drug store, restaurants, cafes, offices, personal services, and shops of approximately 100,000 square feet. One 12.1-acre parcel is planned in the northeast portion of the site. Located near the intersection of SR-88 and Wicklow Way, this site is suitable for retail uses and has excellent access needed for commercial or office services. Pedestrians and bicyclists from the WWSP area can access this commercial site via Wicklow Way and sidewalk, pedestrian pathways, bike path, and street systems.
Permitted Uses	As specified in the Zoning Ordinance.

H. Public Quasi Public Uses

The Public/Quasi-Public (PQ/P) designation encompasses a variety of uses that are both desired and required within a comprehensive community setting. PQP uses include schools, government offices, fire stations, and public utilities. According to the County website Facility Directory | Amador County (amadorgov.org), County offices are located in six or more administrative buildings throughout the County. The main facility is at 810 Court Street in Jackson, however other facilities are found in Jackson and in Sutter Creek. Approximately 12.4 acres have been included for civic land uses, to provide for potential consolidation of County administrative offices into one location or other civic uses as needed.

Table 4.4 Public/Quasi-Public Uses provides information on the types of public uses in the WWSP area.

CIVIC CENTER EXAMPLE
STILLAQUAMISH ADMININSTRATION BUILDING, WA

TABLE 4.4 PUBLIC/QUASI PUBLIC USES

	PUBLIC/QUASI PUBLIC (PQ/P)
Typical FAR	Up to 0.6 FAR
Applied Zoning District	P/QP – Public and Civic Use
Description	The PQ/P designation provides community serving uses such as civic, education, public services, and utilities. One 12.4-acre parcel is planned at the northeast portion of the site. Located near the intersection of SR-88 and Wicklow Way, this site is suitable for County offices or other needed civic uses. Pedestrians and bicyclists from the WWSP area can access the P/QP site via Wicklow Way and sidewalk and the street system throughout the WWSP area. An 8.8-acre elementary school site is planned, as well as a three-acre fire station site. Other PQ/P sites provide land for municipal services such as wastewater plant, sewer pump station, stormwater detention, and other needs.
Permitted Uses	As specified in the Zoning Ordinance.
Development Standards	As specified in the Zoning Ordinance, Community Design Guidelines.

I. Parks and Open Space

Over 32% of the WWSP is planned for parks and open space. The WWSP features neighborhood parks and significant open space corridors which contribute to the regional open space landscape. The WWSP is designed to enhance and maximize views and access to the open space.

WWSP OPEN SPACE VISTA

Preserve Open Space

The Preserve Open Space designation is intended to preserve and protect Rock Creek and its intermittent tributaries, and oak woodlands.

Parks

The Parks designation provides for active and passive recreational opportunities in the Plan Area. Approximately 10 acres of parks are proposed.

Table 4.5 Parks and Open Space below provides a description of the planned parks and open space.

COMMUNITY PARK EXAMPLE

TABLE 4.5 PARKS AND OPEN SPACE

	PARKS & RECREATION (PR)	OPEN SPACE (OS)
Applied Zoning District	PR – Parks & Recreation	OS – Open Space
Description	The PR designation is applied where formal, developed park facilities are planned and may combine active and passive recreation facilities. Parks can range in size from 1.5 to 5 acres. **Neighborhood Park.** Neighborhood parks are designed to provide additional outdoor recreation	The OS designation is generally applied to lands which are environmentally sensitive or otherwise significant due to habitat and floodplain. In the WWSP, the OS designation is applied to natural features (Rock Creek, and oak woodlands) which provide opportunities for views, passive recreation, pedestrian/bike paths,

	PARKS & RECREATION (PR)	OPEN SPACE (OS)
	opportunities to higher density neighborhoods with residential units with less private yard space. Park sites should be linked to other land uses through a system of pedestrian pathways. Parks and recreation facilities are further described in the Public Services Plan (Chapter 7).	water conveyance and detention, stormwater quality/treatment and resource avoidance and preservation. The Open Space Preserve creates a natural edge, a transition to agricultural land uses. It also provides an opportunity to create a bicycle/pedestrian pathway through the WWSP as well as permanent open space preservation to complement preservation in surrounding areas. **Rock Creek and associated drainages and Oak Tree Preservation.** The creek corridor is an opportunity to create a heavily wooded, linear open space amenity which offers a bicycle/pedestrian pathway through the WWSP. In addition, a significant area of oak woodlands is preserved.
Permitted Uses	As specified in the Zoning Ordinance.	As specified in the Zoning Ordinance.
Development Standards	As approved by the Parks and Recreation Agency for individual parks.	As specified in the Zoning Ordinance.

J. Entitlements and Approvals

It is envisioned that the WWSP site will be sold to individual developers or builders which may develop all or portions of the site. Development of the WWSP area requires, but is not limited to, the approval of the following County entitlements:

a) Development Agreements

b) Large Lot Tentative and Final Subdivision Maps

c) Small Lot Tentative and Final Subdivision Maps

d) Design Review

e) Planned Development Approval

f) Lot Line Adjustments

g) Engineering Improvement Plans

h) Conditional Use Permits (CUP)

i) Grading Plans

Development within the WWSP area may require, but is not limited to, approval of the following actions by State and Federal agencies:

a) Regional Water Quality Control Board Permits (Section 401)

b) Clean Water Act Permits (Section 404) subject to U.S. Army Corps of Engineers (USACE) approval

c) Streambed Alteration agreements (Section 1602) subject to California Department of Fish and Wildlife (CDFW) approvals

d) Agreements pursuant to Section 7 of the Federal Endangered Species Act subject to consultation with the U.S. Fish and Wildlife Service.

K. Severability Clause

If any portion of the WWSP is held invalid or unconstitutional by a California or Federal Court or other jurisdiction, such portions shall be deemed separate, distinct, and independent provisions and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof. In such an event, the Director of Planning may determine if an amendment to the WWSP is required to replace the invalid provision with alternative language to maintain consistency with the General Plan and to maintain internal consistency with the remaining WWSP goals, policies and/or regulations.

5.0 Affordable Housing Plan

State law (California Government Code Section 65584) requires each city and county plan to accommodate a fair share of the region's housing needs allocation (RHNA) through zoning and land use. Each jurisdiction receives a total number of housing units it must plan for within an eight (8)-year time frame. Each housing allocation includes a distribution for housing affordable to very-low-, low- and moderate-income households.

Amador County's General Plan Housing Element, which is consistent with the RHNA, establishes a countywide goal to provide decent, safe, adequate, and affordable housing in sufficient quantities for all economic segments of the community. Given the nature of the housing market in the Sierra foothills area, it is a challenge to create housing opportunities affordable to middle-, low-, and very-low-income households. Typically, such affordable housing opportunities require market restriction and/or subsidies.

To maximize efforts to meet affordable housing needs and provide a mechanism whereby the County, property owners, and business community can actively work together in developing new affordable housing, the Housing Element specifies an Affordable Housing Goal of five percent (5%) of all new housing units be affordable.

The WWSP is planned to have a mix of housing types of low-, medium-, and high-density types in residential neighborhoods. Similar to existing areas of the County, it is anticipated that WWSP LDR neighborhoods will provide market-rate housing affordable predominantly to moderate- and above-moderate income households. The WWSP MDR and HDR residential areas will provide greater opportunities for creating affordable housing for all income ranges. As outlined later in this chapter, the WWSP affordable housing plan focuses on MDR and HDR parcels and is structured to be consistent with the General Plan's affordable housing goals.

5.1 Housing Policies

The following policies of the WWSP are intended to guide development of the plan area and provide specific policy-level direction.

- **Policy 5.1:** The County shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the County's regional share of housing.

- **Policy 5.2:** The County shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.

- **Policy 5.3:** The County shall support the development of second units on single-family parcels.

- **Policy 5.4:** The County shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.
- **Policy 5.5:** The County shall make density bonuses available to affordable and senior housing projects, consistent with State law.
- **Policy 5.6:** The County shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and essential services, and facilities.

5.2 Compliance with State Housing Law

The WWSP complies with state housing law and the General Plan Housing Element by providing an adequate supply of residentially-zoned land in a range of densities to accommodate the housing needs of all income groups in the County. Moreover, consistent with SB 375, California's Sustainable Communities and Climate Protection Act of 2008, the WWSP locates many of the higher density sites in proximity to transit corridors and stops, along with commercial services, schools, and parks to reduce the need for driving and to encourage walking, cycling and transit use. Additionally, the multi-family residential sites encourage the development of affordable housing.

5.3 Definition of Housing Affordability

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD). These five income categories are used for comparative purposes and are based on a percentage of the County median income, adjusted for household size (Table 5-1). All jurisdictions within the County use the same basic income calculations regardless of actual income level distribution in the community. Based on sales and rental prices, and the definition of affordability, the Housing Element includes the following housing assistance needs identified for each income group:

TABLE 5-1 DEFINITION OF HOUSEHOLD INCOME CATEGORIES

Income Category	Percent of Median Income
Very Low- Income	Less than 50% of Median
Low-Income	50% to 80% of Median
Middle-Income	80% to 100% of Median
Moderate-Income	100% to 120% of Median
Above Moderate-Income	120% + of Median

- **Very Low-Income Households** not currently owning their own home and will not be able to qualify for home ownership without substantial subsidies unless their incomes rise significantly. Rental subsidies for very-low-income households are needed to maintain affordability.
- **Low-Income Households** not currently owning their own home and will require loan subsidies to afford and qualify for homeownership. Rental subsidies for low-income households are needed to maintain affordability.

- **Middle- and Moderate-Income Households** may require some assistance in purchasing a home, since the price range of new homes may exceed their ability to pay. This group is likely to afford rental units without financial assistance.

- **Above Moderate-Income Households** are considered financially able to find affordable units, both for purchase and rent, within the County's housing market.

Numerous assumptions are required to translate household income to affordable rental rates and purchase prices. Lenders ultimately determine the actual purchasing power of household income at a given point in time. A household can qualify to purchase a home based on annual income, down payment, level of other long-term financial obligations and interest rates.

For planning purposes, the County assumes households for rental units at low- and very-low-income should not spend more than thirty percent (30%) of their monthly gross income on housing costs, including utilities. For middle-income households, thirty-five percent (35%) of monthly gross income is used to determine housing affordability. Purchase housing costs include payment of principal, interest, taxes, insurance, and any homeowner's association dues.

It is recognized that various factors which determine affordability continually change, and project-specific affordability standards need to be established and adjusted as development occurs. To that end, the 10% affordable housing goal is calculated for each area of housing types based on the total planned residential units.

5.4 Affordable Housing Program

The WWSP strives to exceed the General Plan affordable housing goals and proposes that ten percent (10%) of the units be affordable for middle-, low- and very low-income households. This includes a mix of purchase housing affordable to middle-income households and rental housing affordable to low- and very low-income households.

Approximately twenty percent (20%) of the affordable housing goal will be available to middle-income residents, forty percent (40%) to low-income residents and forty percent (40%) to very low-income households. The WWSP affordable housing goal is summarized in Table 5-2.

TABLE 5-2 AFFORDABLE HOUSING GOAL

Total Dwelling Units	**700 units**
10% Affordable Housing Goal	*70 units total:*
Middle-Income (purchase)	20 units (20%)
Low-income (rental)	25 units (40%)
Very-Low income (rental)	25 units (40%)

The intent is to distribute affordable units throughout the WWSP, although apartment projects or similar housing type could accommodate all the affordable units at one location.

5.4.1 Administration and Implementation

Residential builders are encouraged to explore creative approaches in providing a range of housing opportunities to meet the needs of middle-, low-, and very-low-income households. Over time, housing markets, income categories, funding programs, and other factors change, and it is important to retain some level of flexibility to ensure affordable housing goals are achieved. The affordable housing goal is intended to be flexible in recognition that the actual number of affordable units constructed depends on the level of available subsidies.

The options outlined below may be considered to assist in achieving the WWSP affordable housing goals. The County reserves the right to consider alternatives to meet affordable housing targets within the WWSP should the cost of producing this housing product preclude accessing federal and state financing programs, or if legislation mandates its approach to affordable housing.

A. Transfers and Credits

Subject to approval by the Director of Planning, affordable housing allocations may be transferred among parcels within the WWSP. In addition, to the extent the number of affordable units produced on a parcel exceeds the number of affordable units allocated to the parcel, the excess units may be credited toward meeting the WWSP affordable housing goal assigned to other parcels. Transfers and/or credits may be approved by the County's Housing Division without the need for amendments to the WWSP or related Affordable Housing Regulatory Agreements or Development Agreement if it is determined:

- ❑ The transfers/credits are applied to parcels within the WWSP and covered by the same Development Agreement; and
- ❑ The transfers/credits improve the ability to produce affordable units and achieve the WWSP affordable housing goal.

Requests for transfers and/or credits shall include information as deemed necessary by the County to ensure consistency with the WWSP's affordable housing program. The affordable housing unit transfer shall be memorialized with a recorded Memorandum of Understanding (or substitute form as specified by the County).

B. Density Bonus

The County may, in accordance with state density bonus law assign additional residential units to projects for the purpose of achieving the affordable housing goal. The increase in units provided by a density bonus is intended to reduce average per unit development costs.

In the WWSP, a density bonus is implemented by County approval of an Affordable Regulatory Agreement (or substitute form as specified by the County) to individual projects on a case-by-case basis and may constitute a portion of the subsidy (if required) for the provision of affordable units.

C. In-Lieu Fee

To the extent an in-lieu affordable housing fee is adopted on a countywide basis, a portion of the affordable housing allocations may be satisfied with an in-lieu fee subject to approval by the County.

D. Affordable Housing Regulatory Agreement

An Affordable Housing Regulatory Agreement (or substitute form as specified by the County) is required for each parcel with an affordable housing allocation to detail and secure specific requirements and obligations. Among other provisions, the Affordable Housing Regulatory Agreement will:

- ❑ Specify the number of affordable units to be reserved at each income level.
- ❑ Specify the term of the affordability obligation.
- ❑ Set initial rent or purchase prices for the designated affordable units.
- ❑ Establish criteria and a basis for annual rent or purchase price increases.
- ❑ Provide the County with a mechanism to monitor actual rents and purchase prices paid.
- ❑ Identify any County or other subsidies required to assist in meeting the affordability requirement and, if applicable, the basis and terms for refunding such subsidies.

Affordable Housing Regulatory Agreements require County approval prior to the issuance of building permits, or recordation of a final small lot map where a subdivision map is required, for any large-lot parcel with an affordable housing allocation. The total number of affordable units required is to be calculated based on the number of final units mapped.

6.0 TRAFFIC AND CIRCULATION

The circulation system for the WWSP includes a hierarchy of roadways and other improvements designed to link existing and planned County and regional facilities. These facilities address mobility within the WWSP and include roadways, bikeways, pedestrian paths, pedestrian pathways, and public transit, which, collectively, are intended to provide multiple transportation options and encourage people to rely less on automobile travel. The design of WWSP's mobility systems emphasizes connectivity among uses, transportation choices, and the provision of a safe and efficient circulation system for automobile drivers, bicyclists, and pedestrians.

This chapter discusses each element of the circulation plan including roadways, bikeways, pedestrian paths, pedestrian pathways, public transit, park-and-ride lots, as well as other transportation system management tools.

6.1 Circulation Policies

The following policies of the WWSP are intended to guide development of the plan area and provide specific policy-level direction.

- **Policy 6.1:** Consistent with the California Completed Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.
- **Policy 6.2:** Encourage non-vehicular travel options by providing sidewalks, trails and bikeway connectivity between neighborhoods and destination points.
- **Policy 6.3:** The roadway network in the WWSP area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for most of the WWSP area to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.
- **Policy 6.4:** Circulation within the Plan Area shall be ADA (Americans with Disabilities Act) accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.
- **Policy 6.5:** Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out.

- **Policy 6.6:** Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail, and bikeway connections, where appropriate.
- **Policy 6.7:** Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of major roadways and streets.

6.2 Roadways

A. Existing System and Connections

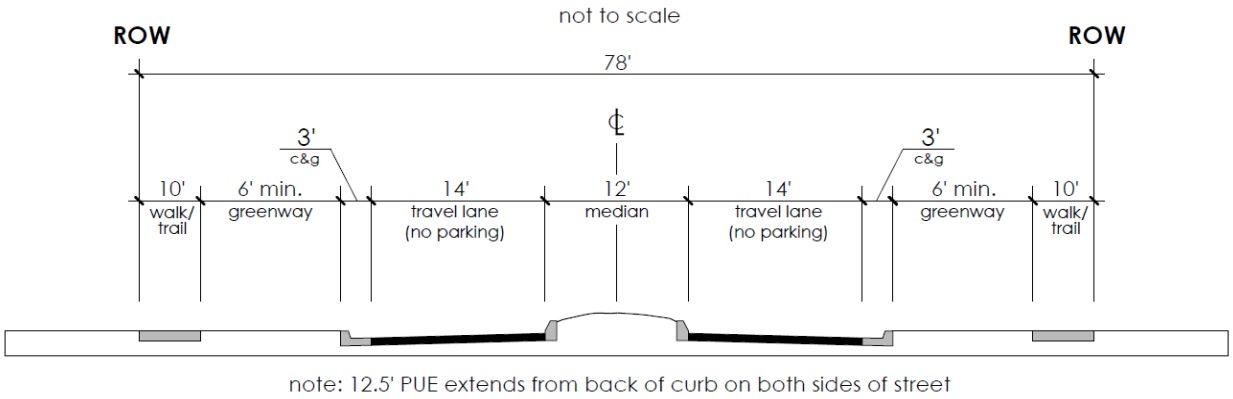
Several existing roadways provided access to the WWSP, including:

- **Wicklow Way.** Wicklow Way provides two lanes in each direction and provides access to the WWSP from SR-88. It is generally an east-west collector roadway.
- **Stony Creek Road.** Stony Creek Road is a two-lane striped County roadway with four-foot shoulders. It provides access to the WWSP site from Buena Vista in the foothills all the way to the City of Jackson. It is located on the southeastern side of the site.

Collector Roadways

Collector roadways are routes which generally distribute trips from the major street systems in the area to the local street system. Within the WWSP, the collector will provide the main entry into the Plan Area with two travel lanes and on-street Class II bike lanes. The County's standard collector has been modified to include landscape corridors to promote traffic calming, reduce travel speed, and to create a more pedestrian friendly community. The right-of-way of collector roadways will be adjusted as required to accommodate turn lanes as per the traffic report. Figure 6-1 shows the planned right-of-way for the planned collectors.

FIGURE 6-1 MAJOR COLLECTOR MODIFIED



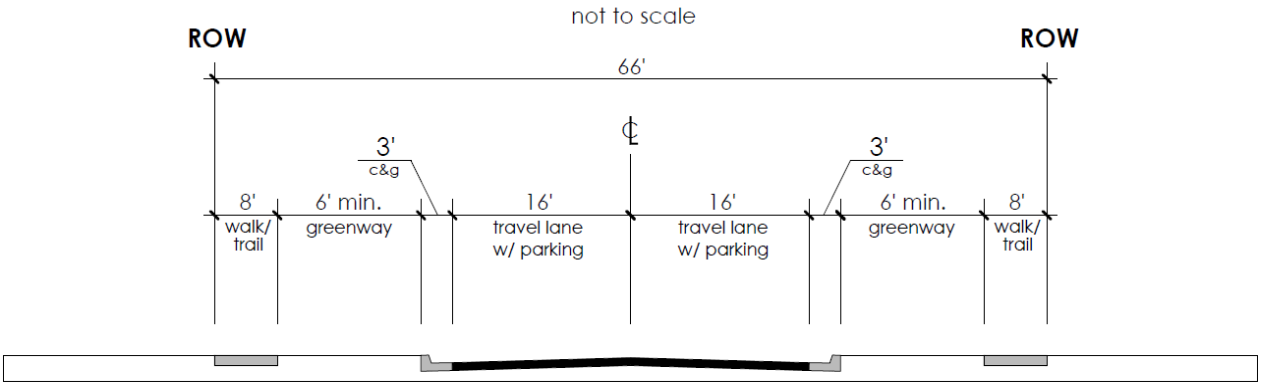
MAJOR COLLECTOR (MODIFIED)

Wicklow Way

Primary Residential Streets

Primary residential streets provide the main connections into residential subdivisions. The primary residential loop is planned to provide circulation throughout the WWSP a to connect residential areas to collector streets and parks, open spaces, and the planned school. The roadway would include two-travel lanes as shown in Figure 6-2.

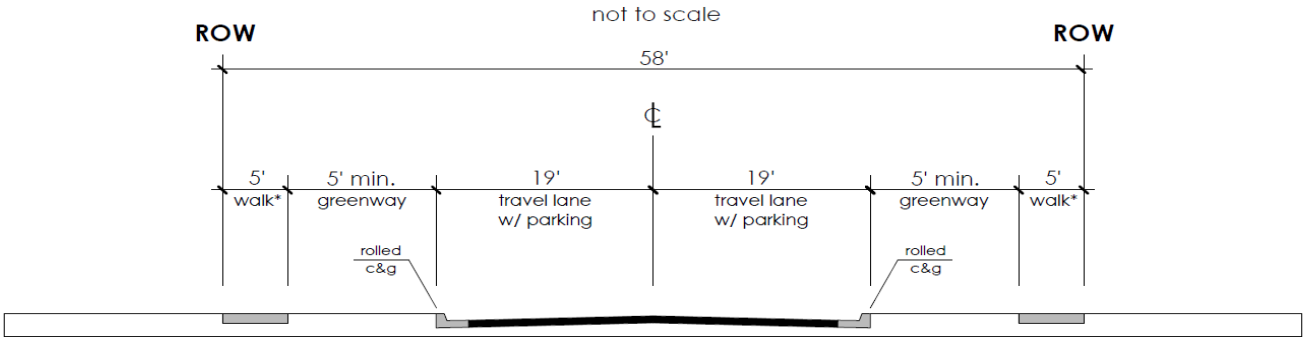
FIGURE 6-2 PRIMARY RESIDENTIAL LOOP ROAD



Local Streets

Local streets may be public or private. Private roadways may serve as supplemental to the public roadway system. Residential neighborhoods with private road systems will have a minimum of two points of access and the streets will be constructed to County public street standards. If the street is private, maintenance of private roadways will be the responsibility of a homeowner's association (HOA). A cross section of the proposed minor residential street is shown in Figure 6-3.

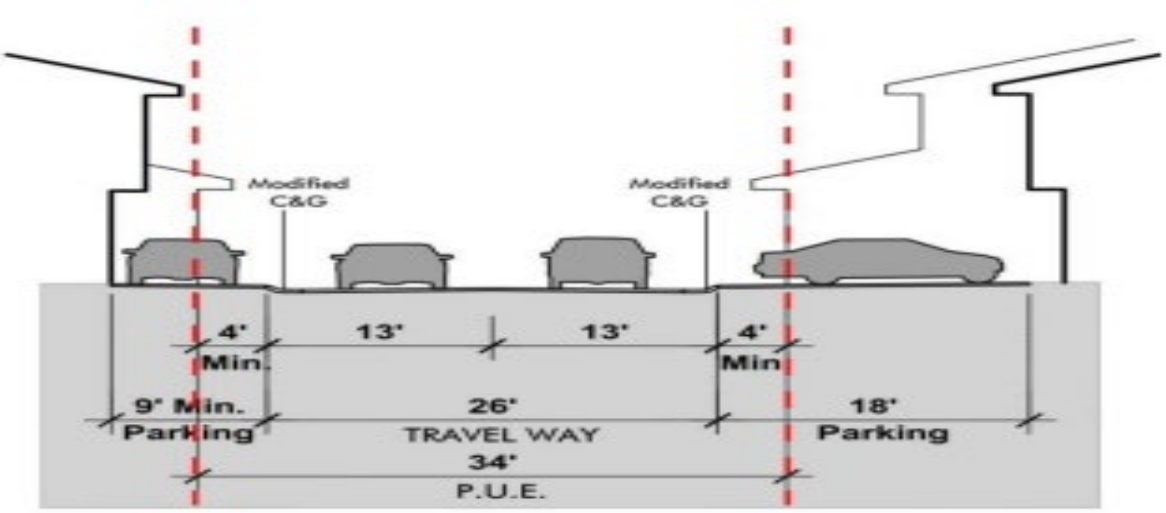
FIGURE 6-3 MINOR RESIDENTIAL STREET



Alleys

Alleys are used to provide automobile access and service areas for residential lots with rear-loaded garages. The design standard for the alley provides a 26-foot-wide paved area that allows two-way travel. Alley aprons may vary. Perpendicular and parallel parking is permitted within restricted areas outside the curbed areas. The conceptual plan for the alley is shown in Figure 6-4.

FIGURE 6-4 ALLEY EXAMPLE

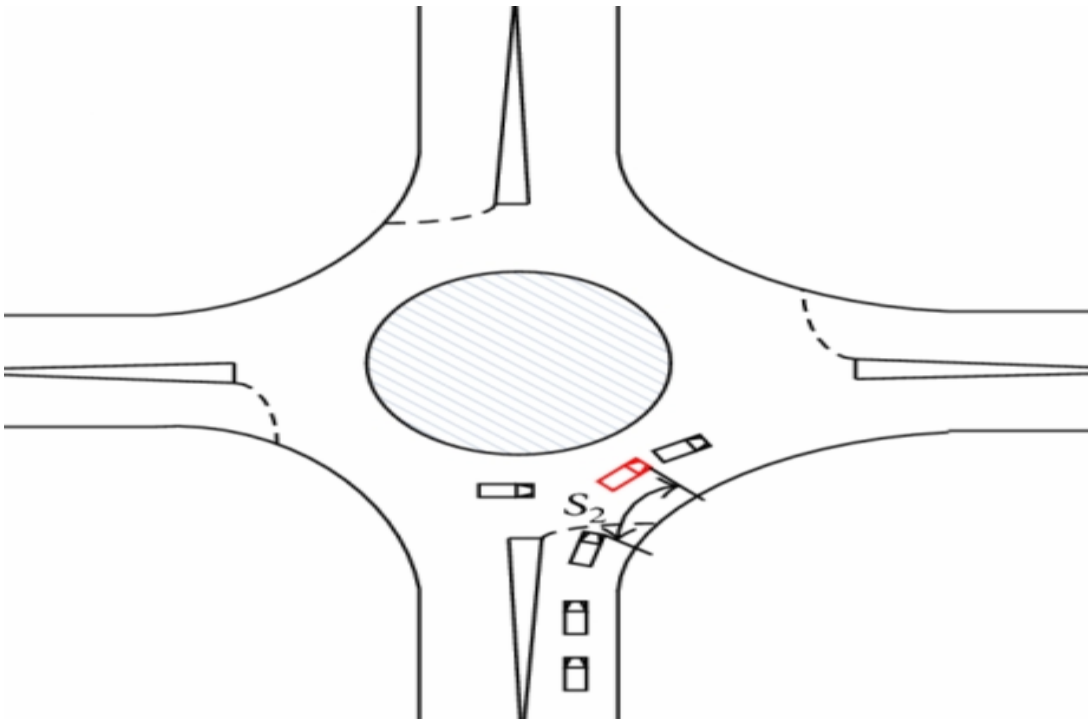


B. Traffic Signals, Roundabouts, and Median Breaks

The roadway circulation system is designed to maximize efficiency for automobiles and enable safe movement for bicyclists and pedestrians. As identified in the WWSP EIR, traffic signals will be located throughout the WWSP area. Median breaks will be provided in collector roadways to allow turning movements.

Roundabouts are a type of circular intersection in which the traffic moves in a counterclockwise direction around a circular island. Roundabouts are defined by specific design and traffic control principles which include yield control of all entering traffic, channelized approaches and geometric curvature and features to induce desirable vehicular speeds. Roundabouts are designed to make intersections safer and more efficient for both drivers and pedestrians. Speeds within roundabouts are usually significantly slower than typical intersections yet allow a more efficient flow of traffic. They also increase driver safety and reduce injury accidents as they only create angled movements where the possibility of high-speed head on or broad-side collisions are eliminated. Roundabouts are encouraged in the Plan Area to provide traffic calming and the efficient movement of vehicles. Figure 6-5 shows an example of a roundabout.

FIGURE 6-5 ROUNDABOUT EXAMPLE



Bikeway and Pedestrian Network

A comprehensive system of multi-use paths and bikeways is planned throughout the WWSP complementing the transportation choices available for residents, employees, and visitors. This network is an important component in providing connectivity for non-vehicular travel within

the WWSP. The system of bikeways and multi-use paths provides off-street internal and external linkages.

Pedestrian and bicycle circulation forms the backbone of the WWSP. This network creates linkages to all portions of the community as well as connection opportunities to the regional system. This network contains the following components:

- **Class I Bike Trails:** A Class I Bike Trail is provided within open space. Additional trail connection opportunities may be available if maintenance roads adjacent to drainage channels are used as bike trails.
- **Class IA Sidewalks:** These sidewalks are located within a landscaped pedestrian pathways or adjacent to primary residential roads along key roads and link together the parks within the area. Here, casual cyclists and pedestrians share the path. Individual residential driveways are not allowed on the pedestrian pathways side of the street to reduce conflict with vehicles.
- **Class II Bike Lanes:** Class II Bike Lanes are on-street striped lanes that enhance the community connectivity for more avid cyclists.
- **Class III Bike Routes:** Class III bike routes are designated on roads that provide key connections between destinations, but do not include on-street bike lanes. Class III bike routes may be enhanced with "Share the Road/ Bicycles May Use Full Lane" signs, Shared Use Markings (arrows), directional signs or other features to inform the motoring public that bicycles are to be expected.

For the WWSP, this network consists of the following components:

- ❑ Pedestrian Pathways
- ❑ Class IA Paths
- ❑ Class I and II Bikeways
- ❑ Sidewalks

Enhanced pedestrian paths consist of two key elements: the multi-use pathways located in the system of pedestrian pathways, and Class 1A paths located along arterial roadways. These features are the most prominent elements of the bikeway and pedestrian network, providing street-separated linkages throughout the community.

Sidewalks

Sidewalks are required along all roadways (except alleys) and are a key component of the pedestrian circulation system at the neighborhood level. For local streets, sidewalks consist of either a 4-foot-wide attached sidewalk or a 5-foot-wide detached sidewalk. Collector streets include 8-10-foot-wide detached sidewalks within landscape corridors. In applications where a

pedestrian pathway is located along a collector or primary residential street, the sidewalk is typically 8-10'-wide and is intended to be shared with pedestrians and bicyclists.

Public Transit

Public transit, another transportation choice supported in the WWSP, may include a combination of bus service systems via Amador Regional Transit System Monday-Friday fixed route service from the Sutter Hill Transit Center to Jackson, Sutter Creek, Plymouth, Ione, and along the SR-88 corridor through Pine Grove and Pioneer ending at Amador Station. Service is also available twice a day to downtown Sacramento with connections to the Sacramento International Airport via Yolo Bus 42. ADA Paratransit "Dial-a-Ride" curb-to-curb service operates in the Jackson-Sutter Creek and Pine Grove area. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing demand responsive curb-to-curb service.

To facilitate the expansion and use of transit, higher-intensity land uses are planned near transportation corridors and transit stops. These uses include high density residential and commercial uses located on the northwest side of the WWSP site.

Transportation Systems Management

Transportation System Management (TSM) measures are designed to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours, and support of public transportation. Any project site, common work location, or employer with fifty (50) or more employees are encouraged to incorporate TSM measures. These could include bicycle parking, carpool parking spaces, bus passes or other measures.

7.0 PUBLIC SERVICES

The following is an overview of the public services and facilities required to meet the needs of WWSP residents, in accordance with the County's General Plan. Services addressed include parks and recreation, schools, libraries, police, and fire protection/emergency services. Phasing and financing obligations relating to public services will be outlined in Development Agreement(s) between developer/builders and in Chapter 10, Implementation.

7.1 Public Services Policies

The following policies of the WWSP are intended to guide development of the plan area and provide specific policy-level direction.

- **Policy 7.1:** Provide public services, including police, fire protection, schools, and other public services necessary to meet the needs of the Plan Area resident.
- **Policy 7.2:** Provide the necessary utilities to meet the needs of Plan Area residents.
- **Policy 7.3:** Locate utilities in locations that minimize impacts on natural resources including oak woodlands, Rock Creek and its tributaries, and cultural resources.

Park Policies

- **Policy 7.4:** Provide safe, attractive, and durable park and recreational facilities within the Plan Area.
- **Policy 7.5:** To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.
- **Policy 7.6:** Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities, and special interest groups, including the disabled.
- **Policy 7.7:** All park plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.
- **Policy 7.8**: Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses.
- **Policy 7.9**: Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.

Table 7.1 summarizes the public service providers in the WWSP.

TABLE 7-1 PUBLIC SERVICE PROVIDERS

SERVICE	PROVIDER
Parks and Recreation	Amador County Recreation Agency
Schools	Amador Unified School District
Library	Amador County
Police Protection	Amador Sheriff's Office
Fire and Emergency Services	Amador Fire Protection District

7.2 Parks and Recreation

The WWSP features a system of neighborhood parks and open space which provides active and passive recreation, open space amenities, and pedestrian linkages.

A. Parks and Open Space Requirements

The WWSP's Park and Recreational facilities, as well as open space areas comply with the policies and requirements of the General Plan Open Space Element. For new development areas, the General Plan does not specify a minimum park requirement, however, the WWSP exceeds the state Quimby Act requirement of five acres of parkland for every 1,000 residents. The County Recreation Agency has adopted a policy of requiring dedication of five acres of parkland for every 1,000 residents (or payment of in-lieu fees at fair market value) and a development impact fee for each residential unit developed in unincorporated County.

The 700 dwelling units planned in the WWSP generate an estimated population of 1,660 residents based on an average household size of 2.54 residents for single-family residential units and 1.8 residents per multi-family uses. With this estimated population, a provision of five acres per 1,000 residents requires approximately 7 acres of parkland. Approximately 10 acres of parkland are proposed which meets and exceeds this requirement. Site constraints, including drainage features and onsite oak woodland preservation result in the preservation of a substantial amount of open space.

B. Parks and Open Space Provided

Approximately 63.7 acres of the WWSP is designated for parks, and open space. Specifically, the WWSP designates approximately 10 acres for neighborhood parks and 53.7 acres for open space areas. WWSP's parkland and open space locations are shown on Figure 7-1.

In addition to park and open space areas, the WWSP includes a comprehensive system of bicycle and pedestrian linkages through sidewalks and bike trails. Pedestrian pathways may be used as landscaped features with walkways and bike paths in an enhanced pedestrian environment. The portions of pedestrian pathways that exceed landscape corridor requirements are eligible to receive a 1:1-acre open space parkland credit. The WWSP includes adequate open space to meet the General Plan open space parkland requirement.

C. Park and Open Space Concepts

WWSP's park and open space system is designed to provide linkages and recreational opportunities within proximity to all residents and employees. Park designs shall be consistent with the Amador Parks and Recreation Agency Master Plan and be designed with the use of water conserving landscapes and include water efficient irrigation systems and controls.

Park designs shall be consistent with the Amador Parks and Recreation Agency Master Plan and should include the following minimum improvements:

- Turf area for unstructured play
- Landscaping: trees, shrubs, groundcovers
- Irrigation
- Bicycle parking.
- Vehicle parking (ADA accessible)
- Restrooms are optional but must be ADA accessible if provided

EXISTING WWSP SITE OPEN SPACE

- Universally accessible multi-age play structures
- Site furnishings such as drinking fountains, trash/recycling receptacles, and benches (ADA accessible)
- Paths (ADA accessible) connecting parking and park features
- Additional trails may be included to serve a variety of ages and uses where feasible
- Covered picnic tables (ADA accessible)
- Tobacco Free policy and signage
- Protective barriers separating play areas and parking

Neighborhood Parks

WWSP's park system features two parks that should meet the recreational needs of the neighborhoods in which they are located. Facilities in the parks could include active ball fields for baseball and soccer as well as a turfed play area, play structures and seating areas. Pedestrian and bicycle paths should provide connections through the parks to neighboring areas.

Open Space Areas

Open space areas within the WWSP total approximately 53.7 acres and with Park acreage comprised of over 32 percent of the WWSP. In general, environmentally sensitive land within the WWSP from the presence of habitat, resources (drainage corridors or oak woodland), natural features (rock outcroppings or view sheds), or man-made features are designated as an open space preserve. Open Space provides opportunities for scenic vistas, passive recreation, pedestrian/bike paths, water conveyance and retention, stormwater quality/treatment, and resource avoidance and preservation.

The Rock Creek corridor and associated drainage corridors creates a linear open space amenity which functions as a natural feature and connection for a bicycle/pedestrian pathway through the WWSP. Management of open space areas is discussed in Chapter 9, Resource Management.

7.3 School Requirements

The WWSP is located within the Amador County Unified School District (ACUSD). The ACUSD serves students in grades K-12. At buildout, the WWSP generates an estimated 253 elementary school (K-5) students and 87 middle school (6-8) students, and 113 high school (9-12) students as shown on Table 7-2.

TABLE 7-2 STUDENT GENERATION

GRADE	LDR/MDR FACTOR	HDR FACTOR	STUDENTS GENERATED	SCHOOL REQUIRED
K-5	0.362	0.1365	253	1.01
6-8	0.1247	0.0407	87	.21
9-12	0.161	0.036	113	.014

A. School Facilities Provided

The number of elementary school students (K-5) generated creates sufficient demand for one elementary school in the WWSP. One 8.8-acre elementary school (Parcel C-80) is planned on the east side of the WWSP. Students in the WWSP in grades K-5 will attend this elementary school. The elementary school site is shown on Figure 4-1.

SCHOOL BUS EXAMPLE

Facility planning and the timing of development of the elementary school site will be determined by the School District. Middle school students in the WWSP will attend Jackson Middle School, located outside of the WWSP. High school students will attend Argonaut High School, east of the site, which is within walking distance. Future private developers of the WWSP may enter into mutual benefit impact fee agreements and/or pay school impact fees to mitigate school impacts in accordance with state law.

7.4 Library

The County operates a public library system consisting of five individual facilities. The County's main library is in the City of Jackson and branch libraries are in Ione, Pine Grove, Pioneer, and Plymouth. The libraries provide print and online access library services to all County residents.

7.5 Public Safety

The County Sheriff's Office serves the WWSP and provides all operations and patrols out of its office on Court Street Jackson, approximately three miles from the WWSP's northern boundary. The WWSP will comply with the Sheriff's Office requirements regarding safety and security.

7.6 Fire and Emergency Services

The County Fire Prevention District provides fire protection, suppression, emergency medical services, and hazardous materials management to the WWSP. There are seven stations that provide fire services. Fire Station 131 located in Jackson is the closest Fire Station to the Site. However, at buildout the site generates the need for a new fire station. A three-acre site is planned within the WWSP for the new fire station as shown on Figure 3-1, which would serve the site at buildout.

EXAMPLE FIRE EQUIPMENT

8.0 UTILITIES

The WWSP includes high level planning for utility infrastructure required to accommodate full build out. Phasing of infrastructure improvements and funding obligations shall be detailed in future WWSP Development Agreement(s) prepared at the time specific development is proposed.

8.1 Utility Policies

The following policies of the WWSP are intended to guide development and provide specific policy-level direction.

- **Policy 8.1:** Provide necessary utilities to meet the needs of WWSP area residents.
- **Policy 8.2:** Ensure that provision of services does not impact existing residents or businesses supply or rates.
- **Policy 8.3:** Create one or more community facilities districts to help finance backbone infrastructure, public facilities costs, and other eligible improvements and/or fees.
- **Policy 8.4**: Provide a mechanism for the maintenance and operation of public infrastructure and facilities including open space.
- **Policy 8.5:** Create one or more Landscaping and Lighting Districts in the WWSP area for the maintenance and operation of public improvements and facilities and open space.

8.1.1 Potable Water Service

The Amador County Water Agency (AWA) will provide potable water service (supply, treatment, and conveyance) to the WWSP. Water will be delivered to the site via Wicklow Way.

TABLE 8-1 UTILITY PROVIDERS

Service	Provider
Potable Water	Amador Water Agency
Recycled Water	Amador Water Agency
Wastewater	Amador Water Agency
Drainage and Flood Control	Amador County
Electric Service	Pacific Gas & Electric
Natural Gas	Pacific Gas & Electric
Communications	ATT, Xfinity and Viasat
Solid Waste Disposal	ACES Waste Service

Table 8-1 summarizes the utility providers to the WWSP. Utility infrastructure will be constructed, dedicated, and easements provided consistent with this Specific Plan, the WWSP Development Agreement(s), and other applicable standards and requirements of the County.

A. Water Supply and Demand

Water demand for the WWSP is approximately 330-acre feet per year (AFY). Water demand, after conservation measures, will be satisfied with a combination of both potable and non-potable (recycled) water sources. Recycled water will be used for irrigation purposes as outlined in Section 8.2, Recycled Water.

B. Water Conservation Measures

The WWSP includes significant water-saving measures aimed at reducing overall water demands for potable and/or recycled water to the extent feasible and practicable. The following water conservation measures will be implemented in the WWSP to reach water conservation goals:

- **Turf Reductions in Residential Areas.** This measure involves limiting the amount of turf in the front yards of residential properties and using a higher percentage of low water use plant species in lieu of turf. Typically, about 70% of a total residential front yard is assumed to consist of landscaping, with the balance consisting of driveways, planter, or walkways. For the WWSP, limitations will be placed on the landscaped portion of each front yard, allowing up to 42% of the total landscaped area to be turf, with the remaining landscaped area comprised of low water use plant species which use between 65-75% less water than an average lawn.
- **Turf Reductions in Parks and Landscape Corridors.** This measure involves limiting the use of turf on non-residential parcels, with a focus on water efficiency at parks, pedestrian pathways, and landscape corridors. For these areas, landscape design will reduce turf area and increase the area of low-water-use plant species, as compared to the design of these features in other WWSP areas. To achieve the desired water conservation, the following criteria will be implemented:

  - **Parks.** It is assumed approximately 80% of a typical park's square footage consists of turf. WWSP parks will have a maximum aggregate turf area of 60%, with the remaining 20% area comprised of low water use plant species. Less than 60% turf is acceptable provided it is compatible with the amenities planned for the park.
  - Pedestrian pathways **and Landscape Corridors.** It is assumed pedestrian pathways and landscape corridors are typically comprised of 80% turf area. WWSP pedestrian pathways and landscape corridors will have a maximum of 30% turf area, with the remaining 50% of the area comprised of low water use plant species.

- **Smart/Centrally Controlled Irrigation Controllers.** Smart and centrally controlled irrigation controllers restrict irrigation to times and water application rates necessary to maintain landscaping. They account for changes in water demand, which varies with weather patterns and seasonal influences. Smart irrigation controllers will be required for

residential, commercial, and quasi-public parcels subject to turf reduction measures, and centrally controlled irrigation controllers for larger commercial and publicly maintained parcels.

- **Re-circulating Hot Water Systems.** Re-circulating hot water systems feature a pump on a residential hot water line system which reduces time necessary to receive hot water at any hot water faucet. This type of system will be encouraged in all residential units to generate additional water conservation.

C. Water Transmission System

The WWSP will tie into AWA existing potable water lines adjacent to the site. The distribution system will supply water through connection points at various locations needed to provide a reliable water network. Water will be distributed via looping systems which parallel roadways on a transmission main grid. All water improvements will be constructed to AWA's standards using a phased approach. The WWSP includes one groundwater well which will provide a backup water supply during dry years or emergency conditions.

8.2 Recycled Water

AWA will ultimately provide the WWSP with recycled water from a proposed new 9.7-acre onsite Wastewater Treatment Plant (WWTP). The WWSP will use recycled water to irrigate landscaping at parks, schools, business professional, and multi-family projects, as well as publicly landscaped areas (including roadway landscape corridors and medians). The use of recycled water for irrigation purposes offsets potable water demand typically needed for irrigation. The planned distribution system will be a looped system, with interties to the recycled water system within the WWSP. Pipelines in the WWSP, ranging in size from 6 to 16 inches, are planned in roadways with pipes extending to parcels requiring recycled water service. All recycled water improvements will be constructed to the AWA's standards using a phased approach.

During the initial phases of development, the WWSP, with approval from the County, may use potable water on an interim basis for irrigation. As the WWSP develops and recycled water infrastructure is added to the system, landscape areas using potable water will be transitioned to recycled water.

8.3 Wastewater

Sanitary sewer service will be provided by the AWA with treatment at the proposed onsite WWTP. This facility is proposed on the northwest corner of the site as shown in the Community Form Elements Figure 3-1. The onsite WWTP will be appropriately sized to accommodate full buildout of the WWSP. The sanitary sewer system may require lift station(s) as shown on Figure 3-1. All sewer improvements will be constructed to the AWA's standards using a phased approach.

8.4 Drainage and Flood Control

The WWSP is wholly contained within the Rock Creek watershed.

A. Drainage System

Peak flow rate increases resulting from development will be mitigated through typical attenuation features including the creation of wetland habitat areas, vegetated treatment swales and creation of additional conveyance and detention basins. These enhancement features will provide adequate mitigation to reduce peak runoff rates exiting the site without increasing the 100-year hydraulic grade line elevations at the WWSP boundary and offsite.

Onsite drainage improvements consist of a combination of conventional subsurface and surface drainage systems, construction of pipe conveyance systems, and construction of culverts and bridges at roadway and trail crossings of creeks and tributaries. Stormwater will be discharged through outfalls into open space corridors. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors and other best management practices will be used at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. Where applicable, outfall structures will be extended past any planned bikeway alignments in the open space areas.

The number and locations of outfalls will be based on best available information and is subject to refinement during subdivision map and improvement plan approvals, as well as state/federal permitting. Drainage facilities will be designed and constructed in conformance with County Improvement Standards.

8.5 Stormwater Quality

The objectives of the WWSP Stormwater Management Plan (SWMP) are intended to fulfill the requirements of the County's National Pollutant Discharge Elimination System (NPDES) Phase II Permit, as issued by the State Water Resources Control Board, and to minimize the effects of urban stormwater runoff on the natural open space areas, including wetland areas and principal drainage corridors.

The WWSP SWMP will be implemented in accordance with permit criteria applicable at the time of development which will provide the framework for stormwater treatment during two components of the development process. First, during the construction phase while infrastructure is being built to support the community, and then second during the post-construction phase, which will be part of the improvements that make up the community and continue to protect the natural resources in perpetuity.

A. Stormwater Management During Construction Activities

The release of onsite stormwater runoff during construction activities is regulated by the Regional Water Quality Control Board subject to a General Construction Permit issued all construction sites greater than one acre. The General Construction permit requires a Storm Water Pollution Prevention Plan (SWPPP) to address how stormwater from the construction will be managed and treated prior to being discharged from the site. The SWPPP is an evolving document which changes with the dynamics of the site development. The use of Best Management Practices (BMPs) during construction will generally incorporate erosion controls and sediment controls. Erosion and sediment control BMPs include such things as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management. The final sizing and selection of non- mechanical BMPs will consider requirements specific to the Mokelumne River watershed and proposed developed activities.

B. Post Construction Stormwater Management

Post construction stormwater management is intended to treat the onsite urban runoff in perpetuity. BMP techniques will reduce and/or eliminate pollutants from urban stormwater runoff and prevent contamination of receiving waters.

The WWSP will work with the permit criteria applicable at the time of development and in conformance with County Construction Standards, to design and address post construction stormwater treatment. Post construction stormwater treatment is composed of three general elements: source control, runoff reduction and treatment of runoff. All three elements will be used in the WWSP SWMP. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. Low Impact Development (LID) measures are the main tool used to control and reduce site runoff. Implementation of LID includes construction of decentralized small-scale improvements to provide localized management to reduce the quantity of runoff entering the storm drain systems during a rainfall event. LID will be implemented to offset runoff increases from development when native ground surfaces become impervious cover. Additional treatment control BMPs may be located at the outfalls to further treat stormwater before it enters the natural creek system.

Low Impact Development (LID)

LID is an approach to stormwater management emphasizing the use of small-scale, natural, constructed, and proprietary drainage features to capture urban runoff and precipitation. These features can slow, clean, and filter runoff, improving quality and reducing quantity of urban runoff entering the storm drain systems. Benefits of using LID result in adding water to local aquifers and increasing water reuse. It is a sustainable practice which benefits water quality protection, stream stability and can contribute to water supply.

The intent is to incorporate the systems of natural processes into the built environment. In addition to traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID within the WWSP will use site features as design elements to manage stormwater to minimize changes to predevelopment runoff rates and volumes.

Key principles of LID include:

- ❑ Decentralize and manage urban runoff to integrate stormwater management throughout the watershed.
- ❑ Preserve the ecosystem's natural hydrological functions and cycles.
- ❑ Account for a site's topographic features in its design.
- ❑ Reduce directly connected impervious surfaces to slow runoff and provide additional infiltration opportunities.
- ❑ Reduce impervious ground cover and maximize infiltration onsite.

As the WWSP develops, specific LID techniques, tools, and materials, specified in construction documents, will manage, and control the amount of impervious surface, increase infiltration, and improve water quality by reducing runoff from developed sites. Additional project design elements within open space areas will also provide hydrograph modification benefits. LID elements may be implemented into development plans with WWSP to achieve an overall reduction in stormwater runoff. The selection and use of these elements may vary by development area/project, depending on the runoff reduction needed and mitigation requirements specified in the WWSP EIR. LID options may include, but are not limited to, the following:

- ❑ Disconnected roof drains;
- ❑ Disconnected and separated pavement;
- ❑ Bio-retention facilities, rain gardens, and bioswales;
- ❑ Tree planting;
- ❑ Grass swales and channels;
- ❑ Curb cuts and vegetated filter strips;
- ❑ Impervious surface reduction – permeable pavements and porous pavements;
- ❑ Stream buffers;
- ❑ Soil amendments; or
- ❑ Pollution prevention and good housekeeping practices.

End of Pipe Stormwater Treatment Control

In addition to the implementation of the above-referenced LID measures, the storm drain system will be designed to provide additional protection of the natural environment and receiving water of Rock Creek by providing non-mechanical end of pipe treatment techniques. This element adds to the treatment train and consists of final treatment elements such as grass and vegetated treatment swales.

Special consideration will be taken to capture, convey and release stormwater to the onsite drainage and creek system. The treatment and conveyance of storm runoff in and through the open spaces may include the use of headwall structures, directly at the outfall location, to stabilize and protect the outlet pipe, surrounding topography and aid in velocity attenuation while minimizing future maintenance costs. Conveyance "grassy swales" which direct stormwater from the pipe outlets to receiving waters and avoid sensitive habitat while distributing concentrated pipe flows will be used at every outfall. Depending on the size of and frequency of storm events, and the actual drainage area being conveyed, the conveyance swales may be armored with geo-synthetics to minimize the potential for future erosion issues within the open space. Soft armoring may provide opportunities to create grassy swales and additional wetland habitat to aide in stormwater filtration and infiltration. These may include such devices as:

- ❑ Installation of "fossil filter" or equivalent petroleum absorbing insert assemblies in the project drop inlets;
- ❑ Trash screen vaults; or
- ❑ Other structural BMPs as approved by the County.

8.5 Dry Utilities

A. Electric Service

Pacific Gas & Electric (PG&E) will provide electric service to the WWSP.

Electric Energy Efficiency and Conservation

The WWSP includes implementation of cost-effective energy efficiency, load management, and renewable energy programs to meet electricity demand before new electricity sources are acquired.

Peak Electric Demand and Distribution

Planned electric backbone facilities include a substation and a 60kV transmission line corridor. Underground electrical distribution will be extended to individual parcels in conjunction with roadway improvements or as phasing requirements dictate. In addition, street lighting will be

provided along all public streets as part of the roadway frontage improvements. All electric and streetlight facilities will be constructed to the County's standards at the time of construction.

B. Natural Gas

PG&E will provide natural gas service to the WWSP in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided from existing infrastructure adjacent to the site on Wicklow Way. Delivery of gas service to individual projects in the WWSP will be reviewed by PG&E at the time of proposal.

C. Communication

The WWSP is within the service areas of ATT Communications, Xfinity and Viasat. Together, these providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the WWSP in accordance with the infrastructure Phasing Plan for dry utilities. The providers will review delivery of telephone, cable television, and high-speed data line services to individual projects in the WWSP at the time of proposal.

8.6 Solid Waste

Amador County Environmental Services (ACES) will provide solid waste services to the WWSP. Solid waste will be collected and delivered to the Kiefer Landfill and will rely on a Material Recovery Facility (MRF) that receives, separates, processes, and markets recyclable materials removed from the waste stream. Residual waste will be transferred to the Western Regional Sanitary Landfill located on the same site for disposal. At full buildout, the WWSP is anticipated to generate approximately 2,070 tons of solid waste annually.

9.0 NATURAL RESOURCE MANAGEMENT

The natural undeveloped character of the WWSP area consists of relatively gently rolling terrain situated at an elevation of approximately 1,500 feet above mean sea level. Historic use of the site includes gold rush era mining and more recently cattle grazing. Annual grasslands and a concentration of oak trees, and some drainage corridors are the dominant vegetation communities interspersed with non-native annual grasses.

The WWSP is consistent with the goals of County General Plan Open Space and Conservation Element. The WWSP establishes contiguous open space areas formed to protect some of the most prominent natural resource areas. In addition to resource protection, the open space areas help define the visual character of the site and provide for passive recreation opportunities, pedestrian and bike access, storm water drainage and treatment, flood water conveyance, utility infrastructure, and land use buffering.

Based on the characteristics of the site, the resource management approach in the WWSP focuses on wetland resources, vegetation and wildlife, and trees. Additional resources are addressed in the WWSP EIR.

9.1 Resource Management Policies

The following policies of the WWSP are intended to guide development of the plan area and provide specific policy-level direction.

Open Space Policies

- **Policy 9.1:** Provide an interconnected open space plan that includes trails, limited public facilities and mitigation areas.
- **Policy 9.2:** Incorporate oak woodlands into open space areas for the enjoyment and education of all WWSP area residents while protecting sensitive resources.
- **Policy 9.3:** Preserve, conserve, and enhance Rock Creek and its tributaries, associated floodplains and riparian habitat located within the boundaries of the Plan.
- **Policy 9.4:** Ensure that open space is properly managed in perpetuity.
- **Policy 9.5:** Locate Class I bicycle paths and paved and unpaved trails throughout the open space.
- **Policy 9.6:** Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.

- **Policy 9.7:** Where preservation is not feasible, mitigation measures shall be carried out as specified in the WWSP EIR.
- **Policy 9.8**: Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area to provide minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the County Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures shall be outlined in the WWSP Open Space Operations & Management Plan to be prepared at the time specific development is proposed.

Tree Policies

- **Policy 9.19:** Preserve existing Plan Area oak woodlands within open space preserves to the maximum extent practical.
- **Policy 9.10**: Preserve oak woodlands and isolated oak trees in residential and non-residential development parcels wherever practical.
- **Policy 9.11:** Oak trees included in residential and non-residential development that are impacted are encouraged to be preserved wherever practical, provided preservation does not:

EXISTING OAK WOODLAND

  - Cause a reduction in the number or of lots or a significant reduction in the size of residential lots.
  - Require mass grading that eliminates level pads or requires specialized foundations.
  - Require the use of retaining walls or extended earthen slopes greater than 4-feet in height, as measured from the bottom of the footing to the top of the retaining wall.
  - Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees that pose a safety risk to the public.

  - Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.

- **Policy 9.12:** Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon.
- **Policy 9.13** As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the mitigation measures identified in the WWSP EIR.

Water Quality Policies

- **Policy 9.14** Protect and enhance existing water quality in the Plan Area through storm water best management practices and low impact development measures.
- **Policy 9.15** Natural drainage courses within the Plan Area along Rock Creek and tributaries shall be preserved as required by county, State and Federal regulatory agencies and incorporated into the overall storm water drainage system.
- **Policy 9.16** Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.
- **Policy 9.17** New drainage outfalls within or near Rock Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination System (NPDES) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance.

Water Conservation Policies

- **Policy 9.18:** The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape.
- **Policy 9.19**: Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500-square feet requiring a building or landscape permit, plan check or design review.

Energy Efficiency Policies

- **Policy 9.20:** Incorporate alternative energy technologies into building design, whenever feasible, to include wind, solar, geothermal, or appropriate emerging technologies available at the time of construction.
- **Policy 9.21:** Commercial, Civic and Office Park uses shall install automatic lighting and thermostat features.
- **Policy 9.22:** Electrical outlets shall be provided along the front and rear exterior walls of all single-family homes to allow for the use of electric landscape maintenance tools.

9.2 Wetland Resources

A. Pre-Development Conditions

Several types of wetland features exist in the pre-development condition of the WWSP site. Rock Creek a perennial drainage which flows year-round. Seasonal wetlands are found primarily within grassland areas. A total of 1.91 acres of wetlands, 7,237 linear feet of onsite streams and other waters of the United States occurs within the WWSP in its pre-development condition.

Annual grassland is the dominant vegetation community within the WWSP. It is comprised primarily of non-native annual grasses and herbaceous weed species. The most common species found within WWSP included tarweeds (*Hemizonia* sp.), filaree (*Erodium* sp.), dogtail grass (*Cynosurus echinatus*), barley (*Hordeum* sp.), and oats (*Avena sp*.) Oak woodland habitat covers approximately a third of the Subject Property's area. Blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), valley oak (*Quercus lobata*), and gray pine (*Pinus sabiniana*) trees comprise most of the canopy in this habitat type. Riparian forest lines the northern border of the site and is strongly associated with Rock Creek. This habitat type is present along the bed bank and channel of Rock Creek and exhibits an understory and canopy of densely wooded young to mid-aged oaks, cottonwoods (*Populus* sp.), and willows (*Salix* sp.). This habitat type is highly overgrown with Himalayan blackberry (*Rubus armeniensis*) and is generally rocky throughout.

Sensitive Species

The special status species with the potential to occur on the Subject Property include California red-legged frog (*Rana draytonii*), California tiger salamander (CTS) (*Ambystoma californiense*), monarch butterfly (*Danaus plexippus*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Rudolph's cave harvestman (*Banksula rudolphi*), tricolored blackbird (Agelaius tricolor), Tulare cuckoo wasp (*Chrysis tularensis*), western pond turtle (*Emys marmorata*), North American porcupine (*Erethizon dorsatum*), Ione manzanita (*Arctostaphylos myrtifolia*), big-scale balsamroot (*Balsamorhiza macrolepis*), Tuolumne button-celery (*Eryngium*

pinnatisectum), and prairie wedge grass (*Sphenopholis obtusata*) (CNPS, 2021). The site does not lie within critical habitat of any federally listed species (USFWS, 2021a).

B. Avoidance and Mitigation Strategies

Avoidance

The WWSP development plan is influenced by the desire to reduce impacts on wetlands and habitat for endangered species. The Open Space is configured to minimize impacts on Rock Creek, to create an extensive open space preserve and to provide buffers for habitat and ongoing adjacent agricultural production. The system is designed to avoid impacts to resources. Most of the avoidance occurs in the open space preserves surrounding Rock Creek and its tributaries and to preserve oak woodlands to the extent practicable. Information regarding impacted and avoided wetlands, including mitigation strategies, is provided in the WWSP EIR.

Development of the WWSP will be subject to approvals from State and Federal resource agencies which could include:

- Streambed Alteration Agreement (Section 1602) from CDFW
- Clean Water Act (CWA) Section 404 Permit from the USACE
- Section 7 from the U.S. Fish & Wildlife Service (USFWS)
- CWA Section 401 water quality certification from the Regional Water Quality Board
- An approved jurisdictional wetland delineation from USACE
- SWPPP (Stormwater Pollution Prevention Plan), as required under the Construction General Permit from the SWRCB (State Water Resources Control Board).

Prior to submittal of an application for specific development within the WWSP, the County and Applicant shall work with representatives of various federal and state agencies to arrive at a design to minimize impacts to resources, create open space preserves of regional benefit and preserves the highest quality of onsite wetland resources.

Onsite Resource Preservation and Enhancement

Wetland features and habitat within the WWSP open space system will be preserved within on-site preserves and open space areas, and ultimately will be dedicated to either the County or managed by a Homeowner's Association for management and maintenance.

To ensure these open space features are maintained, grading and drainage plans in development areas will be designed to minimize impacts on the existing hydrology. Long-term maintenance and management of the preserves in the WWSP will be conducted in accordance

with development of an Open Space Preserve Management Plan, discussed further in Section 9.3 below.

Offsite Mitigation

Where biological resources cannot be avoided and preserved within the WWSP open space preserves, offsite mitigation is required to provide wetland habitat and land to offset potential loss of resources. To meet the resource preservation objectives outlined above, the WWSP mitigation program includes preservation of resource areas on offsite lands and the use of approved mitigation banks. The use of offsite lands and habitat credits as mitigation to satisfy onsite impacts on wetland resources will be assessed by the appropriate federal and state resource agencies subject to various permit approvals prior to development activity within the WWSP.

9.3 Vegetation and Wildlife

The hallmark natural landscape feature of the Plan Area is the topography and oak woodlands in the Plan Area. The woodlands consist of a thriving oak canopy ecosystem that includes trees ranging in size from saplings to heritage oak trees hundreds of years old. The oak woodlands, together with Rock Creek and its tributaries, comprise the most biologically diverse and significant natural resource in the Plan Area. The WWSP proposes to make the oak woodlands more accessible to the public by carefully locating Class I bike paths and paved and unpaved trails throughout the area for the enjoyment of county residents.

Wetland features such as wetland swales, and seasonal wetlands and streams are embedded in the grassland habitat. In more open areas, the understory consists of nonnative annual grasses and forbs.

WWSP's biological communities support wildlife species. The grassland habitat supports several raptor species, including Swainson's hawk, by providing foraging habitat. This is a state-listed threatened species and is protected pursuant to the California Endangered Species Act.

Grassland habitat and oak and riparian corridor habitat will be preserved as part of the WWSP open space preserve system. Active management of grasses by mowing, harvesting, discing, or grazing is anticipated to provide prey opportunities for wildlife species. Preservation and management of the grassland areas and oak riparian corridor will be regulated by the Operations and Management Plan, as outlined in sub-Section 9.3.

9.4 Operations and Management Plan

An Operations and Management Plan (O&M Plan) will be implemented in accordance with the applicable regulatory permits to continually monitor, report, and correct disturbance, if any, to the open space/preserve areas. This document will ultimately be approved by the regulatory

agencies and will specify the permitted activities and features within the WWSP preserves. For the WWSP, preserve and open space areas will be managed in accordance with the Open Space Preserve Management Plan. The Preserve Management Plan governs management of preserve areas and provides mechanisms for consistent application of preserve management strategies. At minimum, preserve management strategies will address fire/fuel modification zones, mowing activities, grading and construction activities, pedestrian and bikeway paths, storm drainage systems (including outfall locations and the treatment and transfer of stormwater to receiving waters), utility crossings, and other permitted and prohibited activities. In addition, standards will be established to minimize potential future impacts on drainage corridors from sources of pollution, including urban runoff and neighboring land uses. Following habitat creation and completion of success monitoring by the applicant, on-site open space preserves will be managed by the county in accordance with the Preserve Management Plan. Funding for the management of on-site preserve and open space areas will be provided by an annual tax levy via creation of a Community Facilities District (or other funding mechanism).

9.5 Trees

The riparian woodland occurs immediately adjacent to the creeks and includes oak and other species. Both the riparian and oak woodlands are an important habitat for a variety of wildlife species, and a significant visual amenity. There are 74-acres of existing oak tree habitat. Nearly 50% of the oak woodlands will be preserved in the WWSP within open space areas or park sites.

Development in the WWSP and impacts to trees as a result of public and private improvements is subject to the County General Plan policies which stipulate at a minimum, one acre of oak woodland habitat providing similar functions and values under conservation easement for every acre of oak woodland habitat lost. The Subject Property has approximately 74 acres of oak woodland. Assuming maximum removal of oak woodland (i.e., half of the existing oak woodland), at least 37 acres of oak woodland would need to be preserved. Consistent with the General Plan requirements, the oak woodland mitigation strategy includes:

- Conserving oak woodlands using conservation easements,
- Contributing funds to the Oak Woodlands Conservation Fund to purchase conservation easements,
- Replanting trees (replanting cannot fulfill more than 50% of the required mitigation), and/or
- Implementing other mitigation actions as outlined in the WWSP EIR.

Oak woodland compensation on-site in the WWSP will occur within the Rock Creek corridor and open space preserve areas. A regeneration/ replanting receiving area may be adjacent and connected to preserved woodland areas. Tree mitigation plans are coordinated through the County for planting specifications, locations, and monitoring.

9.6 Cultural, Historic and Tribal Cultural Resources

Most of the WWSP site surface was modified in the past due to historic mining which suggest a relatively low sensitivity for surviving cultural resources. The WWSP EIR provides a detailed analysis of the site's cultural, historic, and tribal cultural resources, including mitigation and direction for further analysis of project-related impacts, and how to proceed if any previously undiscovered or subsurface archaeological artifacts or historical sites are discovered.

10.0 IMPLEMENTATION

Government Code Section 65451 requires every specific plan to include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria.

10.1 Financing Policies

The following policies of the WWSP are intended to guide development of the plan area and provide specific policy-level direction.

- **Policy 10.1:** Provide funding for all WWSP backbone infrastructure and public facilities projects so that development of the Plan Area may proceed.
- **Policy 10.2:** Development shall fund its proportional share of the costs for Plan Area public facilities including the civic center, fire station, and parks.
- **Policy 10.3:** A Plan Area fee may be created to fund backbone infrastructure.
- **Policy 10.4:** At the time specific development is proposed, submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications.
- **Policy 10.5** Provide for the maintenance and operation of public infrastructure and facilities including open space.

10.2 Implementation

Implementation of the WWSP is to be administered by the County and carried out in accordance with the terms and conditions of phasing plans, a financing plan, and the WWSP EIR, which augment the policies and regulations set forth in the County's General Plan and Municipal Code. Implementation would also be consistent with State and Federal permit conditions and the federal regulatory requirements. Implementation of the WWSP is intended to result in systematic and orderly development.

It should be noted that at the time of the preparation of the WWSP, no specific developer or builder has been identified. It is anticipated that in the future the County would offer the site in whole or by parcel for sale to specific developers or builders. These future applicants would be required to process Tentative Subdivision Maps.

The WWSP includes a conceptual program for phasing of units to support financing, construction of public improvements, review of individual development projects, transfer of

residential units, and a process for amendments/minor modifications. These programs are summarized in this chapter, with details and specific requirements included in the above-referenced documents.

10.3 Relationship to County Plans and Policies

A. General Plan

The General Plan serves as the long-term policy guide for the physical and economic development of the County. The County's core values are the foundation of the General Plan and the underlying basis for its vision and direction. The WWSP implements the goals and policies of the General Plan and augments these goals and policies by providing specific direction to reflect conditions unique to the WWSP. The WWSP is consistent with the General Plan and incorporated documents as amended.

B. Municipal Code

The County Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Code's key ordinances include Zoning, Subdivision, Water and Sewer, Erosion Control and Grading and Tree Protection, which are used in tandem with the WWSP to implement the development program. Development standards contained in the Zoning Ordinance apply to the WWSP and in addition, the WWSP Development Standards (Appendix A) identify potential housing and density variations and acknowledge custom site-specific development standards as part of future tentative map processing. Where the WWSP is silent, the Zoning Ordinance's regulations prevail.

C. Public Works Standard Plans

Roadways will be constructed to County standard plans and specifications.

Specific Plan Related Documents

A. Environmental Impact Report

An EIR was certified concurrent with approval of the WWSP. The EIR, prepared in accordance with CEQA, examines the potential direct and indirect environmental effects associated with development of the WWSP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The EIR analyzes the WWSP at a project level and serves as the base environmental document for purposes of evaluating subsequent WWSP-related entitlements.

B. Development Standards and Design Guidelines

Concurrent with the approval of the WWSP, the WWSP Development Standards (Appendix A) and WWSP Design Guidelines (Appendix B) were approved by the County. The Development

Standards reference applicable zoning regulations for the WWSP and describe a process to achieve a development pattern which would not be otherwise permitted by standard application of the County's Zoning Ordinance. For matters where Development Standards are silent, the County's Municipal Code prevails.

The WWSP Design Guidelines provide detail in the design, review, and approval of individual projects. Elements addressed include subdivision and site design, architecture, landscaping, streetscapes, entries, lighting, signage, and low impact development concepts. All development within the WWSP is required to comply with the WWSP Development Standards and WWSP Design Guidelines.

10.4 Phasing Plan for Public Facilities

The WWSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. It is anticipated that ultimate build out of the plan area may take ten to twenty years.

Three infrastructure construction phases (Phases A, B and C) are assumed as the WWSP builds out. However, the development may ultimately build out by phases that differ from these assumptions.

The tentative land use allocations by phase are summarized in Table 10-1.

In general, the phasing plan is structured to ensure the improvements in each phase can support its respective development in compliance with policies and standards, and the development in each phase can support the costs of the required improvements.

Infrastructure phases may be modified at the discretion of the County, in consultation with all affected County departments.

The infrastructure requirements for each phase of development shall include all on-site backbone infrastructure and off-site facilities necessary for the build out of each phase as described in the WWSP Development Agreement(s).

These include roadways, sewer, water, recycled water, storm drainage, dry utility, pedestrian pathways, schools, parks, and other facilities and improvements. All in-tract sewer, storm drain, water, dry utilities, and recycled water (if applicable) will be installed as part of local project improvements.

Table 10-1 provides a conceptual phasing plan. However, this is only conceptual in nature and is subject to refinement at the time specific developer(s) come on board and subdivision maps are submitted as well as market conditions.

TABLE 10-1 CONCEPTUAL LAND USE AND RESIDENTIAL UNITS BY PHASE

Phase	A	B	C	Total
LDR	16 ac 132 du	16 ac 132 du	9.1 ac 16 du	41.1 ac 200 du
MDR	10 ac 100 du	10 ac 100 du	7.6 ac 20 du	27.6 ac 220 du
HDR	-	-	9 ac 200 du	9 ac 200 du
Comm	-	12.1 ac	-	12.1 ac
PR	5	5 ac	-	10 ac
OS	53.7 ac	-	-	53.7 ac
P/QP	15 ac	23.4 ac	10 ac	48.4 ac
Total	99.7 ac 232 du	66.5 ac 232 du	35.7 ac 236 du	201 ac 700 du

10.5 Financing of Public Improvements

Construction of public improvements to serve the WWSP will be funded by a variety of mechanisms including establishment of one or more Community Facilities Districts (CFD), County impact fees, school impact fees, future developer financing and other methods. These financing mechanisms are summarized in Table 10-2.

- **Developer Financing.** Direct developer/merchant builder financing may be used to contribute toward backbone improvements and facilities, shortfall financing, and in-tract subdivision improvements. A Developer Fee would be paid at the time of building permit to fund any capital improvements related to law enforcement consistent with an Assembly Bill 1600 fiscal analysis.

- **County Impact Fees.** The County adopted a set of development impact fees to finance capital improvements. The fee structure requires the payment of fees prior to issuance of a building permit. The County collects recreation fees, utility connection fees, traffic mitigation fees, and fire protection fees. The fee schedule may be found at: 635277076215530000 (amadorgov.org)

- **Traffic Impact Fee:** Ordinance No. 1614, Public Road Impact Fee, set a "Base Fee" for each single-family dwelling, justified by a Nexus Study and the County's Capital Improvement Plan. Currently, the base fee in 2022 according to the County's website is $6,380.00. The fee for commercial developments depends on the amount of traffic the development is estimated to generate over and above the existing volume of traffic. The fee is imposed on all building permits for single or multi-family residential units and commercial and industrial uses applied for on or after October 15, 1999. It is not imposed on building permits for garages, room additions, decks, remodeling, etc. Each Traffic Mitigation Fee is put into a Trust and is administered by the Amador County Transportation Commission. It is to be used only to finance construction, improvement, and maintenance of public roads.

- **Community Services Area** Community Service Areas (CSAs) are special districts of the County, governed by the County Board of Supervisors. CSA's require approval by the Local Agency Formation Commission (LAFCO) and can be used as a mechanism to pay for services.

In 2008, LAFCO established powers authorized or active for each of the CSAs. All other powers, functions, and classes of service which were not authorized as of January 1, 2009, were determined to be latent powers as of that date. Services authorized by LAFCO for each CSA include:

- CSA 1: Police, sewerage & garbage (inactive); funding mechanism for fire services is now provided by AFPD
- CSA 3: Financing mechanism for bond repayment
- CSA 4: Collection, transportation, treatment & disposal of sewerage; water (Inactive); drainage
- CSA 5: Public works; road improvement/maintenance.

The County's Municipal Code provides that prior to any road's being accepted by the board of supervisors into the county road system as a county highway, the road and parcels benefitted thereby may be included in a county service area providing annual maintenance revenue from charges imposed on each parcel therein in accordance with the provisions of Government Code 25210.77a, so that the costs of maintaining said road are borne by the parcels included in the county service area.

- CSA 6: Sewer system monitoring
- CSA 7: Funding and disposal of solid waste (inactive)
- CSA 8: Non-potable water

- **Community Facilities District.** In addition to CSAs, one or more CFDs may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities to

serve the WWSP. The 1982 Mello Roos Community Facilities Act enables jurisdictions to establish a CFD to fund various facilities and services.

The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. A separate CFD for services may be established for maintenance of certain facilities which provide special benefit to the WWSP. Such facilities may include landscape corridors and medians, open space preserves, pedestrian pathways, bike paths, bus stops and shelters, drainage and storm water treatment facilities and neighborhood parks. In addition, a CFD may be used to fund governmental services which directly benefit residents of the WWSP, including police, fire, library, and other governmental services.

Future developer/builders would be required to pay for annexation of the project area into the County's CFD No. 2006-1 through annexation into the district to fund fire services.

Developer fees will also be required payable to the AWA for water and wastewater infrastructure to serve the site.

- **School Impact Fees.** The school district has established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuant to Section 65995 of the California Government Code, these school impact fees will be collected by the school district prior to issuance of a building permit.

As noted, other financing mechanisms may be used, including creation of private districts or associations to fund maintenance of certain facilities within the WWSP. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations shall be detailed in a development agreement, at the time a specific development is proposed. Potential financing options are listed in Table 10-2 Public Improvement Financing Mechanisms.

10.6 Subsequent Entitlements and Approvals

A. County Processing

Individual development projects within the WWSP are subject to review and approval of subsequent County permits and entitlements (e.g., subdivision review, design review, conditional use permits, variances, and/or other permits). Application and processing requirements shall be in accordance with Zoning Ordinance and other regulations, unless otherwise modified by this WWSP.

All subsequent development projects, public improvements and other activities shall be consistent with this WWSP and accompanying Development Standards and Design Guidelines, development agreement(s), applicable County policies, requirements and standards and all State and Federal

permit conditions and environmental review documents (CEQA and NEPA). In acting to approve a subsequent project or permit, the County may impose conditions as are reasonably necessary to ensure the project complies with the WWSP and all applicable plans and regulations.

TABLE 10-2 PUBLIC IMPROVEMENT FINANCING MECHANISMS

IMPROVEMENT/FACILITY	FINANCING OPTIONS
Roadway Improvements	CSA/CFD/Traffic Fees/Developer Financing
Storm Drain Infrastructure	CSA/CFD/Developer Financing
Water Infrastructure	CSA/CFD/Water Connection Fee/Developer Financing
Sewer Infrastructure	CSA/CFD/Sewer Connection Fee/Developer Financing
Electric Facilities	CFD/Utility Rates/Developer Financing
Parks	Recreation Fee/Developer Financing/Homeowners Association
Landscape/Pedestrian Pathways	CFD/Developer Financing/Homeowners Association
Bike Trails	Bike Trail Fee/CFD/Developer Financing/Homeowners Association
Open Space Amenities	CSA/CFD/Park Fees/Developer Financing
Library	Public Facilities Fee
Schools	School Impact Fees/State Funding
County Facilities	County-Wide Facilities Fee
Maintenance Services[1]	General Fund/CFD
Governmental Services[2]	General Fund/Public Facilities Fee/CFD

1 Landscape corridors and medians on roadways, parks and related facilities, pedestrian pathways, open space areas, bike, and pedestrian paths and/or trails, bus stops and shelters, detention, and storm water treatment facilities.
2 Sheriff, fire, library, or general governmental services.

B. Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the CEQA. The WWSP EIR, certified concurrent with approval of the WWSP, serves as the base environmental document for subsequent entitlements. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if a subsequent project is determined to be consistent with the Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provides that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined a development application is inconsistent with the Specific Plan and/or substantial evidence exists to support

the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the WWSP EIR in accordance with Public Resources Code 21081.6 to help ensure implementation of EIR mitigation measures.

C. Development Agreement(s)

It is envisioned that the County will sell all or a portion of the WWSP site to developers or builders. At the time of sale, a Development Agreement (DA) will be required to outline the requirements and obligations of both the County and the Applicant.

Consistent with state law a DA shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The DA may include conditions, terms, restrictions, and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions, and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time.

The DA may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time.

D. Approvals from Other Agencies

Appropriate state, and federal approvals and permits are required prior to any development activity within the WWSP. Plan implementation would be carried out consistent with all applicable permit conditions and the federal environmental review document. Table 10-3 outlines potential agency approvals that would be required.

TABLE 10-3 AGENCY APPROVALS

AGENCY	APPROVAL
Amador Airport Land Use Commission	Airport compatibility
County Planning Department	Subdivision review, design review, conditional use permits, variances, and/or other permits
County Public Works Department	Encroachment Permit Grading Permits Improvement Plans

AGENCY	APPROVAL
	Final Maps
California Regional Water Quality Control Board (Central Valley Region)	NPDES General Construction Permit Stormwater Pollution Prevention Plan
CDFW	Section 1600 Streambed Alteration Agreement
U.S. Army Corp of Engineers	Wetlands Delineation and Section 404 Clean Water Act 404 Permit
Amador Water Agency	Water Supply Will Serve Letter Wastewater Disposal Approval Water Improvement Plans Wastewater Improvement Plans
Amador Air District	Authority to Construct
City of Jackson	Encroachment Permit
Caltrans	Encroachment Permit

10.7 Amendments and Minor Modifications

Proposed changes to a specific plan typically require approval of a Specific Plan Amendment (SPA). These amendments are processed in the same manner as the initial WWSP adoption, requiring review by the Planning Commission and action by the Board of Supervisors.

However, because the WWSP will build out over several years, it is anticipated that it may need to respond to changing market conditions and County expectations during buildout. To provide a degree of flexibility in responding to changing conditions, the WWSP allows for administrative approval of Minor Revisions to the WWSP, including the WWSP Development Standards and WWSP Design Guidelines included in Appendices A and B, respectively. The Planning Director, or designee, shall determine whether a proposed revision is minor, and may act upon a minor revision to the WWSP and appendices administratively, as specified below.

A minor revision to the WWSP may be processed and acted on administratively if determined by the Planning Director to be in substantial conformance with:

1. The overarching vision and community design principles intended for the WWSP, including applicable development standards and design guidelines.
2. WWSP development agreement(s).
3. County General Plan; and
4. The WWSP EIR.

Examples of minor revisions to the WWSP include, but are not limited to:

- ❑ The addition of new or updated information which does not substantively change the WWSP.
- ❑ Minor adjustments to land use boundaries of residential, commercial, or park parcels, to open space edges between developable and non-developable land, or to street alignments, where the general land use pattern is maintained.
- ❑ Minor modifications to, and interpretations of, the development standards, if it is determined such changes are equal to or better than the original intent of the WWSP.
- ❑ Changes to the provision of public infrastructure and facilities do not impact the level of service provided or affect the development capacity in the WWSP.
- ❑ Modifications to the Design Guidelines (such as revisions to design treatments or changes in specified plant materials, alterations of site concept plans, etc.) if it is determined design intent is maintained.
- ❑ Modifications to the provisions for infrastructure and construction timing which do not change the ability to provide adequate infrastructure for the development.

Any proposed minor revision to the WWSP may, at the sole discretion of the Planning Director, be referred to the Planning Commission and Board of Supervisors for action. Determinations and actions by the Planning Director may be appealed to the Planning Commission.

If the Planning Director determines a proposed amendment does not meet the above criteria, a SPA shall be required.

10.8 Minor Residential Unit Transfers

The WWSP land use plan is conceptual in nature and assigned a residential dwelling unit allocation with associated gross land use density. These assignments were made at the time of WWSP approval based on an assessment of the constraints and opportunities and anticipated long-term demand for various housing types. As individual residential Large Lot Vesting Tentative Subdivision maps and Small-Lot Vesting Tentative Subdivision maps are processed over time, a more detailed assessment of site, market, and other conditions will occur. It is anticipated this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

The WWSP includes a provision which allows the County to approve minor residential density adjustments per parcel and allow the transfer of residential units between large lot parcels. The Planning Director may administratively approve a residential unit transfer/density adjustment between any WWSP large lot parcels provided the following conditions are satisfied:

1. The transfer and receiving parcels are located within the WWSP and are subject to a development agreement.

2. The transfer of units does not result in a change to the land use designation, specifically, the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation.
3. The transfer of units does not result in increased impacts beyond those identified in the WWSP EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in the WWSP and related Development Standards and Design Guidelines.
4. The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts.
5. HDR units designated as affordable units may be transferred administratively until such time, they are encumbered by an Affordable Housing Regulatory Agreement (or other form as approved by the County).

The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of the WWSP and the WWSP EIR and will not require an amendment to the WWSP, zoning, development agreement(s), or the General Plan.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a complete Administrative Permit application to the Planning Director which (a) identifies the affected parcels; (b) designates the number of units being transferred; (c) provides other documentation as required by the Development Services Director to determine compliance with the above unit transfer criteria; and (d) includes a revised WWSP Table 4-1, Land Use, reflecting the adjusted unit counts and densities. The revised table will be the official record tracking unit allocations to each large lot residential parcel.

If the Planning Director determines the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be referred or appealed to the Planning Commission and/or Board of Supervisor for action. Any determination of consistency may, at the discretion of Planning Director, be forwarded to the Planning Commission for review. The applicant may request density adjustments which do not comply with the above criteria. Such requests shall require an amendment to the WWSP.

All unused units must be transferred prior to the County's approval of the last Small Lot Final Subdivision Map or Design Review Permit for any residential parcel/area within the WWSP.

Appendix A WWSP Development Standards

This section describes the development standards for the WWSP area. These standards are designed to promote and protect the health, safety and welfare of WWSP area residents and establish criteria for such things as permitted uses, lot size, setback and building height. The development standards are intended to apply to all residential and no-residential land uses.

A.1 Applicable Zoning and Development Standards

The WWSP development standards are unique and only apply to the WWSP area. These Development Standards will guide development and supersede those of Title 19 of the Amador County Municipal Code for the WWSP site. Zoning and development standards for WWSP residential parcels are referenced in the WWSP and included in the Amador County Zoning Ordinance. Figure 4-1 and Table 4-1 in WWSP Chapter 4, Land Use, identify zoning districts. Table A-1, Development Standards by Land Use Designation, below, lists design and development standards for future WWSP residential and commercial development opportunities.

A.2 Planned Development Standards

The Planned Development (PD) standard overlay zone district establishes standards for LDR, MDR and HDR uses and provides for flexibility of housing type and design. The PD district allows a range of housing types and lot sizes to respond to different household sizes, demographics, and market demands. Housing types can vary from detached to attached, front access to alley (rear) access, and cluster arrangements.

Subdivisions in the PD district, which deviate from Zoning Ordinance development standards, shall define a customized set of development standards when processing small lot tentative maps. Customized development standards may include elements such as reduced setbacks, smaller lot sizes, modified lot coverage, and other features specific to a housing type. County review of modified development standards will occur in conjunction with a small lot tentative map process to justify deviations to the Zoning Ordinance's typical requirements.

A.3 Residential Product Types in the PD Zone and Commercial Uses

The residential component of the WWSP is comprised of three residential land use designations: Low-Density Residential (LDR) PD-R-1, Medium-Density Residential (MDR) PD-R-2, and High-Density Residential (HDR) PD-R-3.

Types of residential products which could be accommodated in the PD zone are defined below. The design flexibility permitted in the PD zone is intended to accommodate compact residential densities. Other housing types, not yet contemplated, may also be permitted with County approval. Implementation of these housing product types may require defining new development standards, in support of specific design characteristics.

Single Family: Low-Density Residential (LDR)

The single-family PD-R-1 designation is intended to allow for residential neighborhoods consisting primarily of single-family dwellings with the potential for second dwelling units. Single-family front-loaded housing on conventional lots is anticipated as the primary product type. Duet/half-plexes are permitted. The density range is from 0.5 to 6.9 dwelling units per acre.

A. Small Lot Residential: Medium-Density Residential (MDR)

The MDR PD-R-2 designation is intended to promote a variety of housing types ranging from single-family dwellings (small lot detached, zero-lot line and patio homes), two-family (duplex) dwellings and multi-family dwellings. Within this density range, single-family detached housing may be provided on a wide range of lot types including small, or alley-loaded, courtyard, alley clusters, and zero-lot line. In addition, duet/half-plex homes, townhomes, or condominiums may also be accommodated. It is intended to accommodate first time homeowners as wells as senior populations interested in downsizing. The density range is from 7 to 12.9 dwelling units per acre.

B. High-Density Residential (HDR)

The HDR PD-R-3 designation is intended to provide for multi-family housing opportunities including, but not limited to, townhomes, courtyard townhomes, condominiums, garden-style apartments, podium design apartments, and apartments. Multi-family housing types may be applied to for-sale or rental units. It also allows other similar and compatible uses including community care facilities. The allowed density range is 13.0 dwelling units per acre or greater.

C. Commercial Non-Residential Land Uses

The Retail Commercial and Office (C-1) designation provides for neighborhood and regional serving convenience-oriented retail and service uses such as grocery and drug stores, restaurants, cafes, offices, personal services, and shops. The land use plan provides for 12.1 acres of commercial uses and an allocates approximately 100,000 square feet of potential building area within walking distance of residential neighborhoods and accessible by public transit.

TABLE A-1 WWSP DEVELOPMENT STANDARDS BY LAND USE DESIGNATION

SINGLE FAMILY-RESIDENTIAL (LDR) DEVELOPMENT STANDARDS		
Lot Size	**Dimensions**	
Interior Lot	6000 square feet (sf) minimum (min)	
Corner Lot	7500 sf min	
Building Coverage		
Interior Lot	45%	
Corner Lot	45%	
Width (Measured at front yard setback)		
Interior Lot	60 feet (ft) min	
Corner Lot	75 ft min	
Cul-de-sac	45 ft min	
Flag Lot	60 ft min	
Setbacks (Measured at back of sidewalk)		
Front Yard Setback		
Courtyard/Porch (measured at foundation line)	15 ft min	
Primary Structure	15 ft min	
Garage	20 ft min	
Side Yard Setback		
Main Building	5 ft min/10 ft between buildings	
Second Dwelling Unit	5 ft min	
Accessory Structures	5 ft min	
Detached Garage	5 ft min	
Building Height		
Main Building	35 ft	
Detached Garage	18 ft	
Second Dwelling Unit	18 ft	
Accessory Building	15 ft	
MEDIUM-DENSITY RESIDENTIAL (MDR) DEVELOPMENT STANDARDS		
Lot Size	**Single-Family Dwelling Units**	**Two-Family Dwelling units**
Interior Lot	3000 sf min	6000 sf min
Corner Lot	3500 sf min	6500 sf min
Building Coverage		
Interior Lot	50%	50% maximum (max)
Corner Lot	50%	50% max
Width (Measured at front yard setback)		
Interior Lot	30 ft min	60 ft min
Corner Lot	35 ft min	65 ft min

Setbacks (Measured at the back of sidewalk)		
Front Yard Setback		
Courtyard/Porch (measured at foundation line)	12.5 ft min	12.5 ft min
Primary Structure	15 ft min	15 ft min
Garage	20 ft min	20 ft min
Side yard Setback	5 ft min	5 ft min
Main Building	10 ft	10 ft min
Second Dwelling Unit	5 ft min	5 ft min
Accessory Structures	5 ft min	5 ft
Detached Garage	5 ft min	5 ft
Building Height		
Main Building	35 ft	35 ft max.
Detached Garage	18 ft	18 ft max.
Note: Medium density residential is intended to provide compact development and can include single family detached units on small lots, courtyard homes, and duplexes.		

MULTI-FAMILY RESIDENTIAL (HDR) DEVLEOPMENT STANDARDS		
Setbacks (measured at back of sidewalk)	**Town Houses**	**Condominiums/Apartments**
Lot Size/Area	1 acre minimum	1 acre minimum
Front Yard Setbacks	**Feet**	**Feet**
Courtyard/Porch (measured at foundation line)	12.5	0
Primary Structure	15 ft min	0
Garage	20 ft	20 ft
Side Yard Setbacks		
Interior Side Yard	N/A	10 ft min
Street Side Yard	15 ft min 2-story	15 ft for 2-story
	20 ft min 3-story	20 ft. min for 3-story
Garage Facing Street Side	18 ft min	N/A
Accessory Structures (Interior Lot Lines)	3 ft min	5 ft min
Rear Yard Setbacks		
Main Building	10 ft min	10 ft min
Accessory Structure	5 ft min	5 ft min
Detached Garage	5 ft min	N/A
Building Height		
Main Building	35 ft max	50 ft max
Detached Garage/Carports	18 ft max	18 ft max
Accessory Building	15 ft max	15 ft max

COMMERCIAL DEVELOPMENT STANDARDS	
Lot Configuration	**Area**
Lot Size/Area	0.25 acre
Building Area	
Floor Area Ratio	50%
Setbacks (measured from back of sidewalk)	
Front Yard	20 ft
Side Yard	20 ft
Rear Yard	20 ft
Landscape Coverage	
Distance Between Buildings	10 ft per story
Building Height	
Main Building	50 ft max.[1]
Note: 1. Dependent on ALUC Overflight restrictions	

Appendix B Design Guidelines

This appendix to the WWSP is intended to provide design guidance for physical form and visual character of future development. They are to be used to advise and support County staff, Planning Commission, and County Board of Supervisors during their review of individual development projects in the WWSP. They are also intended to encourage quality and creativity for individual development projects and are not to be applied as strict standards recognizing that several design options can achieve a desired intent or result. Graphics, photos, and other imagery are used to illustrate application of these guidelines, but do not dictate specific styles or architectural character. These guidelines consider community, commercial, neighborhood, and residential design elements and are intended to respond to market conditions, site constraints and opportunities, and other factors. While design flexibility is key, application of these guidelines is important to achieve the quality community described in WWSP Chapter 3, Vision and Principles.

A. Relationship to County Documents

Applicable standards for the design of all uses in the WWSP area include:

- Amador County Municipal Code-Title 19, Zoning Ordinance
- Amador County Municipal Code-Title 17, Division of Land
- Transportation and Public Works Standard Plans
- Outdoor Lighting Ordinance
- Parks Construction Standards
- Subdivision Ordinance
- Stormwater Quality Design Manual
- Amador County Recreation Agency Master Plan
- Amador Water Agency Water Conservation Plan

Modifications to Design Guidelines

These Guidelines establish key community design elements. It is expected that the WWSP will build out over several years, and conditions may change. The County recognizes the need for flexibility in the implementation of these Guidelines and new conditions that may require modifications. WWSP Chapter 10, Section 10.6 identifies the process for approval of minor modifications if deviations are determined to be consistent with the spirit and intent of these Guidelines.

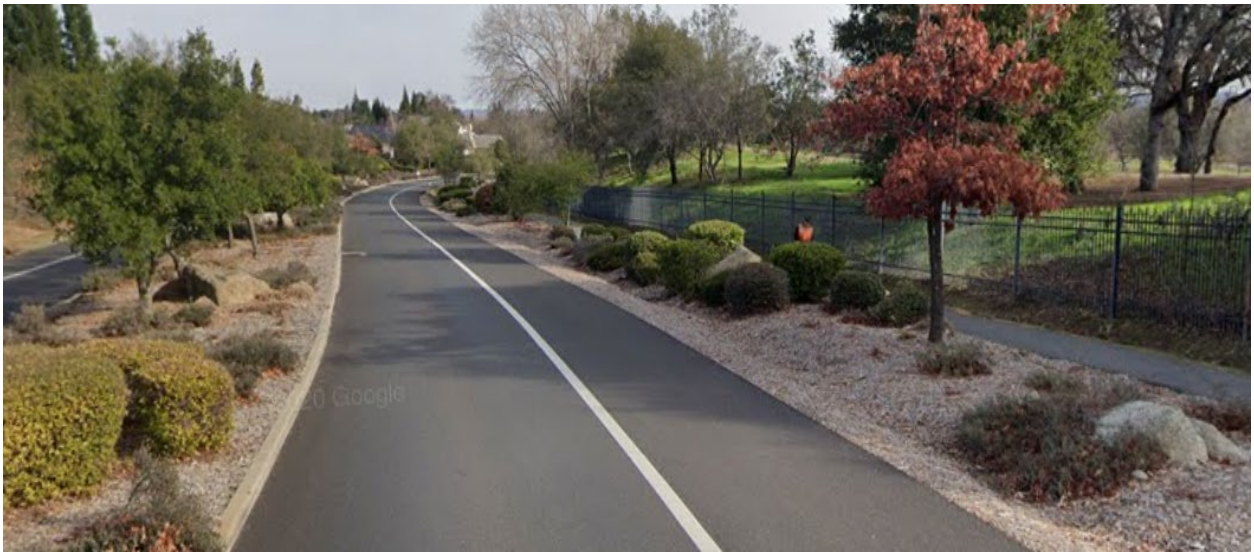
B.1 Landscape Architecture

The guidelines for landscaping unify elements of the WWSP by reinforcing the sense of place envisioned for the planned community. Landscape plans prepared for roadway corridors, entrance gateways, and open space edges should conform to these guidelines. Landscape design should be appropriate for the local climate and soil conditions, use water-conserving plant species and recycled water irrigation systems, install water efficient low volume irrigation systems and controls, harmonize with native vegetation, and provide a transition between formal landscaping in developed areas and the natural character of open space areas. This section outlines landscape themes and street tree planting concepts.

A. Overview and Approach for Landscaping

The planting approach for WWSP incorporates a hierarchy of trees, shrubs, and groundcovers to define the public realm. Along streetscapes, landscape architecture should use a consistent application of plantings from the plant palette, with trees which hold a strong street edge and create an intimate environment for the pedestrian experience. In larger landscaped areas, such as entrance gateways, landscape concepts should reinforce community unification concepts, using a diversity of trees, groundcovers, and shrubs to visually punctuate these areas and create distinct features in the landscape. Along Open Space preserve interfaces, the landscape design approach should enhance the WWSP's existing setting by incorporating native plant species which create a visual transition from onsite developed.

Landscaping should use water-conserving plant species to the extent possible (See Table B-1, WWSP Plant Palette Trees and Shrubs), recognizing groundcovers may be used in many areas and turf in select areas. Water-conserving plants should be selected based on their ability to thrive without the use of spray irrigation when established.



LANDSCAPING EXAMPLE 1: EAST ROSEVILLE PARKWAY, PLACER COUNTY

LANDSCAPING EXAMPLE 2: EAST ROSEVILLE PARKWAY, PLACER COUNTY

B.2 Planting Concept for Streetscapes (Collectors)

Landscape corridors and medians (where applicable) on collector streets should be landscaped with a combination of trees, shrubs, and groundcover consistent with the following guidelines and using plants listed in Table B-1:

Primary Street Trees

Primary Street Trees should be planted between the street edge and sidewalk or in a front yard, as appropriate per each street design standard. Consistent application of a primary street tree will provide a scale to each street, helping define its form and visual character. Primary street trees shall be:

- ❑ Large-scale, single-trunk trees, primarily deciduous, with high canopies growing over the roadway.
- ❑ Spaced 30-feet on center.
- ❑ Planted from a minimum 15-gallon container.
- ❑ Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers and deep root irrigation shall be installed on trees planted within 5-feet of a curb, paved surface, sidewalk, or wall.

Secondary Street Trees

- ❑ Where appropriate, secondary street trees should be used as background trees in the landscape corridors to add contrast to the linear plantings of primary street trees.
- ❑ Median trees are also considered secondary trees and may duplicate the primary street trees or provide contrast in the median to reinforce a street's landscaping theme.

Secondary trees should also be used to provide color and accents at neighborhood entries and at points of interest along the streetscape. Secondary trees shall be:

- ❑ Planted in informal fashion as determined by space and tree species in landscape planter.
- ❑ Selected from the palette in Appendix B-1.
- ❑ Distinctive in form and/or color.
- ❑ Complementary to the form of the primary street tree.
- ❑ Planted from a minimum 15-gallon container.
- ❑ Utilize recycled water for irrigation and water efficient irrigation systems and controls.
- ❑ Spaced an average of 30-feet on center, or in equivalent quantities if planted in clusters in landscape planters.

Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, soften the ground plane, and visually link all landscape materials. Shrubs should be:

- ❑ Planted from a minimum one- to five-gallon container.
- ❑ Selected according to size, color, texture, water use, and seasonal interest.
- ❑ Placed to not obstruct important pedestrian or vehicular sight lines or threaten the safety of pedestrians.

Groundcover

Along collectors, groundcover should be planted in all portions of landscape corridors, entrance gateways, and/or medians not planted with shrubs. Selection of plant material should also consider the pedestrian use of a particular area. High-activity areas such as parks and pedestrian corridors should be strategic in the use of turf to maximize water conservation. Groundcovers, particularly those utilizing drip or other low-volume irrigation, should be used in low-activity areas along collectors.

Utilization of groundcover should consider the following:

- ❑ Turf should be used sparingly in planter strips between the sidewalk and curb along collector streets.
- ❑ Non-turf low-maintenance groundcover (or a combination of turf and non-turf groundcover) is preferred behind the back of sidewalks on major roadways.

- Other non-living materials such as bark and boulders may be combined with ground-cover to add variety to the landscape.
- Hydroseeded areas should have strict weed-abatement measures implemented.
- Turf may be installed in areas with a maximum 4:1 slope. Non-turf groundcovers should be used on slopes steeper than 3:1.
- Drought-tolerant or water-conserving groundcover species requiring low-water usage and low flow irrigation are encouraged.

B.3 Landscape Guidelines for Residential Streetscapes

The WWSP encourages the use of water conserving plant species and selected use of turf and groundcovers:

- When separated sidewalks are used within residential subdivisions, turf should be encouraged in planter strips between the sidewalk and the curb.
- Where turf is not feasible, other walk-on groundcovers may be used as specified in the Plant Palette (Appendix B-1).

C. Entry Features and Signage

Entrance features are visually prominent elements of the public realm which create a sense of arrival into WWSP. Sited at key locations, these features should have a unified application of hardscape elements, project icons, landscaping, and accent materials to define WWSP's visual character. Through repetition of a consistent application of hardscape and landscape elements, the overall design theme of the public realm is reinforced.

C.1 Project Entries

Project entries are elements which visually reinforce the streetscape theme and announce arrival to the WWSP area. Project entries are intended to be more prominent in scale compared to neighborhood entries. Project entries are planned at the entries to the project at Wicklow Way and at Stony Creek Drive.

Project entries will be in the landscape corridor within the right-of-way at the corners of intersections, typically where a corner clip is provided in the adjacent residential neighborhood, which creates an enlarged landscape corridor along the street. Elements of the project entry feature may be in the median near the entry, subject to review by Public Works.

The design characteristics of project entry features shall be directed by the following guidelines:

- Large-scale iconic hardscape elements, such as masonry walls, pilasters, or obelisks, which flank each side of the roadway to visually demark entry into a neighborhood. Materials shall be natural and non-painted.
- Hardscape features should include iconic elements, such as monuments, walls, pilasters, raised planters, plazas, and/or architectural elements, derived from a common palette of materials, colors and exterior finishes.
- Low walls with decorative caps, used in conjunction with pilasters at street edges, reinforcing the sense of arrival.
- Hardscape elements clad with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- Identification signage, if provided, incorporated into the design of hardscape features in a subtle manner, monolithic, bolt-in and non-metallic, as permitted by the County.

The design characteristics of project entry features shall be directed by the following guidelines:

- Landscape materials shall utilize water-conserving species and incorporate accent trees, shrubs, and groundcovers which harmonize with the overall landscape theme of WWSP, visually punctuating the gateway as a significant element of the public realm.
- Indirect above-ground accent lighting incorporated with concealed fixtures to provide a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- Evergreen and deciduous accent trees are selected and incorporated to further define the design and physical form of the entry feature, sized to complement hardscape elements, and reinforce the sense of arrival.
- Water-conserving accent plants and groupings of shrubs and groundcovers to add color and variety to the entry.

RESIDENTIAL ENTRY FEATURE EXAMPLE

COMMERCIAL ENTRY EXAMPLE

C.2. Walls and Fencing

Walls and fences throughout the WWSP are intended to provide screening to land uses, create a transition between developed areas and open space, secure off-site edges from public access, and provide privacy and security for private property. Design and material for walls and fencing varies throughout the Plan Area, depending on the specific purpose.

A. Masonry Walls

Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or between differing land uses. The typical application of masonry walls is on collector roadways, along the back edge of the landscape corridor where needed for sound attenuation.

The guidelines below outline the key design requirements and common applications for masonry walls in the Plan Area:

- ❑ Masonry walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct underground or above-ground electric, telephone, cable, water, or sewer services or equipment.
- ❑ Walls should be a minimum of 6-feet-high along collector roads, or higher if necessary to meet the requirements of a site-specific noise analyses. For walls higher than 6’ in height, designs should be encouraged for walls to be constructed atop low earthen berms.
- ❑ Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between land uses (i.e., between residential and commercial sites and between residential neighborhoods to provide connectivity thought the plan).
- ❑ Wall materials shall have a textured face such as cast patterns, split-faced on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- ❑ Pilasters shall be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.
- ❑ Continuity in theme and materials shall be incorporated among walls including design, color, block style, trim style, and cap style.
- ❑ Landscaping in front of the wall shall include shrubs close to the wall to break up any stretches of wall not interrupted by columns.
- ❑ Multiple pilasters at neighborhood entries are encouraged.

- ❑ Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 18” in any dimension at the base and may be circular or square.

B. Wood Fencing

Two types of wood fencing are specified for use in the WWSP, Standard and Good Neighbor. Both fence types are intended to provide security, screening, and privacy. Standard wood fences are typically located along roadways where facing or abutting a residential street. Good Neighbor wood fences are located in areas not visible from public view, such as between residential properties.

C. Standard Wood Fence

Standard wood fences have a consistent architectural design appearance on each side and incorporate decorative top rails. This fence type is typically located adjacent to parks and pedestrian pathways or on lots which back or side to a residential street, where a masonry wall is not required. Guidelines for standard wood fences are:

EXAMPLE STANDARD WOOD FENCE

- ❑ Minimum height of solid wood fence along all residential streets within neighborhoods is 6-feet.
- ❑ Fence sections may be 8 feet to 10 feet in length supported by 4-by-4-inch posts.

D. Good Neighbor Wood Fence

Good neighbor wood fencing does not incorporate decorative top rails. It is intended to provide privacy and security between residential units. This fence type is typically located between private residential lots.

E. Open Fencing

Open fences are intended to provide a visually transparent barrier at developed edges adjacent to open space parcels and include materials such as wrought iron and tubular steel. Depending on the interface, open fencing may be used between open space areas and the rear and side property lines of residential parcels, along a street adjacent to open

EXAMPLE OPEN FENCING

space, or along pedestrian pathways at the edges of open space parcels. Open fences may also be used to separate different functions within landscape corridors (i.e., to restrict dirt bike and motorized vehicle access) and at other miscellaneous locations within the WWSP. Open fencing is preferred adjacent to open space, where a single-loaded street is not located adjacent to open space. The following guidelines should be used to direct the design and application of open fencing throughout the WWSP, as appropriate for each location.

F. Fencing between Residential and Open Space

- ❑ Open fencing should be 4 to 6 feet in height and constructed of tubular steel or wrought iron painted or treated black or dark green in color.
- ❑ Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- ❑ Both sides of fencing are to be addressed aesthetically if they are visible from streets.
- ❑ Where residential lots back up to open space, open fencing will be used. Open fencing at open space edges may incorporate masonry knee walls.
- ❑ Concrete rail or post-and-cable fencing should be used along the street edge adjacent to open space preserves to define the landscape edge and discourage dirt bike and motorized vehicle access.

G. Residential Subdivision Design

Residential subdivisions are subject to design requirements of the County's Subdivision Ordinance. To ensure neighborhoods provide cross connectivity for automobiles, bicyclists, and pedestrians. The intent is to design individual subdivisions that appear seamless and well-connected. While connectivity is desired, some neighborhoods may be gated provided they do not limit access to open space, trails, pedestrian pathways, parks, or schools.

D.1. Neighborhood Connectivity

The compact design of the WWSP encourages highly connected residential neighborhoods. It is a design challenge to create neighborhood connectivity across hard edges such as collector roadways, open space preserves, and other site features. Where large lot parcel edges are between subdivisions and the types of hard edges described above do not exist, providing connectivity between subdivisions is encouraged. This type of connectivity is typically achieved through street connections between residential subdivisions and can also be provided via pedestrian connections. The exact locations of street connections will be determined through small lot subdivision design. If subdivisions for adjacent large lot parcels are processed at separate times, the first subdivision to be processed by the County will establish the location for cross connection points. To minimize barriers between neighborhoods and to enhance connectivity,

street patterns should be encouraged to allow connection points between neighboring subdivisions.

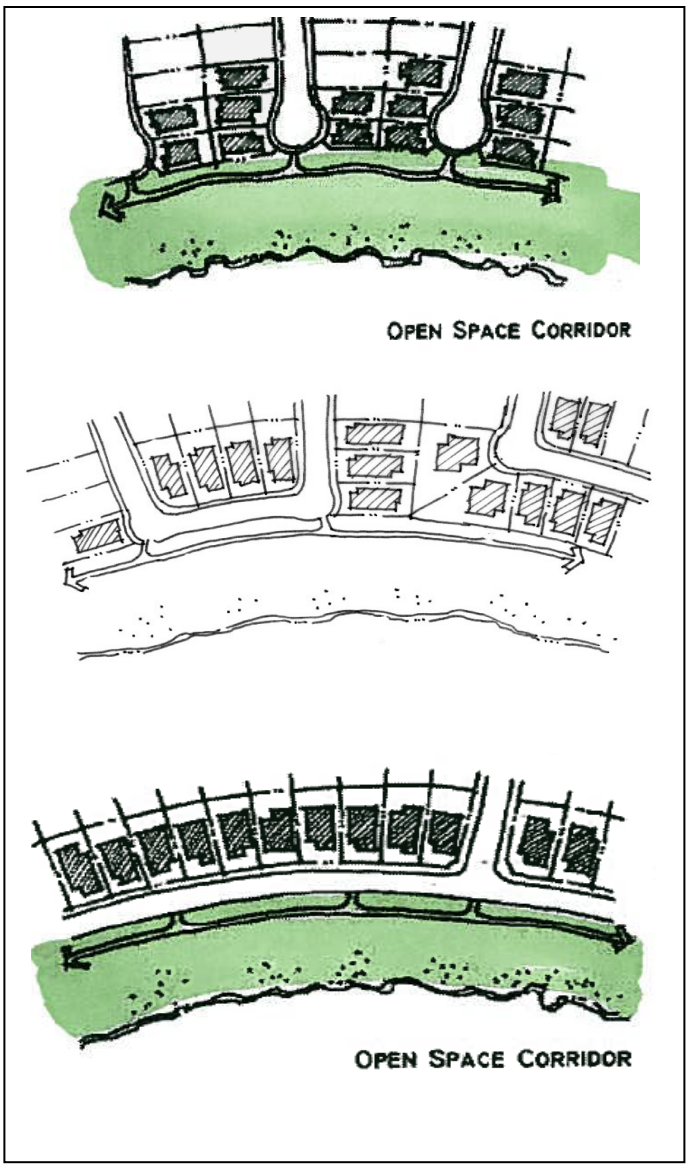
D.2. Gated Subdivisions

Residential subdivisions may be planned as gated subdivisions during small lot subdivision design. Residential parcels may be determined appropriate for a gated subdivision if it can be demonstrated the gates will not preclude adequate through-access for pedestrians, cyclists, or automobiles. Large lot parcels adjacent to parks, open space or pedestrian pathways are not eligible for gating to maintain public access to these amenities. Gating of subdivisions may be considered on a case-by-case basis, subject to approval by the Planning Department.

D.3. Edge Conditions

Where residential neighborhoods have an interface with an edge, such as an open space preserve or a park, design techniques should be employed to provide neighborhood access and visibility to these features. This will enhance connectivity. Guidelines for the various edges within the WWSP are provided below.

STREET INTERFACE OPTIONS AT OPEN SPACE EDGES



Guidelines for Edges along Parks and Open Space Areas

The following guidelines apply to the design of neighborhoods adjacent to park and open space features:

- ❑ Where applicable, neighborhoods should provide access, for service and fire protection, to parks, schools, and natural creek corridors. Locked gates into subdivisions are not permitted where they would preclude public access to a park or public open space area.
- ❑ Along open space parcels, frontage landscaping shall be native plants, as approved by the County.
- ❑ Residential subdivisions located adjacent to open space areas shall provide visual and physical access to the Open Space.

- ❑ Residential streets should provide views into open space areas at selected locations by providing opportunities for homes to front on or side on to open space. This can be accomplished by including single-loaded streets, loop streets, or open-ended cul-de-sacs that provide views into the open space.
- ❑ Low and medium-density large lot residential parcels adjacent to drainage corridors may utilize single-loaded streets adjacent to the open space edge to enhance public view and access to open space.
- ❑ Where residential lots back up or side onto the open space areas, the use of open-style fencing is appropriate. However, where privacy, security, or noise attenuation is of concern (such as adjacent to public trails), solid fencing may be used between residential lots and open space (subject to Fire Department standards).
- ❑ Where residential lots back or side onto an open space area, multiple connection points shall be provided, via live-end cul-de-sacs, pedestrian pathways, or other means. Connection points should be provided.
- ❑ Pedestrian connection points to park and open space features should be easy to find within neighborhoods, along designated pedestrian/bicycle routes with high visibility to residents.
- ❑ Where residential lots side onto a bike trail access point and where small areas are formed in the open space parcel due to the trail connection, groundcover shall consist of grouted cobble.

E. Commercial Site Design

The 10-acre commercial use area is planned for neighborhood and regional serving retail center. When developed, this area can support approximately 100,000 square feet and include uses such as a market, drug store, bank, restaurants, entertainment, and shops. Commercial use area shall include:

- ❑ Pedestrian features including enhanced walkways, seating areas, benches, enhanced landscape areas, trellis features with vines and other interest-creating features.
- ❑ Prominent architecture on corners, near road intersections.

TABLE B-1 WWSP PLANT PALLETTE TREES AND SHRUBS

COMMON NAME	SCIENTIFIC NAME
TREES	
Bigleaf Maple	*Acer macrophyllum*
Japanese Maple	*Acer palmatum*
Red Maple	*Acer rubrum*
California Buckeye	*Aesculus californica*
Silk Tree	*Albizia julibrissin*
Pacific Madrone	*Arbutus menziesii*
Western redbud	*Cercis occidentalis*
Western Dogwood	*Cornus nuttallii*
Washington Hawthorn	*Crataegus phaenopyrum*
Northern California Black Walnut	*Juglans hindsii*
Goldenrain Tree	*Laburnum anagyroides*
Crape Myrtle	*Lagerstroemia hybrids*
Southern Magnolia	*Magnolia grandiflora*
Bechtel Crabapple	*Malus ioensis 'Plena'*
Chinese Pistache	*Pistacia chinensis*
Sycamore	*Platanus species*
Chestnut-Leafed Oak	*Quercus castaneafolia*
Blue Oak	*Quercus douglasii*
Black Oak	*Quercus keloggii*
Valley Oak	*Quercus lobata*
Red Oak	*Quercus rubra*
Interior Live Oak	*Quercus wislizenii*
Coast Redwood	*Sequoia sempervirens*
California Bay	*Umbellularia californica*
SHRUBS	
Common Manzanita	*Arctostaphylos manzanita*
Coyote Bush	*Baccharis pilularis*
Deerbrush	*Ceanothus integerrimus*
Wild lilac	*Ceanothus sp.*
Western Redbud	*Cercis occidentalis*
Coffeeberry	*Frangula californica*

COMMON NAME	SCIENTIFIC NAME
Toyon	*Heteromeles arbutifolia*
Silver Lupine	*Lupinus albifrons*
Mock Orange	*Philadelphus lewisii*
Hollyleaf Redberry	*Rhamnus ilicifolia*
Rosemary	*Rosmarinus officinalis*
Common Snowberry	*Symphoricarpos albus*
Common viburnum	*Viburnum ellipticum*
GROUNDCOVER	
Manzanita Groundcovers	*Arctostaphyllos sp.*
California Brome Grass	*Bromus carinatus*
Blue Sedge	*Carex flacca*
California Fescue	*Festuca californica*
Blue Fescue	*Festuca glauca*
Horseshoe Vetch	*Hippocrepis comosa*
Bar Juniper	*Juniperus horizontalis*
Creeping Barberry	*Mahonia repens*
Deergrass	*Muhlenbergia rigens*
Dwarf Oregano	*Origanum vulgare 'Compactum'*
Fogfruit	*Phyla nodiflora*
Creeping Thyme	*Thymus serpyllum*
Asiatic Jasmine	*Trachelospermum asiaticum*
Verbena	*Verbena sp.*

Appendix C

Air Quality, GHG, and Energy Modeling

Construction Energy Consumption	**Electricity (MegaWatt-hr**	**Gasoline (gallons)**	**Diesel (gallons)**
Construction On-Road Vehicles	593	1,435,240	750,484
Construction Off-Road Equipment	-	-	517,251
Total For Construction	**593**	**1,435,240**	**1,267,735**

Annual Project Fuel Consumption	**Electricity (MegaWatt-hr**	**Gasoline (gallons)**	**Diesel (gallons)**
On-Road Vehicles	311,212	159,514,990	30,895,194
Total for Annual Operation			

									Electricity		Gasoline		Diesel	
	Phase	Vehicle Type	Construction Phase Days	Trips Per Day	Total Trips	Miles Per Trip	Total Miles	Fuel Type	Weighted Fuel Economy (miles/kWh)	Fuel Consumption (kWh)	Weighted Fuel Economy (miles/gallon)	Fuel Consumption (gallons)	Weighted Fuel Economy (miles/gallon)	Fuel Consumption (gallons)
On-Road		Worker	200	15	3000	14.09	42,270	LDA,LDT1, LDT2	2.59	615	27.28	1,488	35.19	3
		Vendor	200	0	0	8.97	-	MHDT,HHDT					7.43	-
	Demolition	Hauling	200	0	0	20	-	HHDT					6.11	-
		Worker	120	35	4200	14.09	59,178	LDA,LDT1, LDT2	2.59	860	27.28	2,083	35.19	4
		Vendor	120	0	0	8.97	-	MHDT,HHDT					7.43	-
	Site Preparation	Hauling	120	0	0	20	-	HHDT					6.11	-
		Worker	310	40	12400	14.09	174,716	LDA,LDT1, LDT2	2.59	2,540	27.28	6,151	35.19	11
		Vendor	310	0	0	8.97	-	MHDT,HHDT					7.43	-
	Grading	Hauling	310	0	0	20	-	HHDT					6.11	-
		Worker	3100	912	2827200	14.09	39,835,248	LDA,LDT1, LDT2	2.59	579,164	27.28	1,402,383	35.19	2,407
		Vendor	3100	200	620000	8.97	5,561,400	MHDT,HHDT					7.43	748,020
	Building Construction	Hauling	3100	0	0	20	-	HHDT					6.11	-
		Worker	220	30	6600	14.09	92,994	LDA,LDT1, LDT2	2.59	1,352	27.28	3,274	35.19	6
		Vendor	220	0	0	8.97	-	MHDT,HHDT					7.43	-
	Paving	Hauling	220	0	0	20	-	HHDT					6.11	-
		Worker	220	182	40040	14.09	564,164	LDA,LDT1, LDT2	2.59	8,202	27.28	19,861	35.19	34
		Vendor	220	0	0	8.97	-	MHDT,HHDT					7.43	-
	Architectural Coating	Hauling	220	0	0	20	-	HHDT					6.11	-
	Total Consumption									**592,734**		1,435,240		750,484

Notes:

1. Fuel Consumption is total miles multiplied by the percent gasoline or diesel respectively and then divided by fuel economy. It was assumed all MHDT and HHDT are diesel. LDA, LDT1, and LDT2 were assumed to be a mix of gasoline and diesel as ratioed by their VMT.

	LDA,LDT1,LDT2	MHDT	HHDT
Gasoline %	96.02%	0	0
Diesel %	0.21%	1	1
Electricity %	3.77%	0	0

Phase name	Offroad Equipment Type	Amount	Days in Phase	Usage Hours	Horse Power	Load Factor	Fuel Consumption Rate lb/hp-hr	Gasoline Fuel Consumption (gallons)	Diesel Fuel Consumption (gallons)
Demolition	Rubber Tired Dozers	2	200	8	367	0.4	0.367		24,252
Demolition	Excavators	3	200	8	36	0.38	0.408		3,769
Demolition	Concrete/Industrial Saws	1	200	8	33	0.73	0.408		2,212
Site Preparation	Rubber Tired Dozers	3	120	8	367	0.4	0.367		21,826
Site Preparation	Tractors/Loaders/Backhoes	4	120	8	84	0.37	0.408		6,850
Grading	Graders	1	310	8	148	0.41	0.367		7,769
Grading	Excavators	2	310	8	36	0.38	0.408		3,894
Grading	Tractors/Loaders/Backhoes	2	310	8	84	0.37	0.408		8,847
Grading	Scrapers	2	310	8	423	0.48	0.367		51,991
Grading	Rubber Tired Dozers	1	310	8	367	0.4	0.367		18,795
Building Construction	Forklifts	3	3100	8	82	0.2	0.408		70,028
Building Construction	Generator Sets	1	3100	8	14	0.74	0.408		14,746
Building Construction	Cranes	1	3100	7	367	0.29	0.367		119,231
Building Construction	Welders	1	3100	8	46	0.45	0.408		29,463
Building Construction	Tractors/Loaders/Backhoes	3	3100	7	84	0.37	0.408		116,123
Paving	Pavers	2	220	8	81	0.42	0.408		6,873
Paving	Paving Equipment	2	220	8	89	0.36	0.408		6,473
Paving	Rollers	2	220	8	36	0.38	0.408		2,764
Architectural Coating	Air Compressors	1	220	6	37	0.48	0.408		1,345
Total Diesel Fuel Use from Construction Off-Road								-	517,251

1. Equipment list is from CalEEMod.
2. Fuel Consumption is 0.408 for less than 100 hp and .367 if greater than or equal to 100 hp based on CARB Off-Road Diesel Engine Emission Factors
3. To convert to gallons the conversion factor of 7.1089 lb/fallon is used
4. Fuel consumption is amount multiplied by usage hours, days in phase, horsepower, loadfactor, and fuel consumption rate divided by conversion factor.
5. For simplification, gasoline powered equipment was assumed to have the same fuel consumption as diesel equipment.

			Weighting					Fuel Economy					Weighted Fuel Economy
			LDA	LDT1	LDT2	MHDT	HHDT	LDA	LDT1	LDT2	MHDT	HHDT	Miles per Gallon
	Worker	LDA, LDT1,LDT2	0.5	0.25	0.25	0	0	29.96	24.75	24.43			27.28
	Vendor	HHDT,MHDT	0	0	0	0.5	0.5						0.00
Gasoline	Hauling	HHDT	0	0	0	0	1						0.00
	Worker	LDA, LDT1,LDT2	0.5	0.25	0.25	0	0	42.18	23.76	32.61	8.76	6.11	35.19
	Vendor	HHDT,MHDT	0	0	0	0.5	0.5				8.76	6.11	7.43
Diesel	Hauling	HHDT	0	0	0	0	1				8.76	6.11	6.11
	Worker	LDA, LDT1,LDT2	0.5	0.25	0.25	0	0	2.59	2.59	2.59			2.59
	Vendor	HHDT,MHDT	0	0	0	0.5	0.5						0.00
Electric	Hauling	HHDT	0	0	0	0	1						0.00

Notes:

1. It was assumed all MHDT and HHDT are diesel. LDA, LDT1, and LDT2 were assumed to be a mix of gasoline, diesel and electricity as ratioed by their VMT.
2. EMFAC 2021 was used to estimate fuel economy based on VMT and fuel consumption.

	12	15	18	25	20	22	29	10	31	35	24	33	27	
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHDT	OBUS	UBUS	MCY	SBUS	MH	
Fleet Mix	45.41879594	2.817228064	25.24998486	15.36263078	3.490185738	0.799157657	2.383999154	0.872330461	0.0838643	0.0609215	2.999974973	0.198382395	0.262541394	
Gaoline VMT	166,074,485	9,771,425	91,256,739	48,531,157	4,822,447	324,538	421,814	1,857	45,705		1,263,174	171,749	122,180	
Diesel VMT	127,762	100	346,380	595,487	2,656,245	1,390,782	4,481,353	4,258,005	272,172			180,144	96,953	
Electric VMT	21,956,541	268,027	2,386,080	2,113,093	4,066,053	762,715	3,781,781	1,804,136	41,177	375,908		151,827		
Gasoline Fuel Consumption	4,284.63	302.26	2,893.68	1,835.00	449.85	32.93	76.27	0.35	8.63		29.02	16.34	26.85	
Diesel Fuel Consumption	2.22	0.00	7.81	17.82	163.84	102.22	467.23	659.54	33.72			20.33	10.46	
Electricity Fuel Consumption	8,477,037	103,481	921,224	815,828	2,659,837	488,201	4,071,180	3,388,234	45,450	657,016		160,096		
Gasoline Fuel Economy	38.76	32.33	31.54	26.45	10.72	9.86	5.53	5.23	5.30		43.53	10.51	4.55	
Diesel Fuel Economy	57.54	33.67	44.35	33.43	16.21	13.61	9.59	6.46	8.07			8.86	9.27	
Electricity Economy	2.59	2.59	2.59	2.59	1.53	1.56	0.93	0.53	0.91	0.57		0.95		
Gasoline %	88.26%	97.33%	97.09%	94.71%	41.77%	13.10%	4.86%	0.03%	12.73%	0.00%	100.00%	34.10%	55.76%	
Diesel %	0.08%	0.00%	0.38%	1.21%	35.52%	81.08%	91.40%	99.96%	85.62%	0.00%	0.00%	51.19%	44.24%	
Electricity %	11.67%	2.67%	2.54%	4.12%	35.22%	30.78%	43.54%	29.75%	11.47%	100.00%	0.00%	30.14%	0.00%	
Gasoline Annual Project Miles	2,347,729,455	160,583,007	1,435,760,960	852,144,738	85,381,875	6,129,498	6,781,003	15,645	625,194	-	175,691,866	3,961,341	8,572,841	
Diesel Annual Project Miles	2,044,718	1,692	5,591,627	10,905,737	72,598,036	37,947,234	127,606,376	51,065,267	4,205,285	-	-	5,947,655	6,802,741	**Total**
Electricity Annual Project Miles	310,390,960	4,404,741	37,540,689	37,103,198	71,989,841	14,405,270	60,795,199	15,199,360	563,256	3,567,834	-	3,501,849	-	
Project Gasoline Consumption	60,570,114	4,967,250	45,526,936	32,220,284	7,964,700	621,964	1,226,034	2,989	117,997		4,035,755	376,974	1,883,993	159,514,990
Project Diesel Consumption	35,533	50	126,075	326,269	4,477,900	2,789,059	13,304,458	7,909,755	521,031			671,283	733,781	30,895,194
Project Electricity Consumption	119,836,528	1,700,594	14,493,804	14,324,897	47,092,655	9,220,570	65,447,511	28,544,953	621,701	6,235,908		3,692,557		311,211,677

Notes:

1. The fleet mix was the default for the area from CalEEMod.
2. The VMT is the total VMT in miles from EMFAC and the Fuel Consumption is the total Fuel Consumption from EMFAC in 1000 gallons. Electricity is in kW-hr
3. Fuel Economy is the Total VMT divided Fuel Consumption and 100 unit conversion and is miles per gallon or miles per kWhr.
4. The total Project VMT per year as estimated in CalEEMod is: 58,564,444 miles.

Wicklow Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Wicklow
Construction Start Date	1/1/2025
Operational Year	2045
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	36.2
Location	38.35580700613511, -120.80464993832894
County	Amador
City	Unincorporated
Air District	Amador County APCD
Air Basin	Mountain Counties
TAZ	3005
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Single Family Housing	280	Dwelling Unit	41.1	546,000	3,279,600	—	633	—
Apartments Low Rise	220	Dwelling Unit	23.0	233,200	1.00	—	497	—
Apartments Mid Rise	200	Dwelling Unit	10.0	192,000	0.50	—	452	—
Government (Civic Center)	100	1000sqft	12.4	0.00	1.00	—	—	—
City Park	12.0	Acre	12.0	0.00	12.0	12.0	—	—
Elementary School	600	Student	8.81	50,162	7.00	7.00	—	—
User Defined Industrial	9.70	User Defined Unit	9.70	0.00	1.00	—	—	—
Strip Mall	100	1000sqft	12.0	100,000	0.25	—	—	—
Other Asphalt Surfaces	12.9	Acre	12.9	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Transportation	T-4	Integrate A ordable and Below Market Rate Housing
Transportation	T-34*	Provide Bike Parking
Transportation	T-35*	Provide Tra c Calming Measures
Energy	E-2	Require Energy Efficient Appliances
Energy	E-3-A*	Require Energy Efficient Residential Boilers
Energy	E-3-B*	Require Energy Efficient Commercial Packaged Boilers
Energy	E-12-A	Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences
Water	W-5	Design Water-Efficient Landscapes

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.90	156	27.4	57.3	0.06	1.12	9.40	10.5	1.03	3.70	4.73	—	10,216	10,216	0.35	0.65	25.0	10,443
Mit.	4.90	156	27.4	57.3	0.06	1.12	9.40	10.5	1.03	3.70	4.73	—	10,216	10,216	0.35	0.65	25.0	10,443
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.53	156	31.8	45.6	0.06	1.37	19.8	21.2	1.26	10.1	11.4	—	9,677	9,677	0.39	0.66	0.65	9,884
Mit.	4.53	156	31.8	45.6	0.06	1.37	19.8	21.2	1.26	10.1	11.4	—	9,677	9,677	0.39	0.66	0.65	9,884
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.16	94.2	19.9	32.3	0.04	0.82	8.45	9.27	0.76	3.71	4.47	—	6,921	6,921	0.26	0.45	7.15	7,069
Mit.	3.16	94.2	19.9	32.3	0.04	0.82	8.45	9.27	0.76	3.71	4.47	—	6,921	6,921	0.26	0.45	7.15	7,069
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.58	17.2	3.63	5.89	0.01	0.15	1.54	1.69	0.14	0.68	0.82	—	1,146	1,146	0.04	0.07	1.18	1,170
Mit.	0.58	17.2	3.63	5.89	0.01	0.15	1.54	1.69	0.14	0.68	0.82	—	1,146	1,146	0.04	0.07	1.18	1,170

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.99	2.52	22.3	21.6	0.03	0.92	0.15	1.07	0.84	0.04	0.88	—	3,590	3,590	0.15	0.03	0.71	3,605
2026	3.79	3.20	27.4	29.6	0.06	1.12	9.40	10.5	1.03	3.70	4.73	—	6,815	6,815	0.28	0.06	0.89	6,842
2027	4.90	4.48	25.7	57.3	0.06	1.04	9.40	10.4	0.96	3.70	4.66	—	10,216	10,216	0.35	0.65	25.0	10,443
2028	4.76	4.20	16.2	54.5	0.04	0.34	5.31	5.65	0.32	1.27	1.59	—	10,070	10,070	0.34	0.63	23.1	10,290
2029	4.42	4.04	15.3	51.4	0.04	0.32	5.31	5.63	0.29	1.27	1.56	—	9,917	9,917	0.34	0.63	21.4	10,134
2030	4.27	3.88	14.7	48.7	0.04	0.30	5.31	5.61	0.28	1.27	1.55	—	9,760	9,760	0.33	0.61	19.7	9,969
2031	4.10	3.56	13.9	45.9	0.04	0.28	5.31	5.59	0.24	1.27	1.52	—	9,599	9,599	0.33	0.59	18.1	9,800
2032	3.77	3.41	13.2	43.2	0.04	0.24	5.29	5.53	0.23	1.27	1.50	—	9,441	9,441	0.32	0.59	16.6	9,641
2033	3.64	3.29	12.6	41.0	0.04	0.22	5.29	5.51	0.21	1.27	1.48	—	9,280	9,280	0.18	0.57	15.1	9,469
2034	3.34	3.13	12.0	38.7	0.04	0.21	5.29	5.50	0.20	1.27	1.47	—	9,122	9,122	0.17	0.54	13.7	9,300
2035	3.24	2.88	11.4	36.5	0.04	0.20	5.29	5.49	0.18	1.27	1.46	—	8,971	8,971	0.17	0.54	12.4	9,148
2036	3.14	2.79	11.0	34.6	0.04	0.19	5.29	5.48	0.17	1.27	1.45	—	8,831	8,831	0.16	0.52	11.1	9,001
2037	3.01	2.67	10.5	32.9	0.04	0.18	5.29	5.47	0.16	1.27	1.44	—	8,699	8,699	0.16	0.50	9.93	8,862
2038	2.75	2.56	10.2	31.4	0.04	0.17	5.29	5.46	0.16	1.27	1.43	—	8,584	8,584	0.15	0.36	9.12	8,703
2039	2.62	2.43	9.96	30.0	0.04	0.17	5.29	5.46	0.15	1.27	1.43	—	8,476	8,476	0.15	0.36	8.14	8,595
2040	0.40	156	0.90	4.28	< 0.005	< 0.005	0.91	0.91	< 0.005	0.21	0.22	—	942	942	0.02	0.01	1.19	946
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.08	3.43	31.8	31.6	0.05	1.37	19.8	21.2	1.26	10.1	11.4	—	5,467	5,467	0.23	0.06	0.02	5,489

2026	3.87	3.26	29.3	30.1	0.06	1.24	19.8	21.1	1.14	10.1	11.3	—	6,791	6,791	0.28	0.06	0.02	6,817
2027	4.53	3.95	25.7	45.6	0.06	1.04	9.40	10.4	0.96	3.70	4.66	—	9,677	9,677	0.39	0.66	0.65	9,884
2028	4.38	3.83	17.1	43.5	0.04	0.34	5.31	5.65	0.32	1.27	1.59	—	9,541	9,541	0.38	0.63	0.60	9,739
2029	4.09	3.69	16.2	41.2	0.04	0.32	5.31	5.63	0.29	1.27	1.56	—	9,399	9,399	0.37	0.63	0.55	9,596
2030	3.96	3.54	15.4	39.2	0.04	0.30	5.31	5.61	0.28	1.27	1.55	—	9,252	9,252	0.36	0.61	0.51	9,442
2031	3.68	3.27	14.6	37.0	0.04	0.28	5.31	5.59	0.24	1.27	1.52	—	9,100	9,100	0.36	0.59	0.47	9,285
2032	3.52	3.14	13.9	35.3	0.04	0.24	5.29	5.53	0.23	1.27	1.50	—	8,952	8,952	0.21	0.59	0.43	9,133
2033	3.39	3.03	13.1	33.6	0.04	0.22	5.29	5.51	0.21	1.27	1.48	—	8,799	8,799	0.20	0.57	0.39	8,974
2034	3.13	2.91	12.5	31.8	0.04	0.21	5.29	5.50	0.20	1.27	1.47	—	8,650	8,650	0.20	0.55	0.35	8,819
2035	3.07	2.69	11.9	30.2	0.04	0.20	5.29	5.49	0.18	1.27	1.46	—	8,507	8,507	0.19	0.55	0.32	8,676
2036	2.98	2.61	11.4	28.8	0.04	0.19	5.29	5.48	0.17	1.27	1.45	—	8,374	8,374	0.18	0.53	0.29	8,537
2037	2.71	2.51	10.9	27.6	0.04	0.18	5.29	5.47	0.16	1.27	1.44	—	8,250	8,250	0.18	0.51	0.26	8,406
2038	2.63	2.44	10.6	26.4	0.04	0.17	5.29	5.46	0.16	1.27	1.43	—	8,140	8,140	0.17	0.51	0.24	8,297
2039	2.52	2.33	10.3	25.3	0.04	0.17	5.29	5.46	0.15	1.27	1.43	—	8,039	8,039	0.17	0.50	0.21	8,192
2040	0.62	156	5.30	10.1	0.01	0.11	0.91	0.91	0.10	0.21	0.22	—	1,629	1,629	0.06	0.01	0.03	1,635
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.30	1.94	17.5	16.8	0.03	0.73	3.34	4.07	0.67	1.69	2.35	—	2,859	2,859	0.12	0.03	0.23	2,870
2026	2.71	2.29	19.9	21.0	0.04	0.82	8.45	9.27	0.76	3.71	4.47	—	4,634	4,634	0.19	0.04	0.27	4,652
2027	2.98	2.57	15.2	28.2	0.04	0.47	4.98	5.46	0.44	1.63	2.07	—	6,088	6,088	0.24	0.29	4.55	6,184
2028	3.16	2.77	12.0	32.3	0.03	0.24	3.72	3.96	0.23	0.89	1.12	—	6,921	6,921	0.26	0.45	7.15	7,069
2029	2.94	2.67	11.3	30.5	0.03	0.23	3.71	3.93	0.21	0.89	1.10	—	6,799	6,799	0.26	0.45	6.58	6,946
2030	2.84	2.55	10.9	29.0	0.03	0.21	3.71	3.92	0.20	0.89	1.09	—	6,692	6,692	0.25	0.43	6.08	6,834
2031	2.64	2.36	10.2	27.4	0.03	0.20	3.71	3.91	0.17	0.89	1.06	—	6,582	6,582	0.24	0.42	5.58	6,719
2032	2.54	2.28	9.80	26.1	0.03	0.17	3.70	3.88	0.16	0.89	1.05	—	6,492	6,492	0.14	0.42	5.13	6,627
2033	2.45	2.18	9.31	24.7	0.03	0.16	3.69	3.85	0.15	0.89	1.03	—	6,364	6,364	0.14	0.41	4.66	6,493
2034	2.25	2.10	8.80	23.4	0.03	0.15	3.69	3.85	0.14	0.89	1.03	—	6,256	6,256	0.14	0.39	4.22	6,381
2035	2.20	1.93	8.38	22.2	0.03	0.14	3.69	3.84	0.13	0.89	1.02	—	6,153	6,153	0.13	0.39	3.81	6,277

2036	2.14	1.88	8.10	21.2	0.03	0.13	3.70	3.84	0.13	0.89	1.01	—	6,073	6,073	0.12	0.37	3.43	6,191
2037	2.04	1.80	7.71	20.2	0.03	0.13	3.69	3.82	0.12	0.89	1.00	—	5,967	5,967	0.12	0.36	3.07	6,079
2038	1.89	1.75	7.45	19.4	0.03	0.12	3.69	3.82	0.11	0.89	1.00	—	5,888	5,888	0.11	0.36	2.82	6,000
2039	0.87	0.86	4.90	10.8	0.02	0.09	1.22	1.31	0.08	0.29	0.38	—	2,606	2,606	0.07	0.09	0.82	2,634
2040	0.30	94.2	1.14	3.26	< 0.005	0.01	0.55	0.57	0.01	0.13	0.14	—	710	710	0.02	0.01	0.32	712
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.42	0.35	3.18	3.07	< 0.005	0.13	0.61	0.74	0.12	0.31	0.43	—	473	473	0.02	< 0.005	0.04	475
2026	0.50	0.42	3.63	3.83	0.01	0.15	1.54	1.69	0.14	0.68	0.82	—	767	767	0.03	0.01	0.04	770
2027	0.54	0.47	2.77	5.14	0.01	0.09	0.91	1.00	0.08	0.30	0.38	—	1,008	1,008	0.04	0.05	0.75	1,024
2028	0.58	0.51	2.19	5.89	0.01	0.04	0.68	0.72	0.04	0.16	0.20	—	1,146	1,146	0.04	0.07	1.18	1,170
2029	0.54	0.49	2.06	5.57	0.01	0.04	0.68	0.72	0.04	0.16	0.20	—	1,126	1,126	0.04	0.07	1.09	1,150
2030	0.52	0.47	1.98	5.29	0.01	0.04	0.68	0.72	0.04	0.16	0.20	—	1,108	1,108	0.04	0.07	1.01	1,131
2031	0.48	0.43	1.87	5.00	0.01	0.04	0.68	0.71	0.03	0.16	0.19	—	1,090	1,090	0.04	0.07	0.92	1,112
2032	0.46	0.42	1.79	4.76	0.01	0.03	0.68	0.71	0.03	0.16	0.19	—	1,075	1,075	0.02	0.07	0.85	1,097
2033	0.45	0.40	1.70	4.51	0.01	0.03	0.67	0.70	0.03	0.16	0.19	—	1,054	1,054	0.02	0.07	0.77	1,075
2034	0.41	0.38	1.61	4.28	0.01	0.03	0.67	0.70	0.03	0.16	0.19	—	1,036	1,036	0.02	0.06	0.70	1,056
2035	0.40	0.35	1.53	4.06	0.01	0.03	0.67	0.70	0.02	0.16	0.19	—	1,019	1,019	0.02	0.06	0.63	1,039
2036	0.39	0.34	1.48	3.87	0.01	0.02	0.68	0.70	0.02	0.16	0.19	—	1,006	1,006	0.02	0.06	0.57	1,025
2037	0.37	0.33	1.41	3.68	0.01	0.02	0.67	0.70	0.02	0.16	0.18	—	988	988	0.02	0.06	0.51	1,006
2038	0.34	0.32	1.36	3.53	0.01	0.02	0.67	0.70	0.02	0.16	0.18	—	975	975	0.02	0.06	0.47	993
2039	0.16	0.16	0.89	1.96	< 0.005	0.02	0.22	0.24	0.02	0.05	0.07	—	431	431	0.01	0.01	0.14	436
2040	0.06	17.2	0.21	0.59	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	118	118	< 0.005	< 0.005	0.05	118

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.99	2.52	22.3	21.6	0.03	0.92	0.15	1.07	0.84	0.04	0.88	—	3,590	3,590	0.15	0.03	0.71	3,605
2026	3.79	3.20	27.4	29.6	0.06	1.12	9.40	10.5	1.03	3.70	4.73	—	6,815	6,815	0.28	0.06	0.89	6,842
2027	4.90	4.48	25.7	57.3	0.06	1.04	9.40	10.4	0.96	3.70	4.66	—	10,216	10,216	0.35	0.65	25.0	10,443
2028	4.76	4.20	16.2	54.5	0.04	0.34	5.31	5.65	0.32	1.27	1.59	—	10,070	10,070	0.34	0.63	23.1	10,290
2029	4.42	4.04	15.3	51.4	0.04	0.32	5.31	5.63	0.29	1.27	1.56	—	9,917	9,917	0.34	0.63	21.4	10,134
2030	4.27	3.88	14.7	48.7	0.04	0.30	5.31	5.61	0.28	1.27	1.55	—	9,760	9,760	0.33	0.61	19.7	9,969
2031	4.10	3.56	13.9	45.9	0.04	0.28	5.31	5.59	0.24	1.27	1.52	—	9,599	9,599	0.33	0.59	18.1	9,800
2032	3.77	3.41	13.2	43.2	0.04	0.24	5.29	5.53	0.23	1.27	1.50	—	9,441	9,441	0.32	0.59	16.6	9,641
2033	3.64	3.29	12.6	41.0	0.04	0.22	5.29	5.51	0.21	1.27	1.48	—	9,280	9,280	0.18	0.57	15.1	9,469
2034	3.34	3.13	12.0	38.7	0.04	0.21	5.29	5.50	0.20	1.27	1.47	—	9,122	9,122	0.17	0.54	13.7	9,300
2035	3.24	2.88	11.4	36.5	0.04	0.20	5.29	5.49	0.18	1.27	1.46	—	8,971	8,971	0.17	0.54	12.4	9,148
2036	3.14	2.79	11.0	34.6	0.04	0.19	5.29	5.48	0.17	1.27	1.45	—	8,831	8,831	0.16	0.52	11.1	9,001
2037	3.01	2.67	10.5	32.9	0.04	0.18	5.29	5.47	0.16	1.27	1.44	—	8,699	8,699	0.16	0.50	9.93	8,862
2038	2.75	2.56	10.2	31.4	0.04	0.17	5.29	5.46	0.16	1.27	1.43	—	8,584	8,584	0.15	0.36	9.12	8,703
2039	2.62	2.43	9.96	30.0	0.04	0.17	5.29	5.46	0.15	1.27	1.43	—	8,476	8,476	0.15	0.36	8.14	8,595
2040	0.40	156	0.90	4.28	< 0.005	< 0.005	0.91	0.91	< 0.005	0.21	0.22	—	942	942	0.02	0.01	1.19	946
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.08	3.43	31.8	31.6	0.05	1.37	19.8	21.2	1.26	10.1	11.4	—	5,467	5,467	0.23	0.06	0.02	5,489
2026	3.87	3.26	29.3	30.1	0.06	1.24	19.8	21.1	1.14	10.1	11.3	—	6,791	6,791	0.28	0.06	0.02	6,817
2027	4.53	3.95	25.7	45.6	0.06	1.04	9.40	10.4	0.96	3.70	4.66	—	9,677	9,677	0.39	0.66	0.65	9,884
2028	4.38	3.83	17.1	43.5	0.04	0.34	5.31	5.65	0.32	1.27	1.59	—	9,541	9,541	0.38	0.63	0.60	9,739
2029	4.09	3.69	16.2	41.2	0.04	0.32	5.31	5.63	0.29	1.27	1.56	—	9,399	9,399	0.37	0.63	0.55	9,596
2030	3.96	3.54	15.4	39.2	0.04	0.30	5.31	5.61	0.28	1.27	1.55	—	9,252	9,252	0.36	0.61	0.51	9,442
2031	3.68	3.27	14.6	37.0	0.04	0.28	5.31	5.59	0.24	1.27	1.52	—	9,100	9,100	0.36	0.59	0.47	9,285

2032	3.52	3.14	13.9	35.3	0.04	0.24	5.29	5.53	0.23	1.27	1.50	—	8,952	8,952	0.21	0.59	0.43	9,133
2033	3.39	3.03	13.1	33.6	0.04	0.22	5.29	5.51	0.21	1.27	1.48	—	8,799	8,799	0.20	0.57	0.39	8,974
2034	3.13	2.91	12.5	31.8	0.04	0.21	5.29	5.50	0.20	1.27	1.47	—	8,650	8,650	0.20	0.55	0.35	8,819
2035	3.07	2.69	11.9	30.2	0.04	0.20	5.29	5.49	0.18	1.27	1.46	—	8,507	8,507	0.19	0.55	0.32	8,676
2036	2.98	2.61	11.4	28.8	0.04	0.19	5.29	5.48	0.17	1.27	1.45	—	8,374	8,374	0.18	0.53	0.29	8,537
2037	2.71	2.51	10.9	27.6	0.04	0.18	5.29	5.47	0.16	1.27	1.44	—	8,250	8,250	0.18	0.51	0.26	8,406
2038	2.63	2.44	10.6	26.4	0.04	0.17	5.29	5.46	0.16	1.27	1.43	—	8,140	8,140	0.17	0.51	0.24	8,297
2039	2.52	2.33	10.3	25.3	0.04	0.17	5.29	5.46	0.15	1.27	1.43	—	8,039	8,039	0.17	0.50	0.21	8,192
2040	0.62	156	5.30	10.1	0.01	0.11	0.91	0.91	0.10	0.21	0.22	—	1,629	1,629	0.06	0.01	0.03	1,635
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.30	1.94	17.5	16.8	0.03	0.73	3.34	4.07	0.67	1.69	2.35	—	2,859	2,859	0.12	0.03	0.23	2,870
2026	2.71	2.29	19.9	21.0	0.04	0.82	8.45	9.27	0.76	3.71	4.47	—	4,634	4,634	0.19	0.04	0.27	4,652
2027	2.98	2.57	15.2	28.2	0.04	0.47	4.98	5.46	0.44	1.63	2.07	—	6,088	6,088	0.24	0.29	4.55	6,184
2028	3.16	2.77	12.0	32.3	0.03	0.24	3.72	3.96	0.23	0.89	1.12	—	6,921	6,921	0.26	0.45	7.15	7,069
2029	2.94	2.67	11.3	30.5	0.03	0.23	3.71	3.93	0.21	0.89	1.10	—	6,799	6,799	0.26	0.45	6.58	6,946
2030	2.84	2.55	10.9	29.0	0.03	0.21	3.71	3.92	0.20	0.89	1.09	—	6,692	6,692	0.25	0.43	6.08	6,834
2031	2.64	2.36	10.2	27.4	0.03	0.20	3.71	3.91	0.17	0.89	1.06	—	6,582	6,582	0.24	0.42	5.58	6,719
2032	2.54	2.28	9.80	26.1	0.03	0.17	3.70	3.88	0.16	0.89	1.05	—	6,492	6,492	0.14	0.42	5.13	6,627
2033	2.45	2.18	9.31	24.7	0.03	0.16	3.69	3.85	0.15	0.89	1.03	—	6,364	6,364	0.14	0.41	4.66	6,493
2034	2.25	2.10	8.80	23.4	0.03	0.15	3.69	3.85	0.14	0.89	1.03	—	6,256	6,256	0.14	0.39	4.22	6,381
2035	2.20	1.93	8.38	22.2	0.03	0.14	3.69	3.84	0.13	0.89	1.02	—	6,153	6,153	0.13	0.39	3.81	6,277
2036	2.14	1.88	8.10	21.2	0.03	0.13	3.70	3.84	0.13	0.89	1.01	—	6,073	6,073	0.12	0.37	3.43	6,191
2037	2.04	1.80	7.71	20.2	0.03	0.13	3.69	3.82	0.12	0.89	1.00	—	5,967	5,967	0.12	0.36	3.07	6,079
2038	1.89	1.75	7.45	19.4	0.03	0.12	3.69	3.82	0.11	0.89	1.00	—	5,888	5,888	0.11	0.36	2.82	6,000
2039	0.87	0.86	4.90	10.8	0.02	0.09	1.22	1.31	0.08	0.29	0.38	—	2,606	2,606	0.07	0.09	0.82	2,634
2040	0.30	94.2	1.14	3.26	< 0.005	0.01	0.55	0.57	0.01	0.13	0.14	—	710	710	0.02	0.01	0.32	712
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	0.42	0.35	3.18	3.07	< 0.005	0.13	0.61	0.74	0.12	0.31	0.43	—	473	473	0.02	< 0.005	0.04	475
2026	0.50	0.42	3.63	3.83	0.01	0.15	1.54	1.69	0.14	0.68	0.82	—	767	767	0.03	0.01	0.04	770
2027	0.54	0.47	2.77	5.14	0.01	0.09	0.91	1.00	0.08	0.30	0.38	—	1,008	1,008	0.04	0.05	0.75	1,024
2028	0.58	0.51	2.19	5.89	0.01	0.04	0.68	0.72	0.04	0.16	0.20	—	1,146	1,146	0.04	0.07	1.18	1,170
2029	0.54	0.49	2.06	5.57	0.01	0.04	0.68	0.72	0.04	0.16	0.20	—	1,126	1,126	0.04	0.07	1.09	1,150
2030	0.52	0.47	1.98	5.29	0.01	0.04	0.68	0.72	0.04	0.16	0.20	—	1,108	1,108	0.04	0.07	1.01	1,131
2031	0.48	0.43	1.87	5.00	0.01	0.04	0.68	0.71	0.03	0.16	0.19	—	1,090	1,090	0.04	0.07	0.92	1,112
2032	0.46	0.42	1.79	4.76	0.01	0.03	0.68	0.71	0.03	0.16	0.19	—	1,075	1,075	0.02	0.07	0.85	1,097
2033	0.45	0.40	1.70	4.51	0.01	0.03	0.67	0.70	0.03	0.16	0.19	—	1,054	1,054	0.02	0.07	0.77	1,075
2034	0.41	0.38	1.61	4.28	0.01	0.03	0.67	0.70	0.03	0.16	0.19	—	1,036	1,036	0.02	0.06	0.70	1,056
2035	0.40	0.35	1.53	4.06	0.01	0.03	0.67	0.70	0.02	0.16	0.19	—	1,019	1,019	0.02	0.06	0.63	1,039
2036	0.39	0.34	1.48	3.87	0.01	0.02	0.68	0.70	0.02	0.16	0.19	—	1,006	1,006	0.02	0.06	0.57	1,025
2037	0.37	0.33	1.41	3.68	0.01	0.02	0.67	0.70	0.02	0.16	0.18	—	988	988	0.02	0.06	0.51	1,006
2038	0.34	0.32	1.36	3.53	0.01	0.02	0.67	0.70	0.02	0.16	0.18	—	975	975	0.02	0.06	0.47	993
2039	0.16	0.16	0.89	1.96	< 0.005	0.02	0.22	0.24	0.02	0.05	0.07	—	431	431	0.01	0.01	0.14	436
2040	0.06	17.2	0.21	0.59	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	118	118	< 0.005	< 0.005	0.05	118

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,137	1,149	54.5	1,777	3.47	183	115	298	182	29.3	211	20,192	122,619	142,811	97.0	5.58	76.9	146,977
Mit.	1,137	1,149	54.4	1,777	3.47	183	115	298	182	29.3	211	20,192	122,491	142,683	97.0	5.58	76.9	146,848
% Reduced	< 0.5%	—	< 0.5%	< 0.5%	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,130	1,142	58.5	1,655	3.38	183	115	298	182	29.3	211	20,192	113,608	133,800	97.2	5.89	9.57	137,996
Mit.	1,130	1,142	58.5	1,655	3.38	183	115	298	182	29.3	211	20,192	113,480	133,672	97.2	5.89	9.57	137,867
% Reduced	< 0.5%	—	< 0.5%	< 0.5%	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	287	313	40.3	656	1.52	41.7	111	152	41.5	28.1	69.6	5,119	107,666	112,785	83.2	4.61	37.1	116,276
Mit.	287	313	40.3	656	1.52	41.7	111	152	41.5	28.1	69.6	5,119	107,538	112,657	83.2	4.61	37.1	116,146
% Reduced	< 0.5%	—	< 0.5%	< 0.5%	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	52.4	57.1	7.35	120	0.28	7.62	20.2	27.8	7.58	5.13	12.7	848	17,825	18,673	13.8	0.76	6.14	19,251
Mit.	52.4	57.1	7.35	120	0.28	7.62	20.2	27.8	7.58	5.13	12.7	848	17,804	18,652	13.8	0.76	6.14	19,229
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	43.1	40.1	28.7	406	1.04	0.45	115	116	0.42	29.3	29.7	—	105,707	105,707	2.72	3.89	69.1	107,002
Area	1,094	1,109	21.3	1,369	2.40	182	—	182	181	—	181	19,440	8,240	27,680	17.9	1.40	—	28,544
Energy	0.51	0.26	4.41	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	8,538	8,538	0.98	0.07	—	8,583
Water	—	—	—	—	—	—	—	—	—	—	—	93.2	135	228	9.58	0.23	—	536

Waste	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Total	1,137	1,149	54.5	1,777	3.47	183	115	298	182	29.3	211	20,192	122,619	142,811	97.0	5.58	76.9	146,977
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	40.4	37.3	33.2	330	0.95	0.45	115	116	0.42	29.3	29.7	—	96,828	96,828	2.93	4.20	1.79	98,154
Area	1,089	1,104	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Energy	0.51	0.26	4.41	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	8,538	8,538	0.98	0.07	—	8,583
Water	—	—	—	—	—	—	—	—	—	—	—	93.2	135	228	9.58	0.23	—	536
Waste	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Total	1,130	1,142	58.5	1,655	3.38	183	115	298	182	29.3	211	20,192	113,608	133,800	97.2	5.89	9.57	137,996
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	39.4	36.4	31.0	334	0.95	0.44	111	111	0.42	28.1	28.5	—	97,106	97,106	2.77	4.00	29.3	98,396
Area	247	276	4.91	320	0.54	40.9	—	40.9	40.8	—	40.8	4,367	1,887	6,254	4.03	0.31	—	6,449
Energy	0.51	0.26	4.41	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	8,538	8,538	0.98	0.07	—	8,583
Water	—	—	—	—	—	—	—	—	—	—	—	93.2	135	228	9.58	0.23	—	536
Waste	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Total	287	313	40.3	656	1.52	41.7	111	152	41.5	28.1	69.6	5,119	107,666	112,785	83.2	4.61	37.1	116,276
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.18	6.64	5.65	60.9	0.17	0.08	20.2	20.3	0.08	5.13	5.20	—	16,077	16,077	0.46	0.66	4.86	16,291
Area	45.1	50.4	0.90	58.4	0.10	7.47	—	7.47	7.44	—	7.44	723	312	1,035	0.67	0.05	—	1,068
Energy	0.09	0.05	0.81	0.40	0.01	0.06	—	0.06	0.06	—	0.06	—	1,414	1,414	0.16	0.01	—	1,421
Water	—	—	—	—	—	—	—	—	—	—	—	15.4	22.4	37.8	1.59	0.04	—	88.8
Waste	—	—	—	—	—	—	—	—	—	—	—	109	0.00	109	10.9	0.00	—	381
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.29	1.29

Total	52.4	57.1	7.35	120	0.28	7.62	20.2	27.8	7.58	5.13	12.7	848	17,825	18,673	13.8	0.76	6.14	19,251

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	43.1	40.1	28.7	406	1.04	0.45	115	116	0.42	29.3	29.7	—	105,707	105,707	2.72	3.89	69.1	107,002
Area	1,094	1,109	21.3	1,369	2.40	182	—	182	181	—	181	19,440	8,240	27,680	17.9	1.40	—	28,544
Energy	0.51	0.25	4.40	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	8,433	8,433	0.96	0.07	—	8,477
Water	—	—	—	—	—	—	—	—	—	—	—	93.2	112	205	9.58	0.23	—	513
Waste	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Total	1,137	1,149	54.4	1,777	3.47	183	115	298	182	29.3	211	20,192	122,491	142,683	97.0	5.58	76.9	146,848
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	40.4	37.3	33.2	330	0.95	0.45	115	116	0.42	29.3	29.7	—	96,828	96,828	2.93	4.20	1.79	98,154
Area	1,089	1,104	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Energy	0.51	0.25	4.40	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	8,433	8,433	0.96	0.07	—	8,477
Water	—	—	—	—	—	—	—	—	—	—	—	93.2	112	205	9.58	0.23	—	513
Waste	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Total	1,130	1,142	58.5	1,655	3.38	183	115	298	182	29.3	211	20,192	113,480	133,672	97.2	5.89	9.57	137,867
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	39.4	36.4	31.0	334	0.95	0.44	111	111	0.42	28.1	28.5	—	97,106	97,106	2.77	4.00	29.3	98,396
Area	247	276	4.91	320	0.54	40.9	—	40.9	40.8	—	40.8	4,367	1,887	6,254	4.03	0.31	—	6,449

Energy	0.51	0.25	4.40	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	8,433	8,433	0.96	0.07	—	8,477
Water	—	—	—	—	—	—	—	—	—	—	—	93.2	112	205	9.58	0.23	—	513
Waste	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Total	287	313	40.3	656	1.52	41.7	111	152	41.5	28.1	69.6	5,119	107,538	112,657	83.2	4.61	37.1	116,146
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.18	6.64	5.65	60.9	0.17	0.08	20.2	20.3	0.08	5.13	5.20	—	16,077	16,077	0.46	0.66	4.86	16,291
Area	45.1	50.4	0.90	58.4	0.10	7.47	—	7.47	7.44	—	7.44	723	312	1,035	0.67	0.05	—	1,068
Energy	0.09	0.05	0.80	0.40	0.01	0.06	—	0.06	0.06	—	0.06	—	1,396	1,396	0.16	0.01	—	1,403
Water	—	—	—	—	—	—	—	—	—	—	—	15.4	18.5	34.0	1.59	0.04	—	84.9
Waste	—	—	—	—	—	—	—	—	—	—	—	109	0.00	109	10.9	0.00	—	381
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.29	1.29
Total	52.4	57.1	7.35	120	0.28	7.62	20.2	27.8	7.58	5.13	12.7	848	17,804	18,652	13.8	0.76	6.14	19,229

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.31	12.2	10.9	0.02	0.50	—	0.50	0.46	—	0.46	—	1,877	1,877	0.08	0.02	—	1,883
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.22	1.99	< 0.005	0.09	—	0.09	0.08	—	0.08	—	311	311	0.01	< 0.005	—	312
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.10	1.63	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	165	165	0.01	0.01	0.71	168
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.13	1.19	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	147	147	0.01	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.69	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	82.9	82.9	0.01	< 0.005	0.17	84.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	0.03	13.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Demolition (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.31	12.2	10.9	0.02	0.50	—	0.50	0.46	—	0.46	—	1,877	1,877	0.08	0.02	—	1,883
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.22	1.99	< 0.005	0.09	—	0.09	0.08	—	0.08	—	311	311	0.01	< 0.005	—	312
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.10	1.63	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	165	165	0.01	0.01	0.71	168
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.13	1.19	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	147	147	0.01	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.69	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	82.9	82.9	0.01	< 0.005	0.17	84.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	0.03	13.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314

Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	5.20	4.96	0.01	0.22	—	0.22	0.21	—	0.21	—	870	870	0.04	0.01	—	873
Dust From Material Movement	—	—	—	—	—	—	3.23	3.23	—	1.66	1.66	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.95	0.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.59	0.59	—	0.30	0.30	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.15	1.39	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	172	172	0.01	0.01	0.02	176
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.24	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.06	29.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.80	4.80	< 0.005	< 0.005	0.01	4.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	5.20	4.96	0.01	0.22	—	0.22	0.21	—	0.21	—	870	870	0.04	0.01	—	873

Dust From Material Movement	—	—	—	—	—	—	3.23	3.23	—	1.66	1.66	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.95	0.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.59	0.59	—	0.30	0.30	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.15	1.39	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	172	172	0.01	0.01	0.02	176
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.24	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.06	29.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.80	4.80	< 0.005	< 0.005	0.01	4.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	4.85	4.79	0.01	0.21	—	0.21	0.19	—	0.19	—	881	881	0.04	0.01	—	884
Dust From Material Movement	—	—	—	—	—	—	3.27	3.27	—	1.68	1.68	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.89	0.87	< 0.005	0.04	—	0.04	0.03	—	0.03	—	146	146	0.01	< 0.005	—	146

Dust From Material Movement	—	—	—	—	—	—	0.60	0.60	—	0.31	0.31	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.30	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	169	169	0.01	0.01	0.02	171
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.9	28.9	< 0.005	< 0.005	0.06	29.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	0.01	4.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	4.85	4.79	0.01	0.21	—	0.21	0.19	—	0.19	—	881	881	0.04	0.01	—	884
Dust From Material Movement	—	—	—	—	—	—	3.27	3.27	—	1.68	1.68	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.89	0.87	< 0.005	0.04	—	0.04	0.03	—	0.03	—	146	146	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.60	0.60	—	0.31	0.31	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.30	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	169	169	0.01	0.01	0.02	171
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.9	28.9	< 0.005	< 0.005	0.06	29.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	0.01	4.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.98	1.67	14.9	15.1	0.03	0.61	—	0.61	0.57	—	0.57	—	3,616	3,616	0.15	0.03	—	3,628
Dust From Material Movement	—	—	—	—	—	—	5.04	5.04	—	2.00	2.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.72	2.76	0.01	0.11	—	0.11	0.10	—	0.10	—	599	599	0.02	< 0.005	—	601
Dust From Material Movement	—	—	—	—	—	—	0.92	0.92	—	0.37	0.37	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.13	2.04	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	217	217	0.01	0.01	0.89	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.16	1.49	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	196
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	0.86	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	109	109	0.01	< 0.005	0.21	110
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.16	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.0	18.0	< 0.005	< 0.005	0.03	18.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.98	1.67	14.9	15.1	0.03	0.61	—	0.61	0.57	—	0.57	—	3,616	3,616	0.15	0.03	—	3,628
Dust From Material Movement	—	—	—	—	—	—	5.04	5.04	—	2.00	2.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.72	2.76	0.01	0.11	—	0.11	0.10	—	0.10	—	599	599	0.02	< 0.005	—	601
Dust From Material Movement	—	—	—	—	—	—	0.92	0.92	—	0.37	0.37	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.13	2.04	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	217	217	0.01	0.01	0.89	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.16	1.49	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	196
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	0.86	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	109	109	0.01	< 0.005	0.21	110
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.16	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.0	18.0	< 0.005	< 0.005	0.03	18.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.06	0.89	7.76	8.28	0.02	0.32	—	0.32	0.29	—	0.29	—	2,001	2,001	0.08	0.02	—	2,008
Dust From Material Movement	—	—	—	—	—	—	2.79	2.79	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.42	1.51	< 0.005	0.06	—	0.06	0.05	—	0.05	—	331	331	0.01	< 0.005	—	332

Dust From Material Movement	—	—	—	—	—	—	0.51	0.51	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.12	1.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	213	213	0.01	0.01	0.84	217
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.15	1.39	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	0.01	0.01	0.02	193
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.44	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	59.2	59.2	< 0.005	< 0.005	0.11	60.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.80	9.80	< 0.005	< 0.005	0.02	9.95
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.06	0.89	7.76	8.28	0.02	0.32	—	0.32	0.29	—	0.29	—	2,001	2,001	0.08	0.02	—	2,008
Dust From Material Movement	—	—	—	—	—	—	2.79	2.79	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.42	1.51	< 0.005	0.06	—	0.06	0.05	—	0.05	—	331	331	0.01	< 0.005	—	332
Dust From Material Movement	—	—	—	—	—	—	0.51	0.51	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.12	1.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	213	213	0.01	0.01	0.84	217
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.15	1.39	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	0.01	0.01	0.02	193
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.44	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	59.2	59.2	< 0.005	< 0.005	0.11	60.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.80	9.80	< 0.005	< 0.005	0.02	9.95
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	0.42	3.86	5.32	0.01	0.14	—	0.14	0.13	—	0.13	—	985	985	0.04	0.01	—	988
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.70	0.97	< 0.005	0.03	—	0.03	0.02	—	0.02	—	163	163	0.01	< 0.005	—	164
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.55	3.35	2.71	43.4	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,865	4,865	0.25	0.18	19.1	4,945
Vendor	0.13	0.10	5.10	0.92	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,953	2,953	< 0.005	0.45	5.94	3,093
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.17	2.82	3.36	31.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,327	4,327	0.29	0.19	0.49	4,392
Vendor	0.12	0.10	5.37	0.95	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,953	2,953	< 0.005	0.45	0.15	3,087
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.32	1.18	1.31	13.7	0.00	0.00	1.82	1.82	0.00	0.43	0.43	—	1,829	1,829	0.11	0.07	3.38	1,858
Vendor	0.05	0.04	2.19	0.39	0.01	0.02	0.31	0.33	0.02	0.08	0.10	—	1,214	1,214	< 0.005	0.18	1.06	1,270
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.22	0.24	2.51	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	303	303	0.02	0.01	0.56	308
Vendor	0.01	0.01	0.40	0.07	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	201	201	< 0.005	0.03	0.17	210
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	0.42	3.86	5.32	0.01	0.14	—	0.14	0.13	—	0.13	—	985	985	0.04	0.01	—	988
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.70	0.97	< 0.005	0.03	—	0.03	0.02	—	0.02	—	163	163	0.01	< 0.005	—	164
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.55	3.35	2.71	43.4	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,865	4,865	0.25	0.18	19.1	4,945
Vendor	0.13	0.10	5.10	0.92	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,953	2,953	< 0.005	0.45	5.94	3,093
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.17	2.82	3.36	31.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,327	4,327	0.29	0.19	0.49	4,392

Vendor	0.12	0.10	5.37	0.95	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,953	2,953	< 0.005	0.45	0.15	3,087
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.32	1.18	1.31	13.7	0.00	0.00	1.82	1.82	0.00	0.43	0.43	—	1,829	1,829	0.11	0.07	3.38	1,858
Vendor	0.05	0.04	2.19	0.39	0.01	0.02	0.31	0.33	0.02	0.08	0.10	—	1,214	1,214	< 0.005	0.18	1.06	1,270
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.22	0.24	2.51	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	303	303	0.02	0.01	0.56	308
Vendor	0.01	0.01	0.40	0.07	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	201	201	< 0.005	0.03	0.17	210
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.44	3.11	2.55	40.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,786	4,786	0.24	0.18	17.8	4,864
Vendor	0.13	0.10	4.76	0.88	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,887	2,887	< 0.005	0.43	5.32	3,021
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.09	2.74	3.19	29.6	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,257	4,257	0.28	0.18	0.46	4,318
Vendor	0.10	0.10	5.01	0.90	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,887	2,887	< 0.005	0.43	0.14	3,015
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.24	1.99	2.05	22.4	0.00	0.00	3.18	3.18	0.00	0.74	0.74	—	3,136	3,136	0.19	0.13	5.50	3,185
Vendor	0.07	0.07	3.57	0.63	0.01	0.03	0.54	0.57	0.03	0.15	0.17	—	2,068	2,068	< 0.005	0.31	1.65	2,161
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.37	4.08	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	519	519	0.03	0.02	0.91	527

Vendor	0.01	0.01	0.65	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	342	342	< 0.005	0.05	0.27	358
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.44	3.11	2.55	40.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,786	4,786	0.24	0.18	17.8	4,864
Vendor	0.13	0.10	4.76	0.88	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,887	2,887	< 0.005	0.43	5.32	3,021
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.09	2.74	3.19	29.6	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,257	4,257	0.28	0.18	0.46	4,318
Vendor	0.10	0.10	5.01	0.90	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,887	2,887	< 0.005	0.43	0.14	3,015
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.24	1.99	2.05	22.4	0.00	0.00	3.18	3.18	0.00	0.74	0.74	—	3,136	3,136	0.19	0.13	5.50	3,185
Vendor	0.07	0.07	3.57	0.63	0.01	0.03	0.54	0.57	0.03	0.15	0.17	—	2,068	2,068	< 0.005	0.31	1.65	2,161
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.37	4.08	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	519	519	0.03	0.02	0.91	527
Vendor	0.01	0.01	0.65	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	342	342	< 0.005	0.05	0.27	358
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.13	9.22	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.12	1.68	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.16	2.97	2.24	37.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,706	4,706	0.24	0.18	16.6	4,783
Vendor	0.11	0.10	4.47	0.84	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,814	2,814	< 0.005	0.43	4.79	2,946
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.84	2.63	2.88	27.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,188	4,188	0.27	0.18	0.43	4,249

Vendor	0.10	0.10	4.71	0.86	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,814	2,814	< 0.005	0.43	0.12	2,942
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.91	1.83	20.7	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	3,077	3,077	0.19	0.13	5.11	3,125
Vendor	0.07	0.07	3.33	0.60	0.01	0.03	0.54	0.57	0.03	0.15	0.17	—	2,010	2,010	< 0.005	0.31	1.47	2,103
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.35	0.33	3.78	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	509	509	0.03	0.02	0.85	517
Vendor	0.01	0.01	0.61	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	333	333	< 0.005	0.05	0.24	348
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.13	9.22	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.12	1.68	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.16	2.97	2.24	37.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,706	4,706	0.24	0.18	16.6	4,783
Vendor	0.11	0.10	4.47	0.84	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,814	2,814	< 0.005	0.43	4.79	2,946
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.84	2.63	2.88	27.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,188	4,188	0.27	0.18	0.43	4,249
Vendor	0.10	0.10	4.71	0.86	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,814	2,814	< 0.005	0.43	0.12	2,942
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.91	1.83	20.7	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	3,077	3,077	0.19	0.13	5.11	3,125
Vendor	0.07	0.07	3.33	0.60	0.01	0.03	0.54	0.57	0.03	0.15	0.17	—	2,010	2,010	< 0.005	0.31	1.47	2,103
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.35	0.33	3.78	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	509	509	0.03	0.02	0.85	517

Vendor	0.01	0.01	0.61	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	333	333	< 0.005	0.05	0.24	348
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.04	2.86	2.08	35.0	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,629	4,629	0.23	0.18	15.4	4,704
Vendor	0.11	0.08	4.22	0.80	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,734	2,734	< 0.005	0.41	4.31	2,860
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.74	2.53	2.57	25.4	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,120	4,120	0.26	0.18	0.40	4,182
Vendor	0.10	0.08	4.44	0.84	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,734	2,734	< 0.005	0.41	0.11	2,856
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.96	1.83	1.71	19.2	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	3,027	3,027	0.18	0.13	4.75	3,075
Vendor	0.07	0.06	3.15	0.58	0.01	0.03	0.54	0.57	0.03	0.15	0.17	—	1,953	1,953	< 0.005	0.29	1.33	2,041
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.31	3.50	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	501	501	0.03	0.02	0.79	509
Vendor	0.01	0.01	0.57	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	323	323	< 0.005	0.05	0.22	338
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.04	2.86	2.08	35.0	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,629	4,629	0.23	0.18	15.4	4,704
Vendor	0.11	0.08	4.22	0.80	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,734	2,734	< 0.005	0.41	4.31	2,860
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.74	2.53	2.57	25.4	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,120	4,120	0.26	0.18	0.40	4,182

Vendor	0.10	0.08	4.44	0.84	0.02	0.04	0.77	0.81	0.04	0.21	0.25	—	2,734	2,734	< 0.005	0.41	0.11	2,856
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.96	1.83	1.71	19.2	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	3,027	3,027	0.18	0.13	4.75	3,075
Vendor	0.07	0.06	3.15	0.58	0.01	0.03	0.54	0.57	0.03	0.15	0.17	—	1,953	1,953	< 0.005	0.29	1.33	2,041
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.31	3.50	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	501	501	0.03	0.02	0.79	509
Vendor	0.01	0.01	0.57	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	323	323	< 0.005	0.05	0.22	338
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.66	5.80	9.18	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.06	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.90	2.57	1.77	32.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,555	4,555	0.23	0.18	14.2	4,629
Vendor	0.10	0.08	3.98	0.76	0.02	0.04	0.77	0.81	0.02	0.21	0.23	—	2,647	2,647	< 0.005	0.39	3.86	2,766
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.48	2.28	2.26	23.4	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,056	4,056	0.26	0.18	0.37	4,117
Vendor	0.10	0.08	4.18	0.80	0.02	0.04	0.77	0.81	0.02	0.21	0.23	—	2,648	2,648	< 0.005	0.39	0.10	2,763
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.78	1.65	1.49	17.7	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,979	2,979	0.17	0.13	4.39	3,027
Vendor	0.07	0.05	2.96	0.56	0.01	0.03	0.54	0.57	0.01	0.15	0.16	—	1,891	1,891	< 0.005	0.28	1.19	1,975
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.30	0.27	3.23	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	493	493	0.03	0.02	0.73	501

Vendor	0.01	0.01	0.54	0.10	< 0.005	0.01	0.10	0.10	< 0.005	0.03	0.03	—	313	313	< 0.005	0.05	0.20	327
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.66	5.80	9.18	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.06	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.90	2.57	1.77	32.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,555	4,555	0.23	0.18	14.2	4,629
Vendor	0.10	0.08	3.98	0.76	0.02	0.04	0.77	0.81	0.02	0.21	0.23	—	2,647	2,647	< 0.005	0.39	3.86	2,766
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.48	2.28	2.26	23.4	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,056	4,056	0.26	0.18	0.37	4,117
Vendor	0.10	0.08	4.18	0.80	0.02	0.04	0.77	0.81	0.02	0.21	0.23	—	2,648	2,648	< 0.005	0.39	0.10	2,763
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.78	1.65	1.49	17.7	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,979	2,979	0.17	0.13	4.39	3,027
Vendor	0.07	0.05	2.96	0.56	0.01	0.03	0.54	0.57	0.01	0.15	0.16	—	1,891	1,891	< 0.005	0.28	1.19	1,975
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.30	0.27	3.23	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	493	493	0.03	0.02	0.73	501
Vendor	0.01	0.01	0.54	0.10	< 0.005	0.01	0.10	0.10	< 0.005	0.03	0.03	—	313	313	< 0.005	0.05	0.20	327
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.21. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.64	9.16	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.03	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.62	2.44	1.61	29.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,484	4,484	0.22	0.18	13.1	4,557
Vendor	0.08	0.08	3.74	0.74	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,560	2,560	< 0.005	0.39	3.43	2,679
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.37	2.17	2.10	21.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,994	3,994	0.11	0.18	0.34	4,052

Vendor	0.08	0.07	3.95	0.78	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,560	2,560	< 0.005	0.39	0.09	2,676
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.72	1.58	1.38	16.4	0.00	0.00	3.18	3.18	0.00	0.74	0.74	—	2,942	2,942	0.07	0.13	4.06	2,987
Vendor	0.06	0.05	2.79	0.54	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,834	1,834	< 0.005	0.28	1.07	1,917
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.29	0.25	2.99	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	487	487	0.01	0.02	0.67	494
Vendor	0.01	0.01	0.51	0.10	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	304	304	< 0.005	0.05	0.18	317
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.22. Building Construction (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.64	9.16	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.03	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.62	2.44	1.61	29.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,484	4,484	0.22	0.18	13.1	4,557
Vendor	0.08	0.08	3.74	0.74	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,560	2,560	< 0.005	0.39	3.43	2,679
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.37	2.17	2.10	21.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,994	3,994	0.11	0.18	0.34	4,052
Vendor	0.08	0.07	3.95	0.78	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,560	2,560	< 0.005	0.39	0.09	2,676
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.72	1.58	1.38	16.4	0.00	0.00	3.18	3.18	0.00	0.74	0.74	—	2,942	2,942	0.07	0.13	4.06	2,987
Vendor	0.06	0.05	2.79	0.54	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,834	1,834	< 0.005	0.28	1.07	1,917
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.29	0.25	2.99	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	487	487	0.01	0.02	0.67	494

Vendor	0.01	0.01	0.51	0.10	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	304	304	< 0.005	0.05	0.18	317
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.23. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.48	9.13	0.02	0.15	—	0.15	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.00	1.67	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.51	2.34	1.46	27.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,417	4,417	0.08	0.18	12.1	4,485
Vendor	0.08	0.08	3.46	0.72	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,466	2,466	< 0.005	0.37	3.04	2,579
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.27	2.07	1.79	20.0	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,935	3,935	0.10	0.18	0.31	3,993
Vendor	0.08	0.07	3.65	0.76	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,467	2,467	< 0.005	0.37	0.08	2,577
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.64	1.50	1.26	15.1	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,891	2,891	0.06	0.13	3.72	2,935
Vendor	0.06	0.05	2.58	0.53	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,762	1,762	< 0.005	0.26	0.94	1,841
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.27	0.23	2.75	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	479	479	0.01	0.02	0.62	486
Vendor	0.01	0.01	0.47	0.10	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	292	292	< 0.005	0.04	0.16	305
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.24. Building Construction (2033) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.48	9.13	0.02	0.15	—	0.15	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.00	1.67	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.51	2.34	1.46	27.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,417	4,417	0.08	0.18	12.1	4,485
Vendor	0.08	0.08	3.46	0.72	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,466	2,466	< 0.005	0.37	3.04	2,579
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.27	2.07	1.79	20.0	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,935	3,935	0.10	0.18	0.31	3,993

Vendor	0.08	0.07	3.65	0.76	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,467	2,467	< 0.005	0.37	0.08	2,577
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.64	1.50	1.26	15.1	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,891	2,891	0.06	0.13	3.72	2,935
Vendor	0.06	0.05	2.58	0.53	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,762	1,762	< 0.005	0.26	0.94	1,841
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.27	0.23	2.75	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	479	479	0.01	0.02	0.62	486
Vendor	0.01	0.01	0.47	0.10	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	292	292	< 0.005	0.04	0.16	305
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.25. Building Construction (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.62	5.37	9.12	0.02	0.14	—	0.14	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	1.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.22	2.19	1.29	25.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,351	4,351	0.07	0.17	11.0	4,415
Vendor	0.08	0.08	3.20	0.71	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,373	2,373	< 0.005	0.35	2.66	2,480
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.02	1.97	1.63	18.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,878	3,878	0.10	0.18	0.29	3,936
Vendor	0.08	0.07	3.39	0.74	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,375	2,375	< 0.005	0.35	0.07	2,478
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.46	1.43	1.05	13.8	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,848	2,848	0.06	0.13	3.40	2,892
Vendor	0.06	0.05	2.38	0.52	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,696	1,696	< 0.005	0.25	0.82	1,771
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.26	0.19	2.52	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	472	472	0.01	0.02	0.56	479

Vendor	0.01	0.01	0.43	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	281	281	< 0.005	0.04	0.14	293
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.26. Building Construction (2034) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.62	5.37	9.12	0.02	0.14	—	0.14	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	1.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.22	2.19	1.29	25.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,351	4,351	0.07	0.17	11.0	4,415
Vendor	0.08	0.08	3.20	0.71	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,373	2,373	< 0.005	0.35	2.66	2,480
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.02	1.97	1.63	18.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,878	3,878	0.10	0.18	0.29	3,936
Vendor	0.08	0.07	3.39	0.74	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,375	2,375	< 0.005	0.35	0.07	2,478
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.46	1.43	1.05	13.8	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,848	2,848	0.06	0.13	3.40	2,892
Vendor	0.06	0.05	2.38	0.52	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,696	1,696	< 0.005	0.25	0.82	1,771
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.26	0.19	2.52	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	472	472	0.01	0.02	0.56	479
Vendor	0.01	0.01	0.43	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	281	281	< 0.005	0.04	0.14	293
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.27. Building Construction (2035) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.24	9.06	0.02	0.13	—	0.13	0.12	—	0.12	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.96	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.14	1.97	1.14	23.1	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,290	4,290	0.07	0.17	10.1	4,353
Vendor	0.08	0.06	2.96	0.69	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,284	2,284	< 0.005	0.35	2.30	2,390
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.97	1.79	1.48	16.8	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,825	3,825	0.09	0.18	0.26	3,882

Vendor	0.08	0.05	3.13	0.73	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,285	2,285	< 0.005	0.35	0.06	2,389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.42	1.29	0.93	12.7	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,809	2,809	0.06	0.13	3.10	2,853
Vendor	0.06	0.04	2.21	0.51	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,632	1,632	< 0.005	0.25	0.71	1,706
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.23	0.17	2.31	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	465	465	0.01	0.02	0.51	472
Vendor	0.01	0.01	0.40	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	270	270	< 0.005	0.04	0.12	283
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.28. Building Construction (2035) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.24	9.06	0.02	0.13	—	0.13	0.12	—	0.12	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.96	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.14	1.97	1.14	23.1	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,290	4,290	0.07	0.17	10.1	4,353
Vendor	0.08	0.06	2.96	0.69	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,284	2,284	< 0.005	0.35	2.30	2,390
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.97	1.79	1.48	16.8	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,825	3,825	0.09	0.18	0.26	3,882
Vendor	0.08	0.05	3.13	0.73	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,285	2,285	< 0.005	0.35	0.06	2,389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.42	1.29	0.93	12.7	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,809	2,809	0.06	0.13	3.10	2,853
Vendor	0.06	0.04	2.21	0.51	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,632	1,632	< 0.005	0.25	0.71	1,706
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.23	0.17	2.31	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	465	465	0.01	0.02	0.51	472

Vendor	0.01	0.01	0.40	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	270	270	< 0.005	0.04	0.12	283
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.29. Building Construction (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	0.60	5.10	9.03	0.02	0.12	—	0.12	0.11	—	0.11	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.06	1.90	1.12	21.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,232	4,232	0.06	0.17	9.12	4,294
Vendor	0.08	0.06	2.78	0.68	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,201	2,201	< 0.005	0.33	1.98	2,301
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.90	1.72	1.31	15.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,775	3,775	0.08	0.18	0.24	3,831
Vendor	0.08	0.05	2.94	0.71	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,203	2,203	< 0.005	0.33	0.05	2,301
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.37	1.24	0.93	11.7	0.00	0.00	3.18	3.18	0.00	0.74	0.74	—	2,779	2,779	0.05	0.12	2.82	2,820
Vendor	0.06	0.04	2.07	0.49	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,577	1,577	< 0.005	0.24	0.61	1,648
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.23	0.17	2.13	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	460	460	0.01	0.02	0.47	467
Vendor	0.01	0.01	0.38	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	261	261	< 0.005	0.04	0.10	273
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.30. Building Construction (2036) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	0.60	5.10	9.03	0.02	0.12	—	0.12	0.11	—	0.11	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.06	1.90	1.12	21.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,232	4,232	0.06	0.17	9.12	4,294
Vendor	0.08	0.06	2.78	0.68	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,201	2,201	< 0.005	0.33	1.98	2,301
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.90	1.72	1.31	15.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,775	3,775	0.08	0.18	0.24	3,831

Vendor	0.08	0.05	2.94	0.71	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,203	2,203	< 0.005	0.33	0.05	2,301
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.37	1.24	0.93	11.7	0.00	0.00	3.18	3.18	0.00	0.74	0.74	—	2,779	2,779	0.05	0.12	2.82	2,820
Vendor	0.06	0.04	2.07	0.49	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,577	1,577	< 0.005	0.24	0.61	1,648
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.23	0.17	2.13	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	460	460	0.01	0.02	0.47	467
Vendor	0.01	0.01	0.38	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	261	261	< 0.005	0.04	0.10	273
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.31. Building Construction (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	0.58	4.99	8.93	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.91	1.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.96	1.79	0.97	19.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,179	4,179	0.06	0.17	8.25	4,240
Vendor	0.06	0.06	2.56	0.68	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,123	2,123	< 0.005	0.31	1.68	2,217
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.64	1.16	14.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,728	3,728	0.08	0.18	0.21	3,784
Vendor	0.06	0.05	2.72	0.71	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,125	2,125	< 0.005	0.31	0.04	2,217
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.30	1.18	0.81	10.8	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,738	2,738	0.05	0.12	2.55	2,778
Vendor	0.04	0.04	1.91	0.50	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,517	1,517	< 0.005	0.22	0.52	1,583
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.22	0.15	1.96	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	453	453	0.01	0.02	0.42	460

Vendor	0.01	0.01	0.35	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	251	251	< 0.005	0.04	0.09	262
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.32. Building Construction (2037) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	0.58	4.99	8.93	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.91	1.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.96	1.79	0.97	19.7	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,179	4,179	0.06	0.17	8.25	4,240
Vendor	0.06	0.06	2.56	0.68	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,123	2,123	< 0.005	0.31	1.68	2,217
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.64	1.16	14.3	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,728	3,728	0.08	0.18	0.21	3,784
Vendor	0.06	0.05	2.72	0.71	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,125	2,125	< 0.005	0.31	0.04	2,217
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.30	1.18	0.81	10.8	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,738	2,738	0.05	0.12	2.55	2,778
Vendor	0.04	0.04	1.91	0.50	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,517	1,517	< 0.005	0.22	0.52	1,583
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.22	0.15	1.96	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	453	453	0.01	0.02	0.42	460
Vendor	0.01	0.01	0.35	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	251	251	< 0.005	0.04	0.09	262
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.33. Building Construction (2038) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	4.92	8.90	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.90	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.71	1.69	0.82	18.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,130	4,130	0.05	0.03	7.44	4,147
Vendor	0.06	0.06	2.47	0.66	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,057	2,057	< 0.005	0.31	1.68	2,151
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	1.57	1.14	13.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,685	3,685	0.07	0.18	0.19	3,741

Vendor	0.06	0.05	2.61	0.69	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,059	2,059	< 0.005	0.31	0.04	2,151
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.15	1.13	0.70	9.98	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,706	2,706	0.04	0.12	2.30	2,746
Vendor	0.04	0.04	1.83	0.48	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,470	1,470	< 0.005	0.22	0.52	1,536
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.21	0.13	1.82	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	448	448	0.01	0.02	0.38	455
Vendor	0.01	0.01	0.33	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	243	243	< 0.005	0.04	0.09	254
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.34. Building Construction (2038) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	4.92	8.90	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.90	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.71	1.69	0.82	18.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,130	4,130	0.05	0.03	7.44	4,147
Vendor	0.06	0.06	2.47	0.66	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,057	2,057	< 0.005	0.31	1.68	2,151
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	1.57	1.14	13.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,685	3,685	0.07	0.18	0.19	3,741
Vendor	0.06	0.05	2.61	0.69	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	2,059	2,059	< 0.005	0.31	0.04	2,151
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.15	1.13	0.70	9.98	0.00	0.00	3.17	3.17	0.00	0.74	0.74	—	2,706	2,706	0.04	0.12	2.30	2,746
Vendor	0.04	0.04	1.83	0.48	0.01	0.01	0.52	0.54	0.01	0.15	0.16	—	1,470	1,470	< 0.005	0.22	0.52	1,536
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.21	0.13	1.82	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	448	448	0.01	0.02	0.38	455

Vendor	0.01	0.01	0.33	0.09	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	243	243	< 0.005	0.04	0.09	254
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.35. Building Construction (2039) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.50	2.74	0.01	0.03	—	0.03	0.03	—	0.03	—	530	530	0.02	< 0.005	—	532
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.50	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.8	87.8	< 0.005	< 0.005	—	88.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.59	1.57	0.81	16.9	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,084	4,084	0.05	0.03	6.67	4,101
Vendor	0.06	0.06	2.38	0.67	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	1,995	1,995	< 0.005	0.31	1.47	2,089
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.50	1.47	0.99	12.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,645	3,645	0.07	0.17	0.17	3,698
Vendor	0.06	0.05	2.52	0.69	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	1,997	1,997	< 0.005	0.31	0.04	2,089
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.32	0.21	2.85	0.00	0.00	0.98	0.98	0.00	0.23	0.23	—	828	828	0.01	0.01	0.64	831
Vendor	0.01	0.01	0.55	0.15	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.05	—	441	441	< 0.005	0.07	0.14	462
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.52	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	137	137	< 0.005	< 0.005	0.11	138
Vendor	< 0.005	< 0.005	0.10	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	73.1	73.1	< 0.005	0.01	0.02	76.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.36. Building Construction (2039) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.50	2.74	0.01	0.03	—	0.03	0.03	—	0.03	—	530	530	0.02	< 0.005	—	532
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.50	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.8	87.8	< 0.005	< 0.005	—	88.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.59	1.57	0.81	16.9	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,084	4,084	0.05	0.03	6.67	4,101
Vendor	0.06	0.06	2.38	0.67	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	1,995	1,995	< 0.005	0.31	1.47	2,089
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.50	1.47	0.99	12.2	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,645	3,645	0.07	0.17	0.17	3,698

Vendor	0.06	0.05	2.52	0.69	0.02	0.02	0.75	0.77	0.02	0.21	0.23	—	1,997	1,997	< 0.005	0.31	0.04	2,089
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.32	0.21	2.85	0.00	0.00	0.98	0.98	0.00	0.23	0.23	—	828	828	0.01	0.01	0.64	831
Vendor	0.01	0.01	0.55	0.15	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.05	—	441	441	< 0.005	0.07	0.14	462
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.52	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	137	137	< 0.005	< 0.005	0.11	138
Vendor	< 0.005	< 0.005	0.10	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	73.1	73.1	< 0.005	0.01	0.02	76.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.37. Paving (2039) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.31	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.31	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.62	4.81	0.01	0.05	—	0.05	0.05	—	0.05	—	745	745	0.03	0.01	—	748
Paving	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.48	0.88	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	—	124
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.56	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	134	134	< 0.005	< 0.005	0.22	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.40	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	120	120	< 0.005	0.01	0.01	122
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.21	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	60.7	60.7	< 0.005	< 0.005	0.05	61.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.01	10.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.38. Paving (2039) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.31	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.31	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.62	4.81	0.01	0.05	—	0.05	0.05	—	0.05	—	745	745	0.03	0.01	—	748
Paving	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.48	0.88	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	—	124
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.56	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	134	134	< 0.005	< 0.005	0.22	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.40	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	120	120	< 0.005	0.01	0.01	122
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.21	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	60.7	60.7	< 0.005	< 0.005	0.05	61.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.01	10.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.39. Paving (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.27	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.59	1.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	169	169	0.01	< 0.005	—	169
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.9	27.9	< 0.005	< 0.005	—	28.0
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	119	119	< 0.005	< 0.005	0.01	119
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.6	13.6	< 0.005	< 0.005	0.01	13.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.25	2.25	< 0.005	< 0.005	< 0.005	2.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.40. Paving (2040) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.27	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.59	1.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	169	169	0.01	< 0.005	—	169
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.9	27.9	< 0.005	< 0.005	—	28.0
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	119	119	< 0.005	< 0.005	0.01	119
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.6	13.6	< 0.005	< 0.005	0.01	13.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.25	2.25	< 0.005	< 0.005	< 0.005	2.26

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.41. Architectural Coating (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	156	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	156	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.45	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	80.5	80.5	< 0.005	< 0.005	—	80.8

Architectural Coatings	—	93.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.4
Architectural Coatings	—	17.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.29	0.16	3.19	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	809	809	0.01	0.01	1.19	812
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.28	0.17	2.30	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	722	722	0.01	0.01	0.03	724
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	0.10	1.47	0.00	0.00	0.53	0.53	0.00	0.13	0.13	—	447	447	0.01	< 0.005	0.31	449
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.02	0.27	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	74.0	74.0	< 0.005	< 0.005	0.05	74.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.42. Architectural Coating (2040) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	156	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	156	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.45	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	80.5	80.5	< 0.005	< 0.005	—	80.8

Architect Coatings	—	93.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.4
Architectural Coatings	—	17.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.29	0.16	3.19	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	809	809	0.01	0.01	1.19	812
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.28	0.17	2.30	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	722	722	0.01	0.01	0.03	724
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	0.10	1.47	0.00	0.00	0.53	0.53	0.00	0.13	0.13	—	447	447	0.01	< 0.005	0.31	449
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.27	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	74.0	74.0	< 0.005	< 0.005	0.05	74.3

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	11.6	10.6	9.41	140	0.37	0.16	41.2	41.3	0.15	10.4	10.6	—	37,526	37,526	0.86	1.30	24.7	37,961
Apartments Low Rise	6.64	6.05	5.37	79.6	0.21	0.09	23.5	23.6	0.08	5.96	6.05	—	21,423	21,423	0.49	0.74	14.1	21,672
Apartments Mid Rise	4.06	3.70	3.28	48.7	0.13	0.06	14.4	14.4	0.05	3.65	3.70	—	13,099	13,099	0.30	0.45	8.62	13,251
Government (Civic Center)	5.24	4.98	2.69	34.9	0.08	0.04	9.16	9.20	0.04	2.32	2.36	—	8,495	8,495	0.27	0.35	5.49	8,611
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	4.11	3.90	2.10	27.3	0.07	0.03	7.18	7.21	0.03	1.82	1.85	—	6,657	6,657	0.21	0.27	4.30	6,748

User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	11.4	10.8	5.85	75.9	0.18	0.08	20.0	20.0	0.08	5.06	5.14	—	18,505	18,505	0.59	0.76	12.0	18,758
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	43.1	40.1	28.7	406	1.04	0.45	115	116	0.42	29.3	29.7	—	105,707	105,707	2.72	3.89	69.1	107,002
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	11.0	9.93	10.9	110	0.34	0.16	41.2	41.3	0.15	10.4	10.6	—	34,352	34,352	0.90	1.41	0.64	34,794
Apartments Low Rise	6.25	5.67	6.21	62.9	0.19	0.09	23.5	23.6	0.08	5.96	6.05	—	19,611	19,611	0.51	0.80	0.37	19,864
Apartments Mid Rise	3.82	3.47	3.80	38.5	0.12	0.06	14.4	14.4	0.05	3.65	3.70	—	11,991	11,991	0.31	0.49	0.22	12,146
Government (Civic Center)	4.88	4.60	3.10	29.9	0.08	0.04	9.16	9.20	0.04	2.32	2.36	—	7,792	7,792	0.30	0.38	0.14	7,913
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	3.82	3.61	2.43	23.4	0.06	0.03	7.18	7.21	0.03	1.82	1.85	—	6,107	6,107	0.24	0.30	0.11	6,201
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	10.6	10.0	6.74	65.1	0.17	0.08	20.0	20.0	0.08	5.06	5.14	—	16,975	16,975	0.66	0.82	0.31	17,237
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	40.4	37.3	33.2	330	0.95	0.45	115	116	0.42	29.3	29.7	—	96,828	96,828	2.93	4.20	1.79	98,154
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	2.00	1.82	1.90	21.0	0.06	0.03	7.34	7.37	0.03	1.86	1.89	—	5,809	5,809	0.15	0.23	1.76	5,882
Apartments Low Rise	1.14	1.04	1.08	12.0	0.04	0.02	4.19	4.21	0.02	1.06	1.08	—	3,317	3,317	0.08	0.13	1.01	3,358
Apartments Mid Rise	0.70	0.63	0.66	7.33	0.02	0.01	2.56	2.57	0.01	0.65	0.66	—	2,028	2,028	0.05	0.08	0.62	2,053
Government (Civic Center)	0.89	0.84	0.54	5.52	0.01	0.01	1.63	1.64	0.01	0.41	0.42	—	1,317	1,317	0.05	0.06	0.39	1,337
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	0.50	0.47	0.30	3.09	0.01	< 0.005	0.91	0.92	< 0.005	0.23	0.24	—	737	737	0.03	0.03	0.22	748
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	1.94	1.83	1.17	12.0	0.03	0.01	3.56	3.57	0.01	0.90	0.92	—	2,869	2,869	0.10	0.13	0.85	2,912
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.18	6.64	5.65	60.9	0.17	0.08	20.2	20.3	0.08	5.13	5.20	—	16,077	16,077	0.46	0.66	4.86	16,291

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	11.6	10.6	9.41	140	0.37	0.16	41.2	41.3	0.15	10.4	10.6	—	37,526	37,526	0.86	1.30	24.7	37,961
Apartments Low Rise	6.64	6.05	5.37	79.6	0.21	0.09	23.5	23.6	0.08	5.96	6.05	—	21,423	21,423	0.49	0.74	14.1	21,672
Apartments Mid Rise	4.06	3.70	3.28	48.7	0.13	0.06	14.4	14.4	0.05	3.65	3.70	—	13,099	13,099	0.30	0.45	8.62	13,251
Government (Civic Center)	5.24	4.98	2.69	34.9	0.08	0.04	9.16	9.20	0.04	2.32	2.36	—	8,495	8,495	0.27	0.35	5.49	8,611
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	4.11	3.90	2.10	27.3	0.07	0.03	7.18	7.21	0.03	1.82	1.85	—	6,657	6,657	0.21	0.27	4.30	6,748
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	11.4	10.8	5.85	75.9	0.18	0.08	20.0	20.0	0.08	5.06	5.14	—	18,505	18,505	0.59	0.76	12.0	18,758
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	43.1	40.1	28.7	406	1.04	0.45	115	116	0.42	29.3	29.7	—	105,707	105,707	2.72	3.89	69.1	107,002
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	11.0	9.93	10.9	110	0.34	0.16	41.2	41.3	0.15	10.4	10.6	—	34,352	34,352	0.90	1.41	0.64	34,794

Apartments Low Rise	6.25	5.67	6.21	62.9	0.19	0.09	23.5	23.6	0.08	5.96	6.05	—	19,611	19,611	0.51	0.80	0.37	19,864
Apartments Mid Rise	3.82	3.47	3.80	38.5	0.12	0.06	14.4	14.4	0.05	3.65	3.70	—	11,991	11,991	0.31	0.49	0.22	12,146
Government (Civic Center)	4.88	4.60	3.10	29.9	0.08	0.04	9.16	9.20	0.04	2.32	2.36	—	7,792	7,792	0.30	0.38	0.14	7,913
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	3.82	3.61	2.43	23.4	0.06	0.03	7.18	7.21	0.03	1.82	1.85	—	6,107	6,107	0.24	0.30	0.11	6,201
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	10.6	10.0	6.74	65.1	0.17	0.08	20.0	20.0	0.08	5.06	5.14	—	16,975	16,975	0.66	0.82	0.31	17,237
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	40.4	37.3	33.2	330	0.95	0.45	115	116	0.42	29.3	29.7	—	96,828	96,828	2.93	4.20	1.79	98,154
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	2.00	1.82	1.90	21.0	0.06	0.03	7.34	7.37	0.03	1.86	1.89	—	5,809	5,809	0.15	0.23	1.76	5,882
Apartments Low Rise	1.14	1.04	1.08	12.0	0.04	0.02	4.19	4.21	0.02	1.06	1.08	—	3,317	3,317	0.08	0.13	1.01	3,358
Apartments Mid Rise	0.70	0.63	0.66	7.33	0.02	0.01	2.56	2.57	0.01	0.65	0.66	—	2,028	2,028	0.05	0.08	0.62	2,053
Government (Civic Center)	0.89	0.84	0.54	5.52	0.01	0.01	1.63	1.64	0.01	0.41	0.42	—	1,317	1,317	0.05	0.06	0.39	1,337

City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	0.50	0.47	0.30	3.09	0.01	< 0.005	0.91	0.92	< 0.005	0.23	0.24	—	737	737	0.03	0.03	0.22	748
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	1.94	1.83	1.17	12.0	0.03	0.01	3.56	3.57	0.01	0.90	0.92	—	2,869	2,869	0.10	0.13	0.85	2,912
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.18	6.64	5.65	60.9	0.17	0.08	20.2	20.3	0.08	5.13	5.20	—	16,077	16,077	0.46	0.66	4.86	16,291

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,334	1,334	0.22	0.03	—	1,347
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	546	546	0.09	0.01	—	552
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	505	505	0.08	0.01	—	510

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	128	128	0.02	< 0.005	—	130
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	487	487	0.08	0.01	—	492
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,001	3,001	0.49	0.06	—	3,031
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,334	1,334	0.22	0.03	—	1,347
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	546	546	0.09	0.01	—	552
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	505	505	0.08	0.01	—	510
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	128	128	0.02	< 0.005	—	130

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	487	487	0.08	0.01	—	492
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,001	3,001	0.49	0.06	—	3,031
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	221	221	0.04	< 0.005	—	223
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	90.5	90.5	0.01	< 0.005	—	91.4
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	83.6	83.6	0.01	< 0.005	—	84.4
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3	< 0.005	< 0.005	—	21.5
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	80.6	80.6	0.01	< 0.005	—	81.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	497	497	0.08	0.01	—	502

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,293	1,293	0.21	0.03	—	1,306
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	519	519	0.08	0.01	—	524
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	480	480	0.08	0.01	—	485
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	128	128	0.02	< 0.005	—	130
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	487	487	0.08	0.01	—	492
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,908	2,908	0.47	0.06	—	2,936

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,293	1,293	0.21	0.03	—	1,306
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	519	519	0.08	0.01	—	524
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	480	480	0.08	0.01	—	485
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	128	128	0.02	< 0.005	—	130
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	487	487	0.08	0.01	—	492
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,908	2,908	0.47	0.06	—	2,936
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	214	214	0.03	< 0.005	—	216
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	85.9	85.9	0.01	< 0.005	—	86.8

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	79.5	79.5	0.01	< 0.005	—	80.3
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3	< 0.005	< 0.005	—	21.5
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	80.6	80.6	0.01	< 0.005	—	81.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	481	481	0.08	0.01	—	486

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.24	0.12	2.06	0.88	0.01	0.17	—	0.17	0.17	—	0.17	—	2,610	2,610	0.23	< 0.005	—	2,618
Apartme nts Low Rise	0.10	0.05	0.84	0.36	0.01	0.07	—	0.07	0.07	—	0.07	—	1,072	1,072	0.09	< 0.005	—	1,075

Apartments Mid Rise	0.08	0.04	0.70	0.30	< 0.005	0.06	—	0.06	0.06	—	0.06	—	884	884	0.08	< 0.005	—	887
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	695	695	0.06	< 0.005	—	697
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	276	276	0.02	< 0.005	—	277
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.51	0.26	4.41	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	5,537	5,537	0.49	0.01	—	5,553
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.24	0.12	2.06	0.88	0.01	0.17	—	0.17	0.17	—	0.17	—	2,610	2,610	0.23	< 0.005	—	2,618
Apartments Low Rise	0.10	0.05	0.84	0.36	0.01	0.07	—	0.07	0.07	—	0.07	—	1,072	1,072	0.09	< 0.005	—	1,075
Apartments Mid Rise	0.08	0.04	0.70	0.30	< 0.005	0.06	—	0.06	0.06	—	0.06	—	884	884	0.08	< 0.005	—	887
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Element School	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	695	695	0.06	< 0.005	—	697
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	276	276	0.02	< 0.005	—	277
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.51	0.26	4.41	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	5,537	5,537	0.49	0.01	—	5,553
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	432	432	0.04	< 0.005	—	433
Apartments Low Rise	0.02	0.01	0.15	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	177	177	0.02	< 0.005	—	178
Apartments Mid Rise	0.01	0.01	0.13	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	146	146	0.01	< 0.005	—	147
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	115	115	0.01	< 0.005	—	115
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.8	45.8	< 0.005	< 0.005	—	45.9
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.09	0.05	0.81	0.40	0.01	0.06	—	0.06	0.06	—	0.06	—	917	917	0.08	< 0.005	—	919

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.24	0.12	2.05	0.87	0.01	0.17	—	0.17	0.17	—	0.17	—	2,606	2,606	0.23	< 0.005	—	2,613
Apartments Low Rise	0.10	0.05	0.84	0.36	0.01	0.07	—	0.07	0.07	—	0.07	—	1,068	1,068	0.09	< 0.005	—	1,071
Apartments Mid Rise	0.08	0.04	0.69	0.30	< 0.005	0.06	—	0.06	0.06	—	0.06	—	881	881	0.08	< 0.005	—	883
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	695	695	0.06	< 0.005	—	697
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	276	276	0.02	< 0.005	—	277
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.51	0.25	4.40	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	5,526	5,526	0.49	0.01	—	5,541

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.24	0.12	2.05	0.87	0.01	0.17	—	0.17	0.17	—	0.17	—	2,606	2,606	0.23	< 0.005	—	2,613
Apartments Low Rise	0.10	0.05	0.84	0.36	0.01	0.07	—	0.07	0.07	—	0.07	—	1,068	1,068	0.09	< 0.005	—	1,071
Apartments Mid Rise	0.08	0.04	0.69	0.30	< 0.005	0.06	—	0.06	0.06	—	0.06	—	881	881	0.08	< 0.005	—	883
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	695	695	0.06	< 0.005	—	697
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	276	276	0.02	< 0.005	—	277
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.51	0.25	4.40	2.21	0.03	0.35	—	0.35	0.35	—	0.35	—	5,526	5,526	0.49	0.01	—	5,541
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	431	431	0.04	< 0.005	—	433
Apartments Low Rise	0.02	0.01	0.15	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	177	177	0.02	< 0.005	—	177

Apartme Mid Rise	0.01	0.01	0.13	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	146	146	0.01	< 0.005	—	146
Governm ent (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	115	115	0.01	< 0.005	—	115
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.8	45.8	< 0.005	< 0.005	—	45.9
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.80	0.40	0.01	0.06	—	0.06	0.06	—	0.06	—	915	915	0.08	< 0.005	—	917

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1,089	1,071	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Consum er Products	—	24.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	9.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.81	4.52	0.42	46.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	133	133	0.01	< 0.005	—	134
Total	1,094	1,109	21.3	1,369	2.40	182	—	182	181	—	181	19,440	8,240	27,680	17.9	1.40	—	28,544
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1,089	1,071	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Consumer Products	—	24.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	9.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1,089	1,104	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	44.7	43.9	0.86	54.2	0.10	7.47	—	7.47	7.44	—	7.44	723	302	1,025	0.67	0.05	—	1,057
Consumer Products	—	4.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.43	0.41	0.04	4.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.9	10.9	< 0.005	< 0.005	—	10.9
Total	45.1	50.4	0.90	58.4	0.10	7.47	—	7.47	7.44	—	7.44	723	312	1,035	0.67	0.05	—	1,068

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1,089	1,071	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Consumer Products	—	24.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	9.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.81	4.52	0.42	46.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	133	133	0.01	< 0.005	—	134
Total	1,094	1,109	21.3	1,369	2.40	182	—	182	181	—	181	19,440	8,240	27,680	17.9	1.40	—	28,544
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1,089	1,071	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Consumer Products	—	24.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	9.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1,089	1,104	20.9	1,322	2.40	182	—	182	181	—	181	19,440	8,107	27,547	17.9	1.39	—	28,411
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	44.7	43.9	0.86	54.2	0.10	7.47	—	7.47	7.44	—	7.44	723	302	1,025	0.67	0.05	—	1,057
Consumer Products	—	4.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	1.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.43	0.41	0.04	4.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.9	10.9	< 0.005	< 0.005	—	10.9
Total	45.1	50.4	0.90	58.4	0.10	7.47	—	7.47	7.44	—	7.44	723	312	1,035	0.67	0.05	—	1,068

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	15.3	61.0	76.2	1.58	0.04	—	127
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	12.0	11.4	23.4	1.23	0.03	—	63.0
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10.9	10.4	21.3	1.12	0.03	—	57.3
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	38.1	36.2	74.3	3.91	0.09	—	200
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2.79	2.65	5.44	0.29	0.01	—	14.6

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	14.2	13.5	27.7	1.46	0.03	—	74.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	93.2	135	228	9.58	0.23	—	536
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	15.3	61.0	76.2	1.58	0.04	—	127
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	12.0	11.4	23.4	1.23	0.03	—	63.0
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10.9	10.4	21.3	1.12	0.03	—	57.3
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	38.1	36.2	74.3	3.91	0.09	—	200
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2.79	2.65	5.44	0.29	0.01	—	14.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	14.2	13.5	27.7	1.46	0.03	—	74.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	93.2	135	228	9.58	0.23	—	536
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.53	10.1	12.6	0.26	0.01	—	21.0
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.99	1.89	3.87	0.20	< 0.005	—	10.4
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.81	1.72	3.52	0.19	< 0.005	—	9.48
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	6.30	5.99	12.3	0.65	0.02	—	33.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Elementary School	—	—	—	—	—	—	—	—	—	—	—	0.46	0.44	0.90	0.05	< 0.005	—	2.42
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.35	2.23	4.58	0.24	0.01	—	12.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.4	22.4	37.8	1.59	0.04	—	88.8

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	15.3	37.8	53.0	1.57	0.04	—	104
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	12.0	11.4	23.4	1.23	0.03	—	63.0
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10.9	10.4	21.3	1.12	0.03	—	57.3
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	38.1	36.2	74.3	3.91	0.09	—	200
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	> -0.005	> -0.005	> -0.005	> -0.005	—	> -0.005
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2.79	2.65	5.44	0.29	0.01	—	14.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	14.2	13.5	27.7	1.46	0.03	—	74.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	93.2	112	205	9.58	0.23	—	513
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	15.3	37.8	53.0	1.57	0.04	—	104

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	12.0	11.4	23.4	1.23	0.03	—	63.0
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10.9	10.4	21.3	1.12	0.03	—	57.3
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	38.1	36.2	74.3	3.91	0.09	—	200
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	> -0.005	> -0.005	> -0.005	> -0.005	—	> -0.005
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2.79	2.65	5.44	0.29	0.01	—	14.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	14.2	13.5	27.7	1.46	0.03	—	74.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	93.2	112	205	9.58	0.23	—	513
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.53	6.25	8.78	0.26	0.01	—	17.2
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.99	1.89	3.87	0.20	< 0.005	—	10.4
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.81	1.72	3.52	0.19	< 0.005	—	9.48
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	6.30	5.99	12.3	0.65	0.02	—	33.1

City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	> -0.005	> -0.005	> -0.005	> -0.005	—	> -0.005
Elementary School	—	—	—	—	—	—	—	—	—	—	—	0.46	0.44	0.90	0.05	< 0.005	—	2.42
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.35	2.23	4.58	0.24	0.01	—	12.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.4	18.5	34.0	1.59	0.04	—	84.9

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	67.8	0.00	67.8	6.78	0.00	—	237
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	87.7	0.00	87.7	8.76	0.00	—	307
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	79.7	0.00	79.7	7.97	0.00	—	279

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	307	0.00	307	30.7	0.00	—	1,075
City Park	—	—	—	—	—	—	—	—	—	—	—	0.56	0.00	0.56	0.06	0.00	—	1.95
Elementary School	—	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	—	198
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	67.8	0.00	67.8	6.78	0.00	—	237
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	87.7	0.00	87.7	8.76	0.00	—	307
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	79.7	0.00	79.7	7.97	0.00	—	279
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	307	0.00	307	30.7	0.00	—	1,075
City Park	—	—	—	—	—	—	—	—	—	—	—	0.56	0.00	0.56	0.06	0.00	—	1.95
Elementary School	—	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	—	198
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	11.2	0.00	11.2	1.12	0.00	—	39.3
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	14.5	0.00	14.5	1.45	0.00	—	50.8
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	13.2	0.00	13.2	1.32	0.00	—	46.2
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	50.9	0.00	50.9	5.08	0.00	—	178
City Park	—	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Elementary School	—	—	—	—	—	—	—	—	—	—	—	9.77	0.00	9.77	0.98	0.00	—	34.2
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	9.37	0.00	9.37	0.94	0.00	—	32.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	109	0.00	109	10.9	0.00	—	381

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	67.8	0.00	67.8	6.78	0.00	—	237
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	87.7	0.00	87.7	8.76	0.00	—	307
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	79.7	0.00	79.7	7.97	0.00	—	279
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	307	0.00	307	30.7	0.00	—	1,075
City Park	—	—	—	—	—	—	—	—	—	—	—	0.56	0.00	0.56	0.06	0.00	—	1.95
Elementary School	—	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	—	198
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	67.8	0.00	67.8	6.78	0.00	—	237
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	87.7	0.00	87.7	8.76	0.00	—	307
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	79.7	0.00	79.7	7.97	0.00	—	279
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	307	0.00	307	30.7	0.00	—	1,075
City Park	—	—	—	—	—	—	—	—	—	—	—	0.56	0.00	0.56	0.06	0.00	—	1.95
Elementary School	—	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	—	198
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	659	0.00	659	65.8	0.00	—	2,304
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	11.2	0.00	11.2	1.12	0.00	—	39.3
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	14.5	0.00	14.5	1.45	0.00	—	50.8

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	13.2	0.00	13.2	1.32	0.00	—	46.2
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	50.9	0.00	50.9	5.08	0.00	—	178
City Park	—	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Element ary School	—	—	—	—	—	—	—	—	—	—	—	9.77	0.00	9.77	0.98	0.00	—	34.2
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	9.37	0.00	9.37	0.94	0.00	—	32.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	109	0.00	109	10.9	0.00	—	381

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.91	3.91
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.67	1.67

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.38	1.38
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.62	0.62
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.91	3.91
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.67	1.67
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.38	1.38
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.62	0.62
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.28	0.28
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.23	0.23
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.29	1.29

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.91	3.91
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.67	1.67

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.38	1.38
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.62	0.62
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.91	3.91
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.67	1.67
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.38	1.38
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.62	0.62
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.77	7.77
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.28	0.28
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.23	0.23
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.29	1.29

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	10/8/2025	5.00	200	—
Site Preparation	Site Preparation	10/9/2025	3/26/2026	5.00	120	—
Grading	Grading	3/27/2026	6/4/2027	5.00	310	—
Building Construction	Building Construction	6/5/2027	4/23/2039	5.00	3,100	—
Paving	Paving	4/24/2039	2/26/2040	5.00	220	—
Architectural Coating	Architectural Coating	2/27/2040	12/31/2040	5.00	220	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	14.1	LDA,LDT1,LDT2
Demolition	Vendor	—	8.98	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.1	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.98	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.1	LDA,LDT1,LDT2
Grading	Vendor	—	8.98	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	456	14.1	LDA,LDT1,LDT2
Building Construction	Vendor	99.4	8.98	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.1	LDA,LDT1,LDT2
Paving	Vendor	—	8.98	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	91.3	14.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.98	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	14.1	LDA,LDT1,LDT2
Demolition	Vendor	—	8.98	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.1	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.98	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.1	LDA,LDT1,LDT2
Grading	Vendor	—	8.98	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	456	14.1	LDA,LDT1,LDT2
Building Construction	Vendor	99.4	8.98	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.1	LDA,LDT1,LDT2
Paving	Vendor	—	8.98	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	91.3	14.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.98	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,966,680	655,560	225,243	75,081	33,715

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	180	0.00	—

Grading	—	—	930	0.00	—
Paving	0.00	0.00	0.00	0.00	16.0

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	3.09	0%
Apartments Low Rise	—	0%
Apartments Mid Rise	—	0%
Government (Civic Center)	0.00	0%
City Park	0.00	0%
Elementary School	0.00	0%
User Defined Industrial	0.00	0%
Strip Mall	0.00	0%
Other Asphalt Surfaces	12.9	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005
2029	0.00	204	0.03	< 0.005
2030	0.00	204	0.03	< 0.005

2031	0.00	204	0.03	< 0.005
2032	0.00	204	0.03	< 0.005
2033	0.00	204	0.03	< 0.005
2034	0.00	204	0.03	< 0.005
2035	0.00	204	0.03	< 0.005
2036	0.00	204	0.03	< 0.005
2037	0.00	204	0.03	< 0.005
2038	0.00	204	0.03	< 0.005
2039	0.00	204	0.03	< 0.005
2040	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	2,601	2,601	2,601	949,438	58,316	58,316	58,316	21,285,461
Apartments Low Rise	1,485	1,485	1,485	542,025	33,292	33,292	33,292	12,151,664
Apartments Mid Rise	908	908	908	331,420	20,356	20,356	20,356	7,430,109
Government (Civic Center)	1,581	1,581	1,581	577,065	12,970	12,970	12,970	4,734,228
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	1,239	0.00	0.00	323,025	10,165	0.00	0.00	2,650,090
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	3,444	3,444	3,444	1,257,060	28,254	28,254	28,254	10,312,892
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	2,601	2,601	2,601	949,438	58,316	58,316	58,316	21,285,461
Apartments Low Rise	1,485	1,485	1,485	542,025	33,292	33,292	33,292	12,151,664
Apartments Mid Rise	908	908	908	331,420	20,356	20,356	20,356	7,430,109
Government (Civic Center)	1,581	1,581	1,581	577,065	12,970	12,970	12,970	4,734,228
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Elementary School	1,239	0.00	0.00	323,025	10,165	0.00	0.00	2,650,090
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	3,444	3,444	3,444	1,257,060	28,254	28,254	28,254	10,312,892
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	98
Gas Fireplaces	154
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	28

Conventional Wood Stoves	0
Catalytic Wood Stoves	14
Non-Catalytic Wood Stoves	14
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	77
Gas Fireplaces	121
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	22
Conventional Wood Stoves	0
Catalytic Wood Stoves	11
Non-Catalytic Wood Stoves	11
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	70
Gas Fireplaces	110
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	20
Conventional Wood Stoves	0
Catalytic Wood Stoves	10
Non-Catalytic Wood Stoves	10
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)

Single Family Housing	—
Wood Fireplaces	98
Gas Fireplaces	154
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	28
Conventional Wood Stoves	0
Catalytic Wood Stoves	14
Non-Catalytic Wood Stoves	14
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	77
Gas Fireplaces	121
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	22
Conventional Wood Stoves	0
Catalytic Wood Stoves	11
Non-Catalytic Wood Stoves	11
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	70
Gas Fireplaces	110
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	20
Conventional Wood Stoves	0

Catalytic Wood Stoves	10
Non-Catalytic Wood Stoves	10
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
1966680	655,560	225,243	75,081	33,715

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	2,387,199	204	0.0330	0.0040	8,145,207
Apartments Low Rise	977,871	204	0.0330	0.0040	3,343,809
Apartments Mid Rise	903,562	204	0.0330	0.0040	2,758,498

Government (Civic Center)	0.00	204	0.0330	0.0040	0.00
City Park	0.00	204	0.0330	0.0040	0.00
Elementary School	229,902	204	0.0330	0.0040	2,167,409
User Defined Industrial	0.00	204	0.0330	0.0040	0.00
Strip Mall	871,207	204	0.0330	0.0040	862,560
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	2,313,582	204	0.0330	0.0040	8,130,657
Apartments Low Rise	928,712	204	0.0330	0.0040	3,332,700
Apartments Mid Rise	859,388	204	0.0330	0.0040	2,747,767
Government (Civic Center)	0.00	204	0.0330	0.0040	0.00
City Park	0.00	204	0.0330	0.0040	0.00
Elementary School	229,902	204	0.0330	0.0040	2,167,409
User Defined Industrial	0.00	204	0.0330	0.0040	0.00
Strip Mall	871,207	204	0.0330	0.0040	862,560
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	7,968,534	47,733,118
Apartments Low Rise	6,260,991	14.6
Apartments Mid Rise	5,691,810	7.28

Government (Civic Center)	19,865,969	11.9
City Park	0.00	318
Elementary School	1,454,544	185
User Defined Industrial	0.00	11.9
Strip Mall	7,407,252	2.98
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	7,968,534	23,903,871
Apartments Low Rise	6,260,991	7.29
Apartments Mid Rise	5,691,810	3.64
Government (Civic Center)	19,865,969	4.64
City Park	0.00	-96.6
Elementary School	1,454,544	-56.4
User Defined Industrial	0.00	4.64
Strip Mall	7,407,252	1.16
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	126	—
Apartments Low Rise	163	—
Apartments Mid Rise	148	—
Government (Civic Center)	570	—

City Park	1.03	—
Elementary School	110	—
User Defined Industrial	0.00	—
Strip Mall	105	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	126	—
Apartments Low Rise	163	—
Apartments Mid Rise	148	—
Government (Civic Center)	570	—
City Park	1.03	—
Elementary School	110	—
User Defined Industrial	0.00	—
Strip Mall	105	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00

Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

8. User Changes to Default Data

Screen	Justification
Land Use	Site Specific Plan sizes and acreage.
Operations: Vehicle Data	Trip rates to match traffic report. Miles used to match residential and employee trip lengths in traffic report.

Appendix D

Water, Wastewater, and Stormwater Study

Technical Memorandum

HydroScience
Strategic Water Solutions

Sacramento • Berkeley • San Jose

To: Kimberly Asbury, Montrose Environmental
Jennifer Scholl, Montrose Environmental

From: Alexandra Park, PE
Marc Fernandez, EIT
Bya Founas

Reviewed By: Angela Singer, PE

Subject: Water, Wastewater, and Stormwater Study for the Wicklow Way Development

Date: March 15, 2024

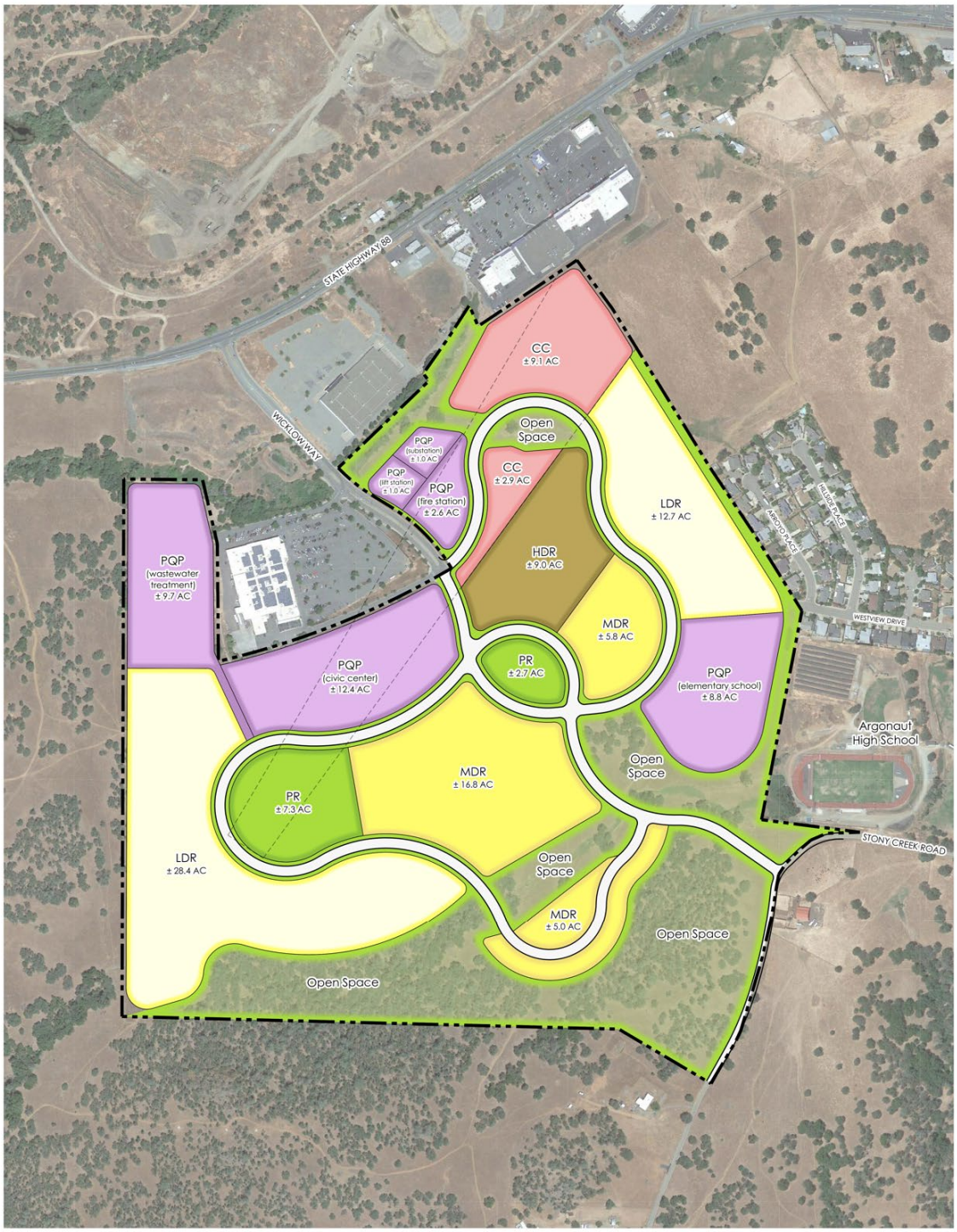
Introduction

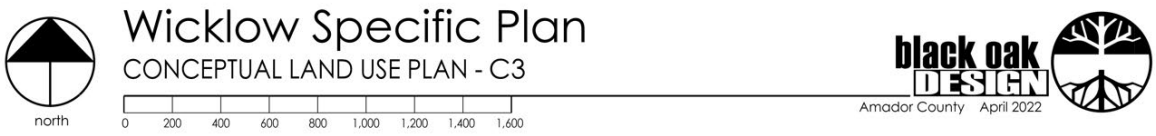
HydroScience Engineers, Inc. (HydroScience) was retained by Montrose Environmental to prepare a Water, Wastewater, and Stormwater Study (Study) which will serve as a summary of the intent and expected requirements to connect the proposed project (Project) to existing water utilities and convey wastewater and stormwater associated with the Project. The Project includes the Wicklow Way Development. A map showing the proposed development land use is shown in **Figure 1**. The objectives of this analysis are to:

- Estimate the Project's water demands and wastewater generation rates;
- Describe the proposed facilities that would be required to convey the water and wastewater for the Project;
- Assess the existing drainage patterns and provide stormwater infrastructure recommendations for the Project area and provide a description of the design and sizing criteria that must be met to avoid impacts to surface water quality.

The following sections present a preliminary evaluation and recommendation for water, wastewater, and stormwater facilities for the Project.

Figure 1: Proposed Land Use Plan





Project Description

As shown in **Figure 1**, the Project is located in a currently undeveloped area to the south of California State Route 88, just east of State Route 49/Golden Chain Hwy. The Project is adjacent to the existing shopping center on Wicklow Way and just west of Argonaut High School in the City of Jackson (City), California. Stony Creek Road borders the project to the southeast.

Table 1 summarizes the proposed land use for the Project, which is 201.8 acres total.

Table 1: Project Land Use

Land Use Designation		Applied Zoning District	Acres	% of Total Acres	Dwelling Units
Residential					
LDR	Low Density Residential	PD-R1	41.1	20%	280
MDR	Medium Density Residential	PD-R2	27.6	14%	220
HDR	High Density Residential	PD-R3	9	4%	200
		Subtotal	***77.7***	***39%***	***700***
Commercial/Office					
CC	Community Commercial	PD-CC	12	6%	
PQ/P	Civic Center		12.4	6%	
		Subtotal	***24.4***	***12%***	
Public/Quasi-Public					
PQ/P	Electric Substation		1		
PQ/P	Sewer Lift Station		1		
PQ/P	Fire Station		2.6		
PQ/P	Wastewater Treatment		9.7		
PQ/P	Elementary School		8.8		
		Subtotal	***23.1***	***11%***	
Open Space and Public					
OS	Open Space		53.7	*27%*	
PR	Parks & Recreation		10	*5%*	
	Major Streets		12.9	*6%*	
		Subtotal	***76.6***	***38%***	
		Total	**201.8**	**100%**	**700**

Water Demand Estimates

Preliminary projections of the water supply needed to reliably meet water demand for the facilities are summarized in **Table 2**. These projections are based on Amador Water Agency (AWA) unit demands and other local agencies. These projections include a 15% allowance for system losses as well as a safety factor to ensure adequate supply. These are preliminary and for planning purposes only. Preliminary calculations are provided in **Attachment A**.

Table 2: Projected Water Demands

Flow Condition	Demand (gpd)	Demand (gpm)
Average Day Demand	294,000	204
Maximum Day Demand	434,000	301
Peak Hour Demand	--	592

Notes:
1. Peaking factor for Maximum Day Demand is 1.5, which is typical for similar facilities. The peaking factor was only applied to non-irrigation demands.
2. Peaking factor for Peak Hour Demands is 3.0, which is conservative for similar facilities. The peaking factor was only applied to non-irrigation demands.

Water system criteria from AWA includes the following:

- The maximum day demand (MDD) equal to 150% of the average day demand (ADD).
- PHD shall be a minimum of 167% of the MDD. PHD was assumed to be 3 times ADD, which is 196% of MDD.

In addition, criteria for installation require that services with more than 80 psi static pressure shall be equipped with a pressure regulator set to less than 80 psi. The regulator shall be owned, operated, and maintained by the property owner.

The Project facilities are expected to be designed and managed to minimize potable water usage. Recommended water conservation measures include low flow fixtures, high efficiency/water conserving appliances, xeriscape native vegetation, etc.

Domestic storage requirements are generally controlled by domestic peaking requirements. It is recommended that total storage requirements generally adhere to fire flow and duration requirement from the local fire authority as they take into consideration local conditions and hazards.

It is assumed that the Project will connect to the existing City water system near Argonaut High School, which is located approximately 200 feet higher than the low elevations of the Project, and that the existing system operates at pressure. This connection will likely require a pressure reducing valve near the connection or several throughout the system. The City of Jackson purchases treated water from AWA. Operating pressure requirements are the following according to the AWA Engineering Department:

- Distribution and transmission design operating pressures shall not be less than forty (40) psi, nor more than one hundred (100) psi in the water mains at all times, including peak hour.

- A minimum service pressure of 50 psi is desired during MDD.
- Normal operating pressures should not be greater than one hundred (100) psi, and will require special approval and design criteria, as required by AWA Engineering Department.
- The minimum pressure at any point in the system during periods of coincident peak hour plus fire flow shall not be less than twenty (20) psi.

Fire flow requirements (or guidelines) are typically set by the local fire authority based on the building's use and classification. Fire flow guidelines outlined by the AWA are listed in **Table 3**.

Table 3: Fire flow Guidelines

Land Use	Flow (gpm)[1]	Duration (hrs)
Residential	1000	2
Non-Residential	1500	4

Notes:
1. Fire flow for sprinklers shall be added to the required fire flow, a minimum of 60 gpm for 2 hours.

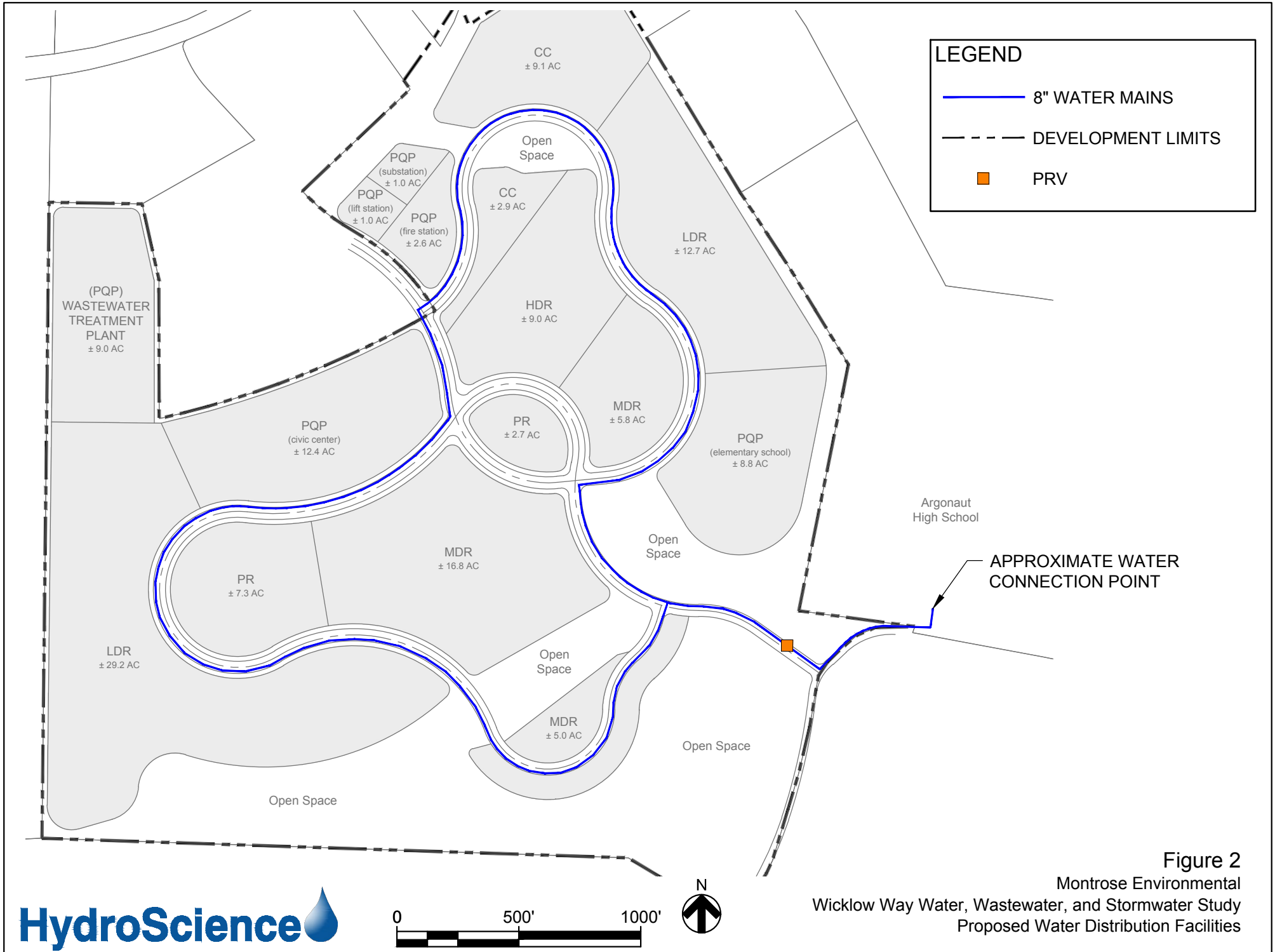
Fire flow velocity limits per AWA are as follows:

- The maximum allowable velocity anywhere in the system during all peak day demand conditions shall be seven (7) feet per second (fps).
- The maximum allowable velocity during all peak day demand conditions plus fire flow rate shall be eleven (11) fps.

Water Distribution Facilities

This section identifies preliminary anticipated water distribution facility requirements needed to supply the Project with water. The facilities identified in this section are based on HydroScience's experience with similar projects. The preliminary distribution system required to serve the project is shown in **Figure 2**. Total pipeline length as shown is approximately 10,060 ft. Based on AWA Standard Design and Construction Specifications for Treated Water Stystems, the minimum distribution pipe size is eight inches (8"), or six inches if fully looped. The minimum offsite transmission pipe size is 8".

The condition and capacity of existing water facilities have not been evaluated as part of this analysis and it is recommended that they are assessed prior to planning and design of any proposed facilities to determine whether additional facilities are necessary to meet Project requirements. All water facilities described in this section are preliminary and are intended for planning purposes only and represent the total capacity needs for the Project without accounting for existing available capacity.



HydroScience

Figure 2
Montrose Environmental
Wicklow Way Water, Wastewater, and Stormwater Study
Proposed Water Distribution Facilities

Wastewater Flow Estimates

Projected wastewater flows for the Project include residential, commercial, office, public/quasi-public, and park/open space. Wastewater flow was estimated based on 90% of water use for all land uses except Park and School, where a larger portion of water use is expected to be used for irrigation. **Table 3** summarizes the projected wastewater flows for the Project. These are preliminary and for planning purposes only.

Table 4: Wastewater Flow Projection

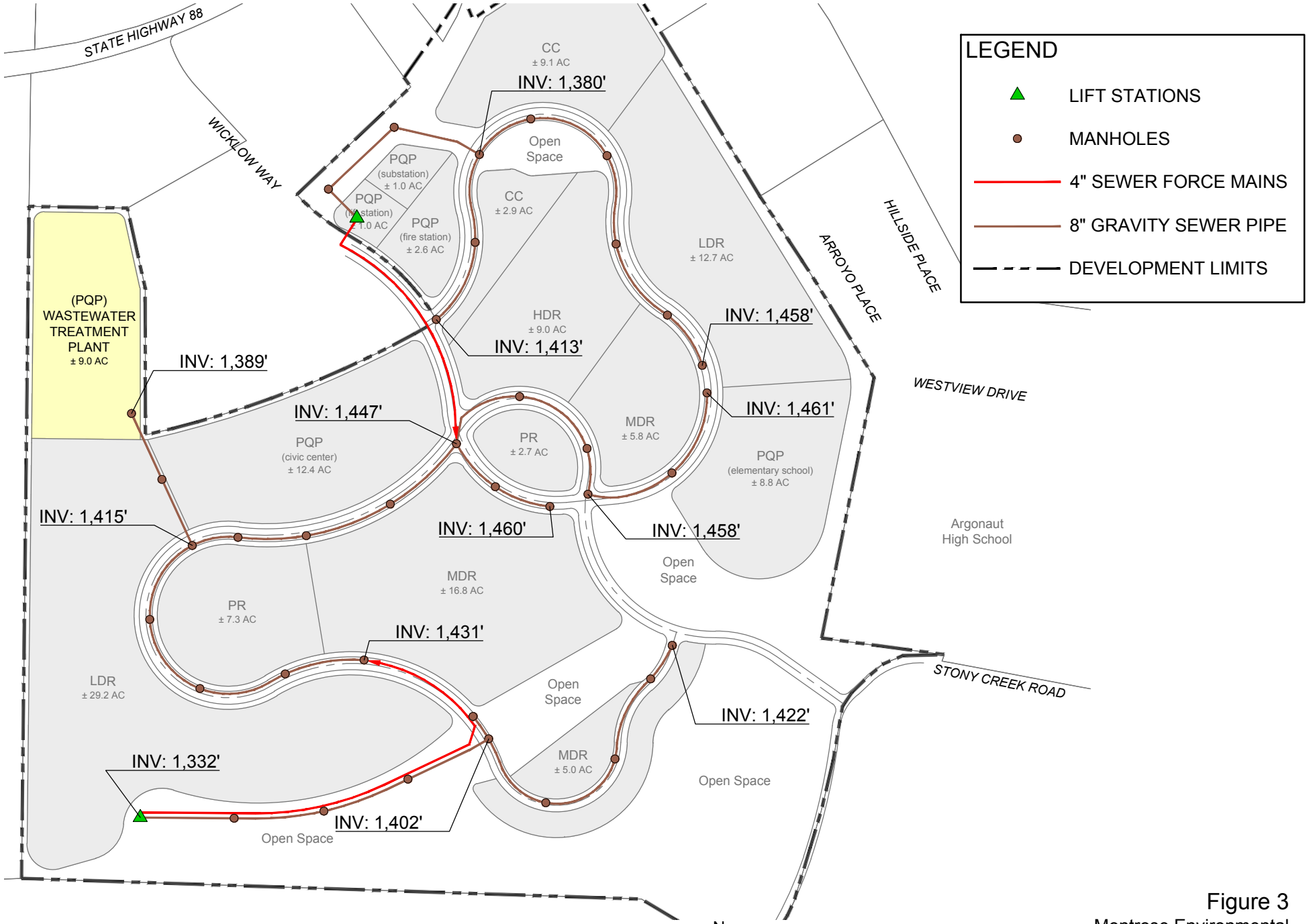
Flow Condition	Flow (MGD)
Average Day Flow	0.16
Peak Day Flow[1]	0.47

Notes:
1. Peak Day Flow = 3 x ADF per Section 3.5.1 of the AWA Standard Design and Construction Specifications for Wastewater Systems

Preliminary calculations for wastewater flows are included in **Attachment A**.

Wastewater Collection and Disposal

The preliminary wastewater collection and effluent discharge facilities required to manage wastewater generated by the Project are shown in **Figure 3**. The collection system facilities include approximately 10,920 lf of 8-inch diameter sewer pipe, 2,250 lf of 4-inch sewer force mains, and two lift stations based on the existing topography. There will be an onsite wastewater treatment plant, which is located in the northwest corner of the Project. All wastewater facilities described in this section are preliminary and are intended for planning purposes only.



HydroScience

Figure 3
Montrose Environmental
Wicklow Way Water, Wastewater, and Stormwater Study
Proposed Wastewater Facilities

Stormwater Runoff and Drainage Facility Recommendations

A hydrologic investigation was performed to estimate the 100-year storm runoff for the pre- and post-development conditions of the site. Per the City Improvement Standards (City Standards), all development improvements shall have 100-year flood protection and be in compliance with the City Flood Plain Ordinance.

The City Standards indicate that hydrology and hydraulic calculations shall be performed to standard engineering practice. The types of calculations include, but is not limited to, Rational Method (RM), Unit/SCS Hydrographs, and Synthetic Hyetographs. The Rational Method has been chosen for the purposes of this analysis.

The RM formula estimates the peak runoff rate at any location in the watershed basin as a function of drainage area (A), runoff coefficient (C), and rainfall intensity, (I) for the duration equal to the time of concentration (T_c), which is the time required for water to flow from the most remote point of the basin area to the location being analyzed. The RM formula is expressed as follows:

$$Q = CIA$$

Where:

Q = Peak discharge, in cubic feet per second (cfs)

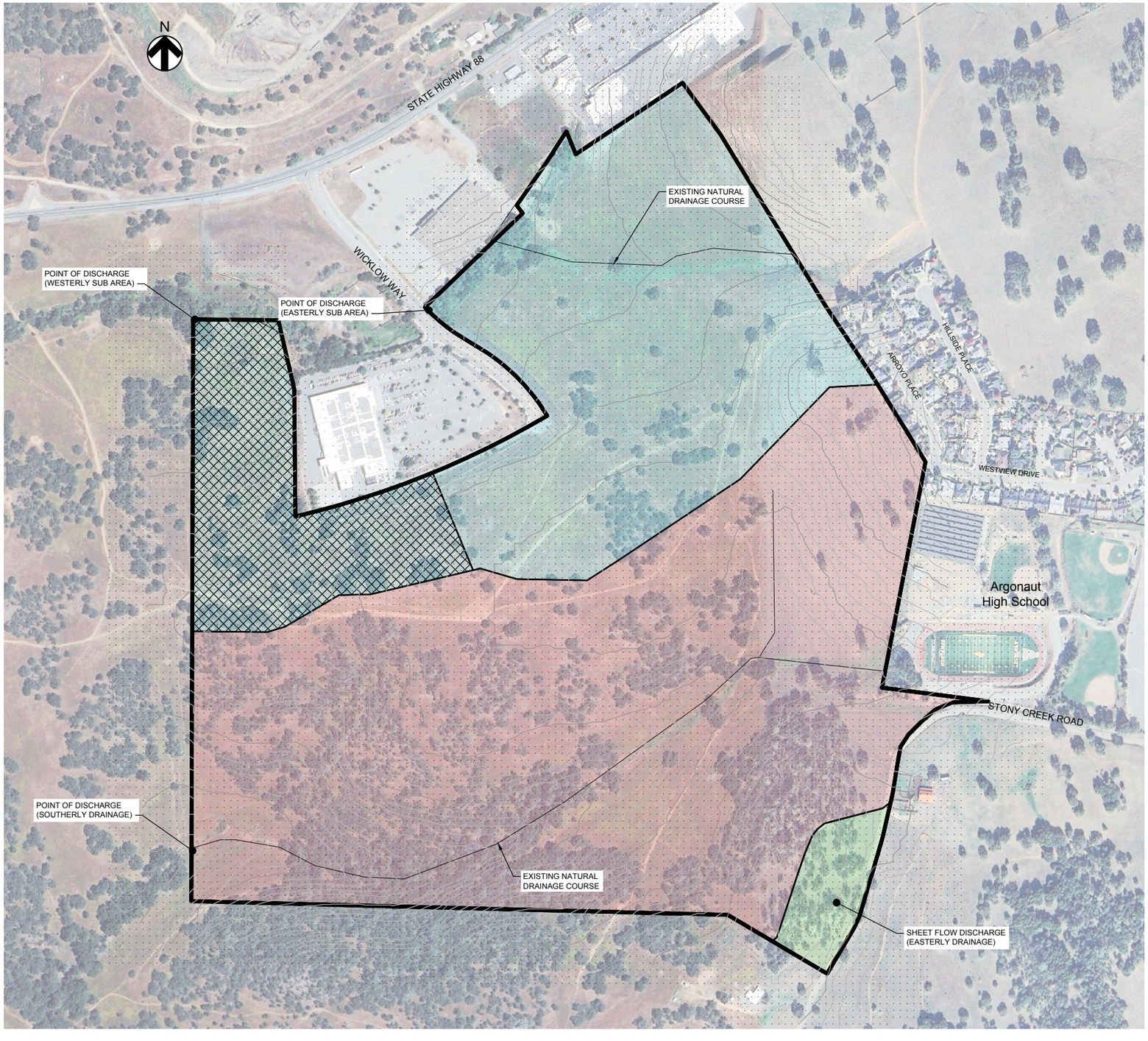
C = Runoff coefficient, unitless

I = Average rainfall intensity for duration equal to the T_C for the area, in inches per hour (in/hr).

A = Drainage area contributing to the design location, in acres (ac)

Site Drainage Watersheds

The existing site area is 201.79 acres of undeveloped land. The existing topography of the site consists of three watersheds: the Northerly Drainage, Southerly Drainage, and Easterly Drainages. The Northerly Drainage consists of two subareas that discharge to the same natural drainage course at differing locations to the north, while the Southerly Drainage also discharges to a natural drainage course at the southwestern portion of the property. The Easterly Drainage discharges to Stony Creek Road to the east of the property. An Existing Watershed Map showing the watersheds and drainage patterns are provided as **Figure 4**.



Existing Watershed Map
SCALE: 1" = 500'

LEGEND

- NORTHERLY DRAINAGE [AREA A] (WESTERLY SUB AREA)
- NORTHERLY DRAINAGE [AREA A] (EASTERLY SUB AREA)
- SOUTHERLY DRAINAGE [AREA B]
- EASTERLY DRAINAGE [AREA C]

EXISTING HYDROLOGY

WATERSHED	AREA (AC)	PEAK DISCHARGE Q_{PEAK} (CFS)
NORTHERLY DRAINAGE (EASTERLY SUB AREA)	58.07	42.45
NORTHERLY DRAINAGE (WESTERLY SUB AREA)	21.65	15.83
SOUTHERLY DRAINAGE	117.29	85.74
EASTERLY DRAINAGE	4.79	3.50
TOTAL	201.79	147.52

HydroScience

Figure 4
Montrose Envoronmental
Wicklow Way Development Project
Existing Watershed Map

Rational Method - Design Factors

The City Standards Section 11.09 prescribe the Runoff Coefficients "C" Factor and Rainfall Intensity "I" Factors for use in RM calculations for peak runoff. **Table 5** shows the Runoff Coefficients for each type of Land Use and **Table 6** shows the Rainfall Intensities for various storm events.

Table 5: Runoff Coefficient "C"

Land Use	Runoff Coefficient "C"
Rural Residential	0.35
Single Family Residential	0.45
Multi-Family Residential	0.60
Commercial and Industrial	0.75 – 0.95
Undeveloped / Open Space / Parks	0.25

Notes:
1. Runoff Coefficient C Factor for "Undeveloped" to be less than "Rural Residential" and assumed to be 0.25.

Table 6: Rainfall Intensity "I"

T_c (minutes)	I_{10} (in/hr)	I_{25} (in/hr)	I_{100} (in/hr)
20	2.2	2.5	2.9

Notes:
1. A 20-minute minimum may be used for unsurfaced basins.
2. The 100-year storm must be carried within drainage facility or roadways with no potential for property damage.
3. Rainfall Intensity calculated by City Standard SD-6

Existing Site Hydrology - Rational Method Calculations

Using the watershed areas and factors provided above, peak stormwater runoff flows for the existing site are calculated in **Table 7** below for the various existing watersheds, refer to **Attachment B** for calculations:

Table 7: Existing Hydrology

Watershed Area	C	I_{100} (in/hr)	A (ft^2)	Q_{Peak} (cfs)
Northerly Drainage (Area A)				
(North) Easterly Discharge Sub Area A	*0.25*	*2.9*	*2,529,631*	*42.45*
(North) Westerly Discharge Sub Area A	*0.25*	*2.9*	*943,109*	*15.83*
Southerly Drainage (Area B)	0.25	2.9	5,108,994	85.74
Easterly Drainage (Area C)	0.25	2.9	208,446	3.50
Overall Peak Flow Rate				**147.52**

Notes:
1. Rational Method: Q_{Peak} = CIA
2. Refer to Attachment B for Stormwater Calculations

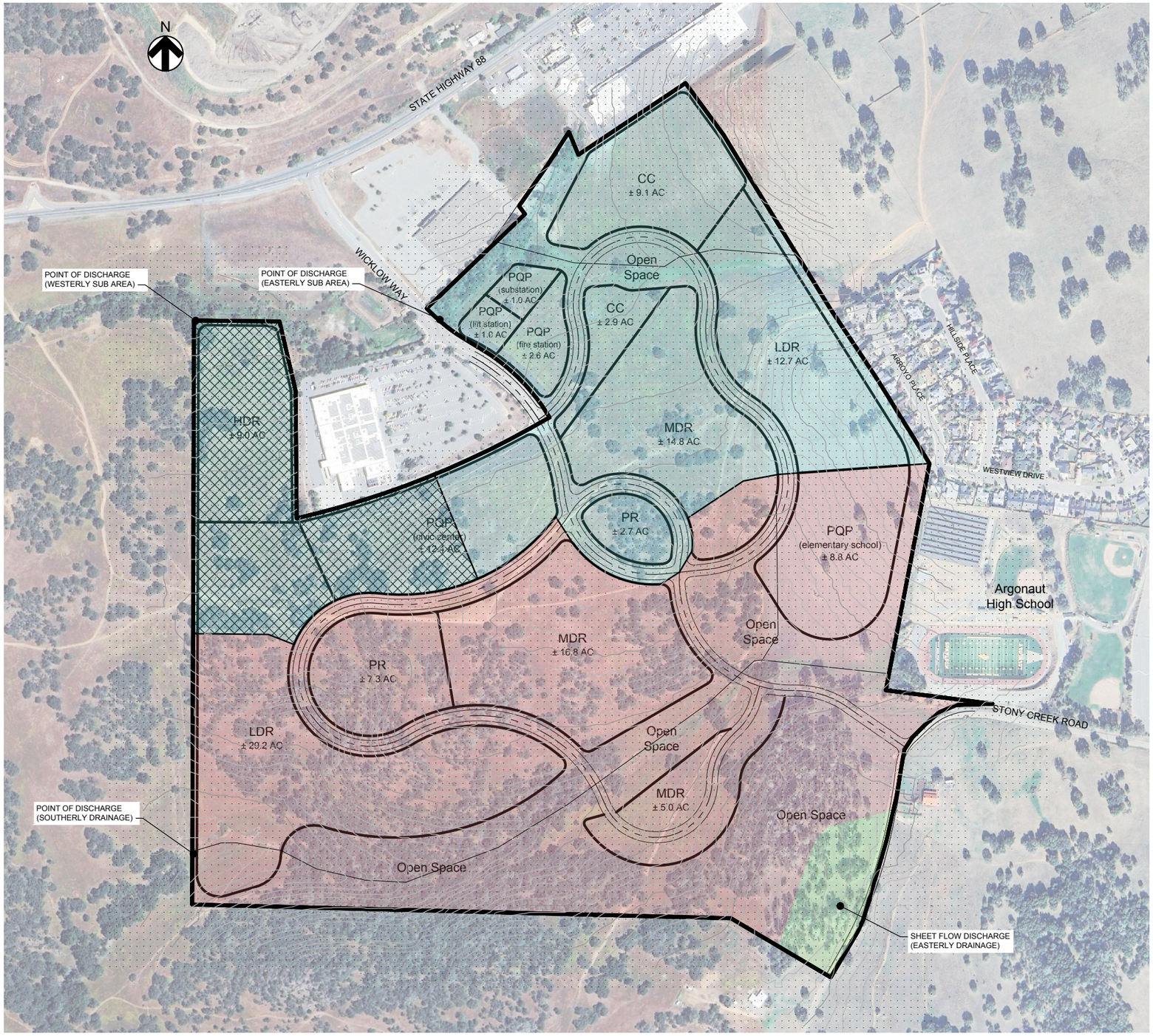
Proposed Watershed, Site Improvements, Hydrology

The proposed site improvements consist of various land use types consisting of single and multi-family residential homes, parks and open space, roads, and commercial improvements. But due to existing site topography, the improvements will not significantly alter the existing drainage patterns and discharge locations in existing natural drainage courses. **Table 8** below provides the peak flow rate calculations. The Proposed Watershed Map showing the watersheds, land use and drainage patterns are provided as **Figure 5**.

Table 8: Proposed Hydrology

Watershed Area	C	I_{100} (in/hr)	A (ft^2)	Q_{Peak} (cfs)
Northerly Drainage (Area A)				
(North) Easterly Discharge Sub Area A				
PQP	0.75	2.75	411,811	19.66
LDR	0.35	2.75	605,112	13.48
MDR	0.45	2.75	494,112	14.15
CC	0.75	2.75	498,271	23.79
Open Space/Park	0.25	2.75	323,567	5.15
Roadway	0.90	2.75	373,219	21.38
			(North) Easterly Discharge Sub Area A Total	***97.62***
(North) Westerly Discharge Sub Area A				
PQP	0.75	2.80	287,889	13.99
LDR	0.35	2.80	276,427	6.27
HDR	0.60	2.80	399,111	15.52
			(North) Westerly Discharge Sub Area A Total	***35.79***
Southerly Drainage (Area B)				
PQP	0.75	1.95	373,117	12.63
LDR	0.35	1.95	944,851	14.93
MDR	0.45	1.95	773,008	15.70
Open Space/Park	0.25	1.95	2,338,054	26.38
Roadway	0.90	1.95	483,185	19.63
			Southerly Drainage (Area B) Total	**89.27**
			Easterly Drainage (Area C) Total	**3.50**
			Proposed Overall Peak Flow Rate	**226.18**

Notes:
1. Rational Method: Q_{Peak} = CIA
2. Refer to Attachment B for Stormwater Calculations



Existing Watershed Map

SCALE: 1" = 500'

LEGEND

- NORTHERLY DRAINAGE [AREA A] (WESTERLY SUB AREA)
- NORTHERLY DRAINAGE [AREA A] (EASTERLY SUB AREA)
- SOUTHERLY DRAINAGE [AREA B]
- EASTERLY DRAINAGE [AREA C]

PROPOSED HYDROLOGY

WATERSHED	AREA (AC)	PEAK DISCHARGE Q_{PEAK} (CFS)
NORTHERLY DRAINAGE (EASTERLY SUB AREA)	62.12	97.62
NORTHERLY DRAINAGE (WESTERLY SUB AREA)	22.12	35.79
SOUTHERLY DRAINAGE	112.77	89.27
EASTERLY DRAINAGE	4.79	3.50
TOTAL	201.79	226.18

HydroScience

Figure 5
Montrose Envoronmental
Wicklow Way Development Project
Proposed Watershed Map

Storm Drain and Detention Basin Facility Improvements

Storm Drain Improvements within the roadways and varied land use areas are required to convey the 100-year storm runoff to the existing discharge locations. The storm drain improvements are required to be at minimum 12" and will be sized up to 48" in diameter, in accordance with Section 11.10 "Closed Storm Drain Systems."

Increased peak runoff volume is also required to be mitigated through downstream improvements or detention of the mitigated storm volume. Since there are no downstream improvements, construction of a detention basin that will mitigate the differential storm volume and flow rate will need to be constructed. Refer to **Table 9** below for mitigated flow rates for each watershed.

Table 9: Peak Flow Mitigation

Watershed Area	Existing Q_{Peak} (cfs)	Proposed Q_{Peak} (cfs)	Mitigation Q_{Peak} (cfs)
Northerly Drainage (Area A)			
North Easterly Discharge Sub Area A	*42.45*	*97.62*	*55.16*
North Westerly Discharge Sub Area A	*15.83*	*35.79*	*19.96*
Southerly Drainage (Area B)	85.74	89.27	3.53
Easterly Drainage (Area C)	3.50	3.50	0

Notes:
1. Refer to Attachment B for Stormwater Calculations

In review of the table above, both the easterly and westerly sub area of the Northerly Watershed area will require construction of detention basin to mitigate the storm volume. The peak flow mitigation required of the Southerly Watershed is almost negligible and can be achieved by performing more detailed hydraulic calculations and flow routing through the proposed storm drain system. Per the City Standards Section 11.12 "Drainage Structures" detention basins shall be sized to accommodate the 100-Year 24-Hour storm event. The equation below is provided to size the detention basin, assuming existing peak flow discharge is not exceeded.

$$V = CAR / 12$$

Where:

V = Volume, in acre-feet (ac-ft)

C = Runoff coefficient, unitless (average)

A = Drainage area contributing to the design location, in acres (ac)

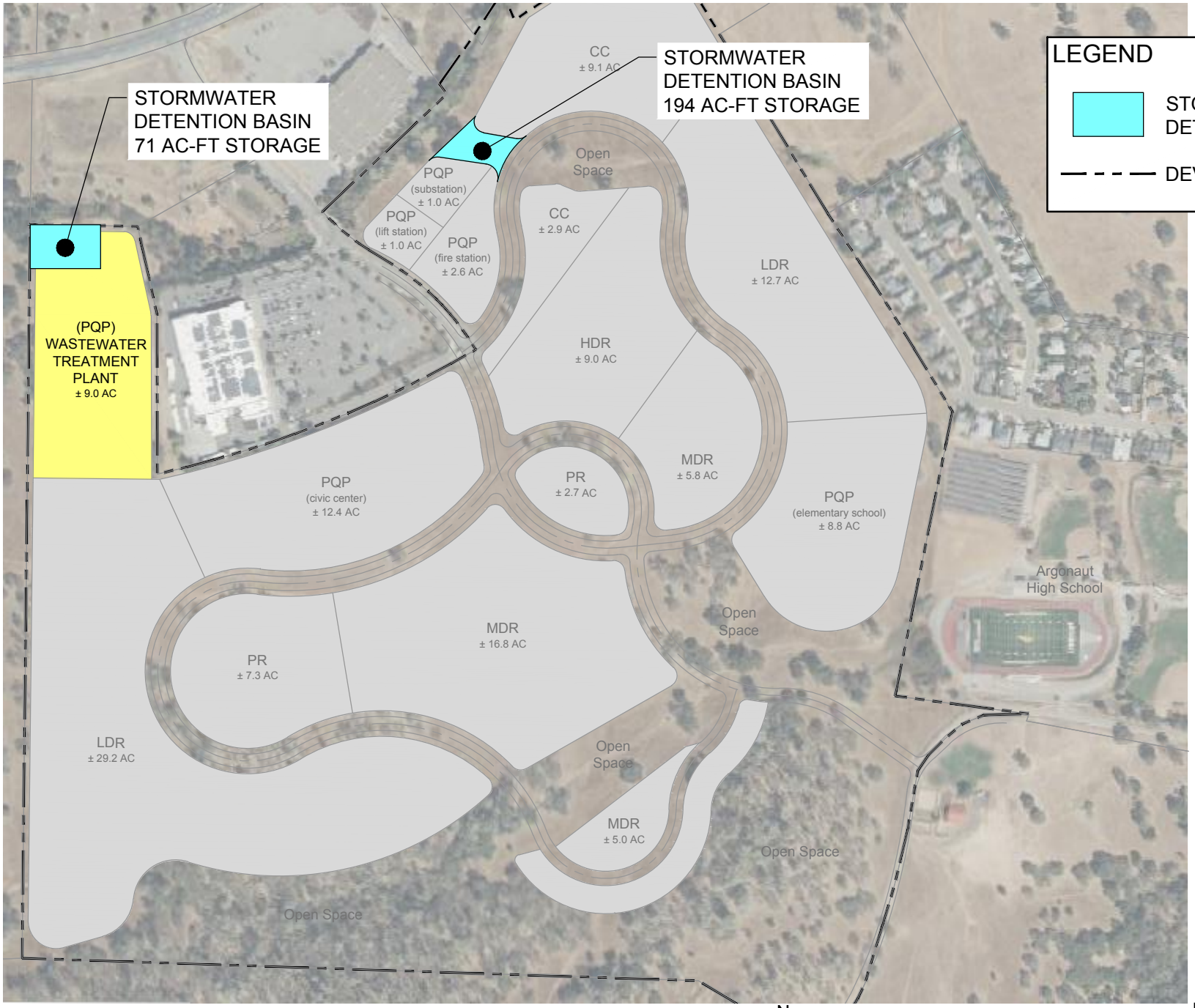
R = Total Rainfall for 100-year 24-hour Design Storm, in inches (in)

Table 10 shows the proposed approximate sizing of detention basins required for each Sub Area discharge location of the Northerly Watershed. The proposed locations of the detention basins and approximate sizing is shown in **Figure 6**.

Table 10: Detention Basin Volume

Watershed Area	C_{avg}	A (ac)	R (In)	V (AF)
Northerly Drainage (Area A)				
(North) Easterly Discharge Sub Area A	0.57	62.12	66	**194**
(North) Westerly Discharge Sub Area A	0.57	22.12	67.12	**71**

Notes:
1. Refer to Attachment B for Stormwater Calculations



HydroScience

Figure 6
Montrose Environmental
Wicklow Way Water, Wastewater, and Stormwater Study
Proposed Stormwater Detention Facilities

ATTACHMENT A
Montrose Environmental
Wicklow Way Project Study
Water Demand and Wastewater Generation Rate Calculations

Attachment A - Wicklow Way
Water Demand Calculations

Water Unit Demands			
Land Use	**Unit Demand**	**Units**	**Source**
LDR	250	gpd/DU	Scaled up for larger lots based on average lot size
MDR	214	gpd/DU	Based on AWA Avg Water use per Single Family connection of 0.24 AFY
HDR	179	gpd/DU	PCWA UWMP 2021 0.20 afy/unit
CC	700	gpd/acre	PCWA UWMP 2021 0.79 afy/acre
PQ/P	730	gpd/acre	PCWA UWMP 2021 0.82 afy/acre
PR	1300	gpd/acre	PCWA UWMP 2021 1.54 afy/acre
Electric Substation	24	gpd/parcel	Assume one bathroom. Estimating 40 gpd for a single bathroom. M&E Table 3-9 estimates toilet flushing at 18.2 gal/cap.d
Sewer LS	24	gpd/parcel	Assume one bathroom. M&E Table 3-9 estimates toilet flushing at 18.2 gal/cap.d
Fire Station	730	gpd/acre	J. Machorro confrimed same as reg building.
Wastewater treatment	35000	gpd	Scaled up from Chicken Ranch WWTP (0.1 mgd ADWF)
School	3372	gpd/acre	2006 PVSP - 3.78 afy/acr

Attachment A - Wicklow Way
Water Demand Calculations

15% percent loss

Wicklow Way Demand Calculations

Land Use Designation		Applied Zoning District	Acres	% of Total Acres	Units	Ac/unit	% of Total Units	Unit Demand (gpd/acre or gpd/DU)	Water Demand (MGD)	Water Demand with 20% losses (mgd)
Residential										
LDR	Low Density Residential	PD-R1	41.1	20%	280	0.15	40%	250	0.070	0.082
MDR	Medium Density Residential	PD-R2	27.6	14%	220	0.13	31%	214	0.047	0.055
HDR	High Density Residential	PD-R3	9	4%	200	0.05	29%	179	0.036	0.042
	Subtotal		*77.7*	*39%*	*700*		*100.00%*		*0.153*	*0.180*
Commercial/Office										
CC	Community Commercial	PD-CC	12	6%				700	0.008	0.010
PQ/P	Civic Center	PQ/P	12.4	6%				730	0.009	0.011
	Subtotal		*24.4*	*12%*					*0.017*	*0.021*
Open Space and Public										
OS	Open Space	OS	53.7	27%				-	-	
PR	Parks and Recreation	PR	10	5%				1300	0.013	0.015
	Subtotal		*63.7*	*32%*					*0.013*	*0.015*
PQ/P	Electric Substation	PQ/P	1					24	0.000	0.000
	Sewer Lift Station		1					24	0.000	0.000
	Fire Station		2.6					730	0.002	0.002
	Wastewater Treatment		9.7					35000	0.035	0.041
	Elementary School		8.8					3372	0.030	0.035
	Major Streets		12.9							
	Subtotal		*36*	*17%*					*0.067*	*0.078*
Total			**201.8**	**100.00%**	**700**		**100.00%**		**0.250**	**0.294**

Notes:
1 Based on 2014-2020 average water use per connection

	mgd	gpm
with losses	**0.294**	**204**
MDD (*1.5 for non-irrigation)	**0.434**	**301**
PHD (*3 for non-irrigation)	**0.852**	**592**

1.96 PHD/MDD

Attachment A - Wicklow Way
Wastewater Flow Calculations

Wastewater Unit Flows			
Land Use	**Unit Flow**	**Units**	**Source**
LDR	225	gpd/DU	90% water demand (rounded to nearest 5)
MDR	195	gpd/DU	90% water demand (rounded to nearest 5)
HDR	161	gpd/DU	90% water demand (rounded to nearest 5)
CC	630	gpd/acre	90% water demand (rounded to nearest 5)
PQ/P	660	gpd/acre	90% water demand (rounded to nearest 5)
PR	10	gpd/acre	From Placer Vineyards Specific Plan - Sanitary Sewer Master Plan (2014 PVSP SSMP) February 2014
Electric Substation	21.6	gpd/acre	90% water demand (rounded to nearest 5)
Sewer LS	21.6	gpd/acre	90% water demand (rounded to nearest 5)
Fire Station	660	gpd/acre	90% water demand (rounded to nearest 5)
Wastewater treatment	21.6	gpd/acre	Similar to Substation & LS
School	170	gpd/acre	From Placer Vineyards Specific Plan - Sanitary Sewer Master Plan (2014 PVSP SSMP) February 2014

Attachment A - Wicklow Way
Wastewater Flow Calculations

Land Use Designation		Applied Zoning District	Acres	% of Total Acres	Units	Ac/unit	% of Total Units	Unit Flow Rate (gpd/acre or gpd/DU)	Wastewater Flow (MGD)
Residential									
LDR	Low Density Residential	PD-R1	41.1	20%	280	0.15	40%	225	0.063
MDR	Medium Density Residential	PD-R2	27.6	14%	220	0.13	31%	195	0.043
HDR	High Density Residential	PD-R3	9	4%	200		29%	161	0.032
	Subtotal		*77.7*	*39%*	*700*		*100.00%*		*0.138*
Commercial/Office									
CC	Community Commercial	PD-CC	12	6%				630	0.008
PQ/P	Civic Center	PQ/P	12.4	6%				660	0.008
	Subtotal		*24.4*	*12%*					*0.016*
Open Space and Public									
OS	Open Space	OS	53.7	27%					-
PR	Parks and Recreation	PR	10	5%				10	0.000
	Subtotal		*63.7*	*32%*					*0.000*
PQ/P	Electric Substation	PQ/P	1					22	0.000
	Sewer Lift Station		1					22	0.000
	Fire Station		2.6					660	0.002
	Wastewater Treatment		9.7					22	0.000
	Elementary School		8.8					170	0.001
	Major Streets		12.9						
	Subtotal		*36*	*17%*					0.003
Total			**201.8**	**100.00%**	**700**		**100.00%**		**0.158**

Peak Day (ADF*3)	0.473

ATTACHMENT B
Montrose Environmental
Wicklow Way Project Study
Stormwater Calculations

City of Jackson - Improvement Standards (Section 11.08 Drainage Plan)

Land Use Runoff Factor "C"	"C" Factor	
Rural Residential	0.35	
Single Family Residential	0.45	
Multi-Family Residential	0.6	
Commercial and Industrial	0.75-0.95	
Undeveloped	0.25	
Time of Concentration		
T_c (Min)	20	Minutes
Rainfall Intensity Factor "I"		
I_{10} (in/hour)	2.2	in/hour
I_{25} (in/hour)	2.5	in/hour
I_{100} (in/hour)	2.9	in/hour

Existing Site Area

Drainage Areas	Area (S.F.)		Area (Ac)	
Northerly Drainage (Area A)	3,472,740	S.F.	79.72	Ac.
Easterly Sub Area A	2,529,631	S.F.	58.07	Ac.
Westerly Sub Area A	943,109	S.F.	21.65	Ac.
Southerly Drainage (Area B)	5,108,994	S.F.	117.29	Ac.
Easterly Drainage (Area C)	208,446	S.F.	4.79	Ac.
Overall Site Area	8,790,180	S.F.	201.79	Ac.

Proposed Site Area

Drainage Areas	Area (S.F.)		Area (Ac)		Land Use	
Northerly Drainage (Area A)	3,669,519	S.F.	84.24	Ac.	Mixed	
Easterly Sub Area A	2,706,092	S.F.	62.12	Ac.	Mixed	
Westerly Sub Area A	963,427	S.F.	22.12	Ac.	Mixed	
Easterly Sub Area A	2,706,092	S.F.	62.12	Ac.	Mixed	"C" Factor
PQP	411,811	S.F.	9.45	Ac.	Commercial and Industri	0.75
LDR	605,112	S.F.	13.89	Ac.	Rural Residential	0.35
MDR	494,112	S.F.	11.34	Ac.	Single Family Residentia	0.45
CC	498,271	S.F.	11.44	Ac.	Commercial and Industri	0.75
Open Space/Park	323,567	S.F.	7.43	Ac.	Undeveloped	0.25
Roadway	373,219	S.F.	8.57	Ac.	Commercial and Industri	0.90
Westerly Sub Area A	963,427	S.F.	22.12	Ac.	Mixed	"C" Factor
PQP	287,889	S.F.	6.61	Ac.	Commercial and Industri	0.75
LDR	276,427	S.F.	6.35	Ac.	Rural Residential	0.35
HDR	399,111	S.F.	9.16	Ac.	Multi-Family Residential	0.60
Southerly Drainage (Area B)	4,912,215	S.F.	112.77	Ac.	Mixed	"C" Factor
PQP	373,117	S.F.	8.57	Ac.	Commercial and Industri	0.75
LDR	944,851	S.F.	21.69	Ac.	Rural Residential	0.35
MDR	773,008	S.F.	17.75	Ac.	Single Family Residentia	0.45
Open Space/Park	2,338,054	S.F.	53.67	Ac.	Undeveloped	0.25
Roadway	483,185	S.F.	11.09	Ac.	Commercial and Industri	0.90
Easterly Drainage (Area C)	208,446	S.F.	4.79	Ac.	Undeveloped	0.25
Overall Site Area	8,790,180	S.F.	201.79	Ac.		

Existing Site Hydrology

Assumed T_c = 20 Min

Rational Method Calculation	**C**	**I**	**A**	**Q** (FT^3/S)
Northerly Drainage	-	-	-	-
Easterly Sub Area A	0.25	2.90	2,529,631	42.45
Westerly Sub Area A	0.25	2.90	943,109	15.83
Southerly Drainage	0.25	2.90	5,108,994	85.74
Easterly Drainage	0.25	2.90	208,446	3.50
Overall Site Hydrology				**147.52**

Proposed Site Hydrology

Time of Concentration

$Tc = \frac{1.8(1.1-C)\sqrt{D}}{\sqrt[3]{S}}$

	C	**D** (FT)	**S**	**T_c**
Easterly Sub Area A	0.25	1900	23.68	23.2
Westerly Sub Area A	0.25	1550	19.35	22.4
Southerly Drainage	0.25	4000	13.75	40.4
Easterly Drainage	-	- -		20

Rainfall Intensity (SD-6)	**T_c**	**I**
Northerly Drainage		
Easterly Sub Area A	23.2	2.75
Westerly Sub Area A	22.4	2.80
Southerly Drainage	40.4	1.95
Easterly Drainage	20.0	2.90

Rational Method Calculation	**C**	**I**	**A**	**Q** (FT^3/S)
Northerly Drainage	-	-	-	-
Easterly Sub Area A	-	-	-	-
PQP	0.75	2.75	411,811	19.66
LDR	0.35	2.75	605,112	13.48
MDR	0.45	2.75	494,112	14.15
CC	0.75	2.75	498,271	23.79
Open Space/Park	0.25	2.75	323,567	5.15
Roadway	0.90	2.75	373,219	21.38
Subtotal Easterly Sub Area A				***97.62***
Westerly Sub Area A	-	-	-	
PQP	0.75	2.80	287,889	13.99
LDR	0.35	2.80	276,427	6.27
HDR	0.60	2.80	399,111	15.52
Subtotal Westerly Sub Area A				***35.79***
Southerly Drainage				
PQP	0.75	1.95	373,117	12.63
LDR	0.35	1.95	944,851	14.93
MDR	0.45	1.95	773,008	15.70
Open Space/Park	0.25	1.95	2,338,054	26.38
Roadway	0.90	1.95	483,185	19.63
Southerly Area				***89.27***
Easterly Drainage	0.25	2.90	208,446	3.50
Easterly Area				***3.50***

Existing vs. Proposed Runoff

	Existing Runoff (CF	Proposed Runoff (CF	Peak Flow Mitigation(CFS
Northerly Drainage			
Easterly Sub Area A	42.45	97.62	55.16
Westerly Sub Area A	15.83	35.79	19.96
Southerly Drainage	85.74	89.27	3.53
Easterly Drainage	3.50	3.50	-
Overall Site Runoff	**147.52**	**226.18**	78.66

Storm Volume Calcuations

City of Jackson - Improvement Standards (Section 11.08 Drainage Plan)
V = CAR / 12

C = Runoff Coefficient (Section 11.09)
A = Contributing Area in Acres
R = Total Rainfall in Inches for the Design Storm (100 Year, 24 hour event in inches)

Northerly Drainage	Peak Flow Mitigation
Easterly Sub Area A	**55.16**
Westerly Sub Area A	**19.96**

Northerly Drainage	C_{avg}	A (Ac)	R (In)	V (Ac-FT)
Easterly Sub Area A	0.57	62.12	66	**194**
Westerly Sub Area A	0.57	22.12	67.2	**71**

Appendix E

Environmental Noise Assessment

Environmental Noise Assessment

Wicklow Way Specific Plan EIR

Amador County, California

March 11, 2024

Project #210906

Prepared for:

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INTRODUCTION

The Wicklow Way Specific Plan EIR project is located in Amador County, California. The project includes the redesignation of prior commercial and rural land uses to a combination of residential, quasi-public service, and community commercial land use. The project will be bordered by commercial and industrial space to the north, residential land use to the east, and State Route 88 (SR-88) to the north.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site and noise measurement locations.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

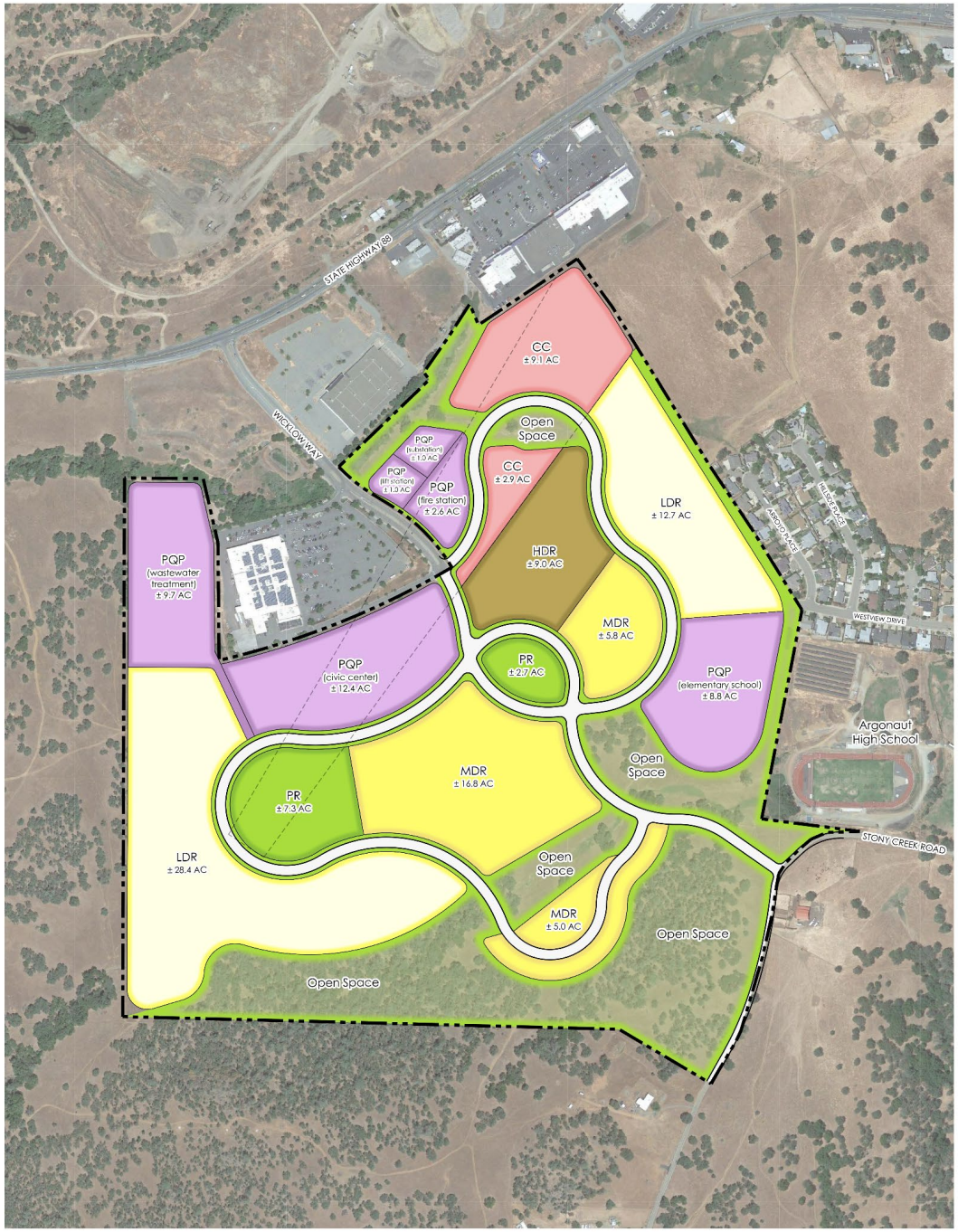
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

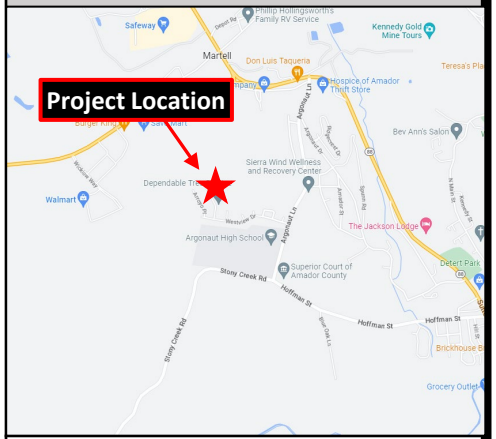
Amador County Wicklow Way Specific Plan EIR

Amador County, California

Figure 1

Project Site Plan





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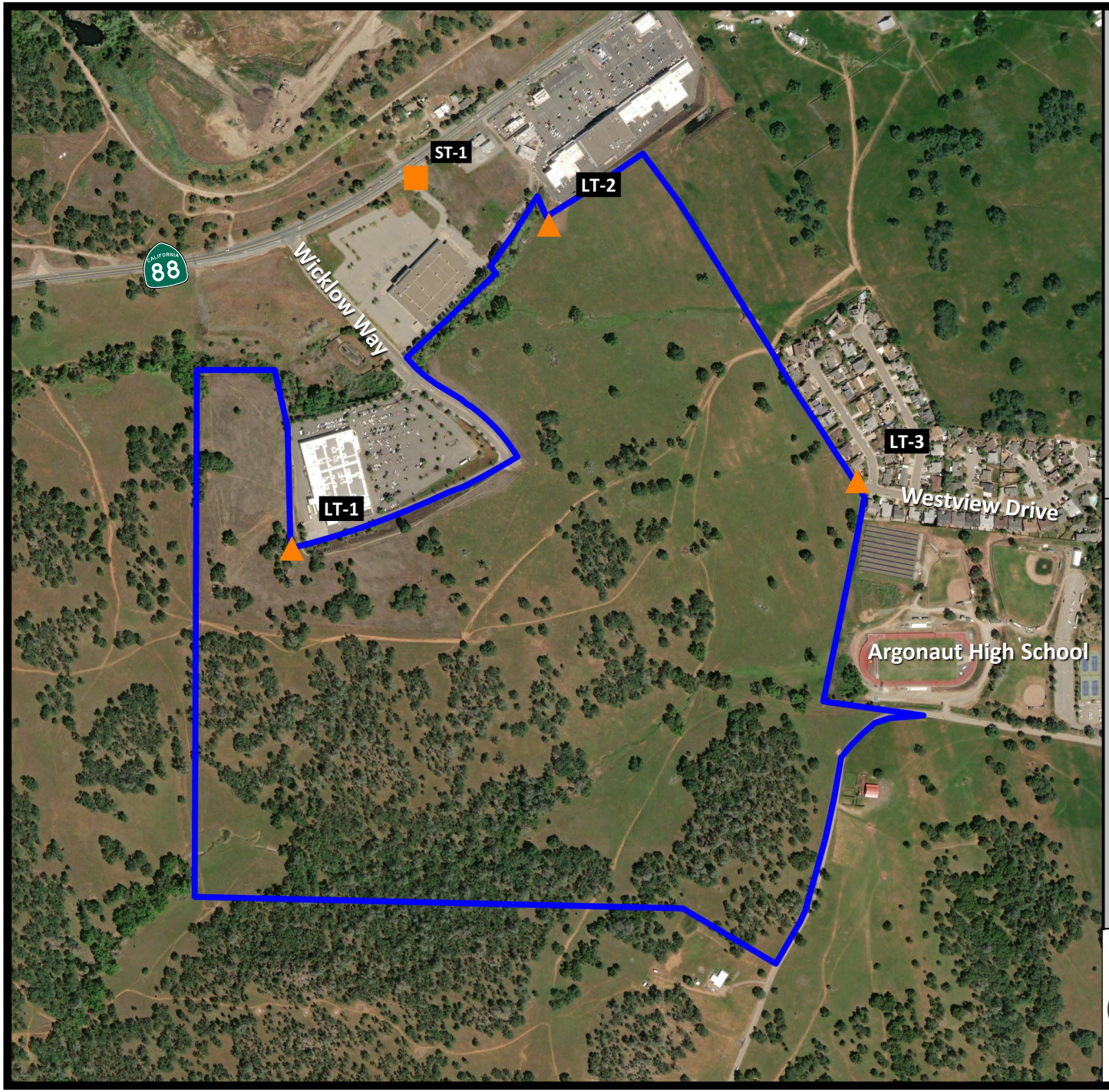

Amador County Wicklow Way Specific Plan

Amador County, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Noise Measurement - Long Term
- Noise Measurement Site - Short Term

250 ft 750 ft 1250 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 02/03/2023

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

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

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the east of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project vicinity is primarily defined by traffic on SR 88. Secondary noise sources include nearby commercial uses and aircraft overflights. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at three locations on the project site and a short-term measurement at one location. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1	2/2/2023	49	47	44	64	41	36	60
LT-2	2/2/2023	52	50	47	65	44	41	59
LT-3	2/2/2023	47	45	40	64	40	36	56
ST-1: 65ft. to CL of SR-88	2/1/2023 10:20 AM	N/A	67	65	75	N/A	N/A	N/A

Notes :

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2023.*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing, Baseline, and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (Abrams Associates 2024), truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing, Baseline, and Cumulative conditions which would result from the project are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3-5 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: EXISTING TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing no Project (dBA L_{dn})	Existing + Project (dBA L_{dn})	Change
SR 88	West of Wicklow Way	54.8	56.5	1.7
SR 88	East of Wicklow Way	62.4	64.0	1.6
Stony Creek Road	West of Project	50.2	51.0	0.8
Hoffman Street	East of Project	48.7	53.1	4.4

TABLE 4: BASELINE TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Baseline no Project (dBA L_{dn})	Baseline + Project (dBA L_{dn})	Change
SR 88	West of Wicklow Way	55.5	57.1	1.6
SR 88	East of Wicklow Way	63.1	64.5	1.4
Stony Creek Road	West of Project	53.6	54.0	0.4
Hoffman Street	East of Project	52.2	54.9	2.7

TABLE 5: CUMULATIVE TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Cumulative no Project (dBA L_{dn})	Cumulative + Project (dBA L_{dn})	Change
SR 88	West of Wicklow Way	55.9	57.4	1.5
SR 88	East of Wicklow Way	63.5	64.8	1.3
Stony Creek Road	West of Project	54.1	54.4	0.3
Hoffman Street	East of Project	52.6	55.1	2.5

Based upon the **Tables 3-5** data, the proposed project is predicted to result in an increase in a maximum traffic noise level increase of 4.4 dBA.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

The commercial uses, waste water treatment plant, civic center, elementary school, parks, and fire station are predicted to be to primary noise generating sources on the project site. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

Commercial Area: Saxelby Acoustics assumed that a variety of commercial uses could be located at the commercial parcels on the project site. These uses could include general retail, grocery stores, gas stations, restaurants, medical office buildings, etc. Primary noise sources associated with these uses include rooftop mechanical equipment, vehicle circulation, loading dock activity, truck deliveries, and drive-thru speaker boxes. Noise levels on the project site were approximated based on similar commercial development areas. It should be noted that a site-specific acoustical study should be conducted once a site plan is available.

WWTP: At the time of this study, the type and method of waste water treatment plant (WWTP) was unknown. Saxelby Acoustics utilized previously collected sound level data for a traditional Advanced Integrated Wastewater Pond System (AIPS) and a modern membrane bioreactor (MBR) plant to estimate stationary noise exposure. The AIPS consisted of a series of pumps and aerators spread evenly throughout the site. The MBR plant system consisted of two packaged waste water treatment plants. These sources would be localized. Based upon field measurements taken of these various types of WWTP, the worst-case scenario was modeled. Saxelby Acoustics data, 2020.

Civic Center: Saxelby Acoustics assumed that the civic center would consist of a collection of government office buildings. The primary noise source associated with office buildings is mechanical equipment noise and vehicle circulation. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

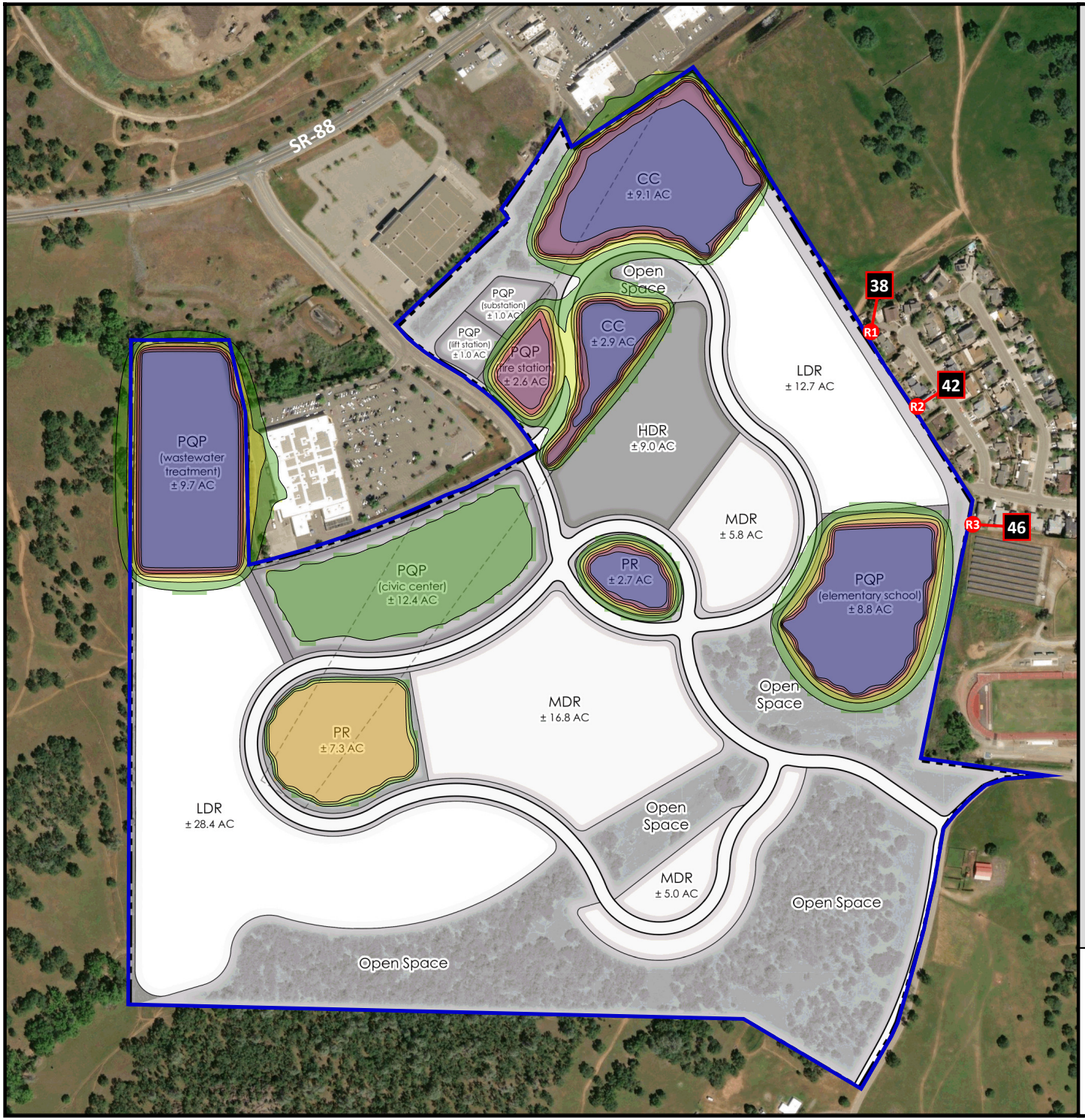
Elementary School: The primary noise sources associated with the proposed elementary school would be vehicle circulation and athletic fields/playgrounds. It was assumed that these primary sources would not be in operation concurrently. While the exact size of the school was unknown at the time of the study, it was assumed that a maximum of 300 cars would drop off on site in a peak hour. Recreational activity from the athletic fields is predicted to generate noise levels of up to 61 dBA at 50 feet from the edge of the field or playground during a peak hour. Saxelby Acoustics data.

Neighborhood Park: The proposed project includes two neighborhood parks. The primary noise sources for parks typically includes recreation activity from public sports courts or play structures. Based upon previously collected noise measurements, parks typically produce noise levels of 55 dBA L_{eq} at 50 feet. This assessment assumes that no amplified sound would be considered part of normal operation. Daytime use only.

Fire Station: To assess noise generated by the fire station, Saxelby Acoustics assumed an average of four events on the fire station site during a peak hour. Parking lot movement for

heavy trucks such as a fire engine is predicted to generate a sound exposure level (SEL) of 85 dBA at 50 feet. It was assumed that the four trips per hour could occur during either daytime or nighttime hours. Based on field observations, siren noise often occurs off-site. Emergency siren noise is typically exempt from the noise regulation.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the noise level contours resulting from the operation of the project in terms of the daytime (7:00 a.m. to 10:00 p.m.) average (L_{eq}).



Wicklow Way Specific Plan EIR

Amador County, California

Figure 3

Project Operational Noise Levels
Daytime Leq, dB(A)

Noise Level, dB(A)

50 <	<=	52
52 <	<=	54
54 <	<=	56
56 <	<=	58
58 <	<=	60
60 <		

Legend

- Project Site
- Sound Wall
- 3 Off-Site Receptor

Scale 1:560

0 100 200 400 600 800 feet

N

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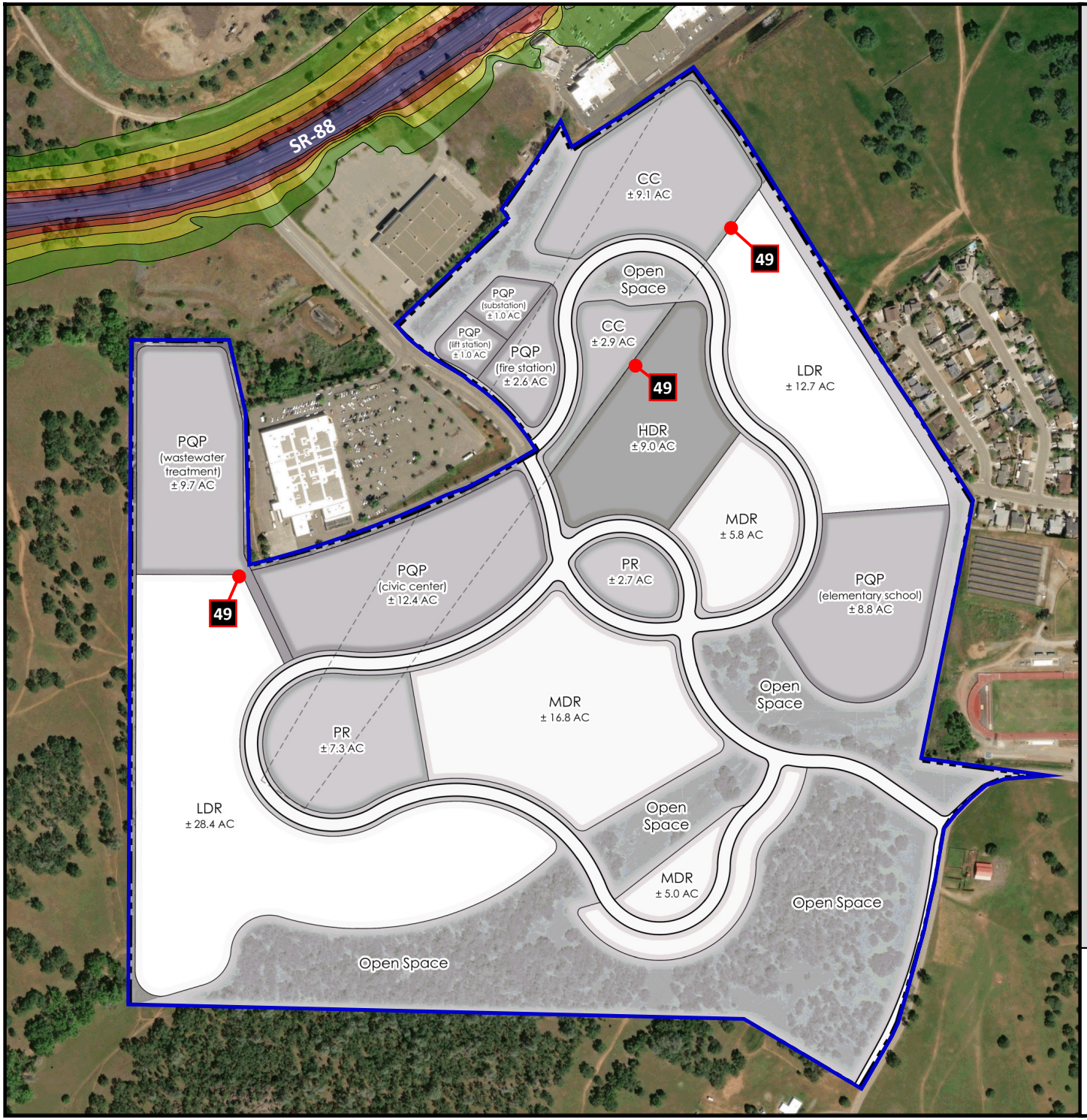
EVALUATION OF FUTURE TRANSPORTATION NOISE ON PROJECT SITE

TRAFFIC NOISE ON PROJECT SITE

Saxelby Acoustics used the SoundPLAN noise model to calculate traffic noise levels at the proposed uses due to traffic on SR-88. Inputs to the SoundPLAN noise model include topography, existing structures, roadway elevations, and the proposed building pad elevations. It was estimated that existing noise levels would increase by +1 dBA based upon an assumed 1% per year increase in traffic volumes on SR-88. The results of this analysis are shown graphically on **Figure 4**.

AIRPORT NOISE ON PROJECT SITE

The noise contours established for the purpose of evaluating the noise compatibility of land use development in the vicinity of Westover Field are depicted on **Figure 5**.



Wicklow Way Specific Plan EIR

Amador County, California

Figure 4

Traffic Noise Levels
CNEL, dB(A)

Noise Level, dB(A)

60 <		<=	62
62 <		<=	64
64 <		<=	66
66 <		<=	68
68 <		<=	70
70 <			

Legend

Project Site

Scale 1:560

0 100 200 400 600 800 feet

N

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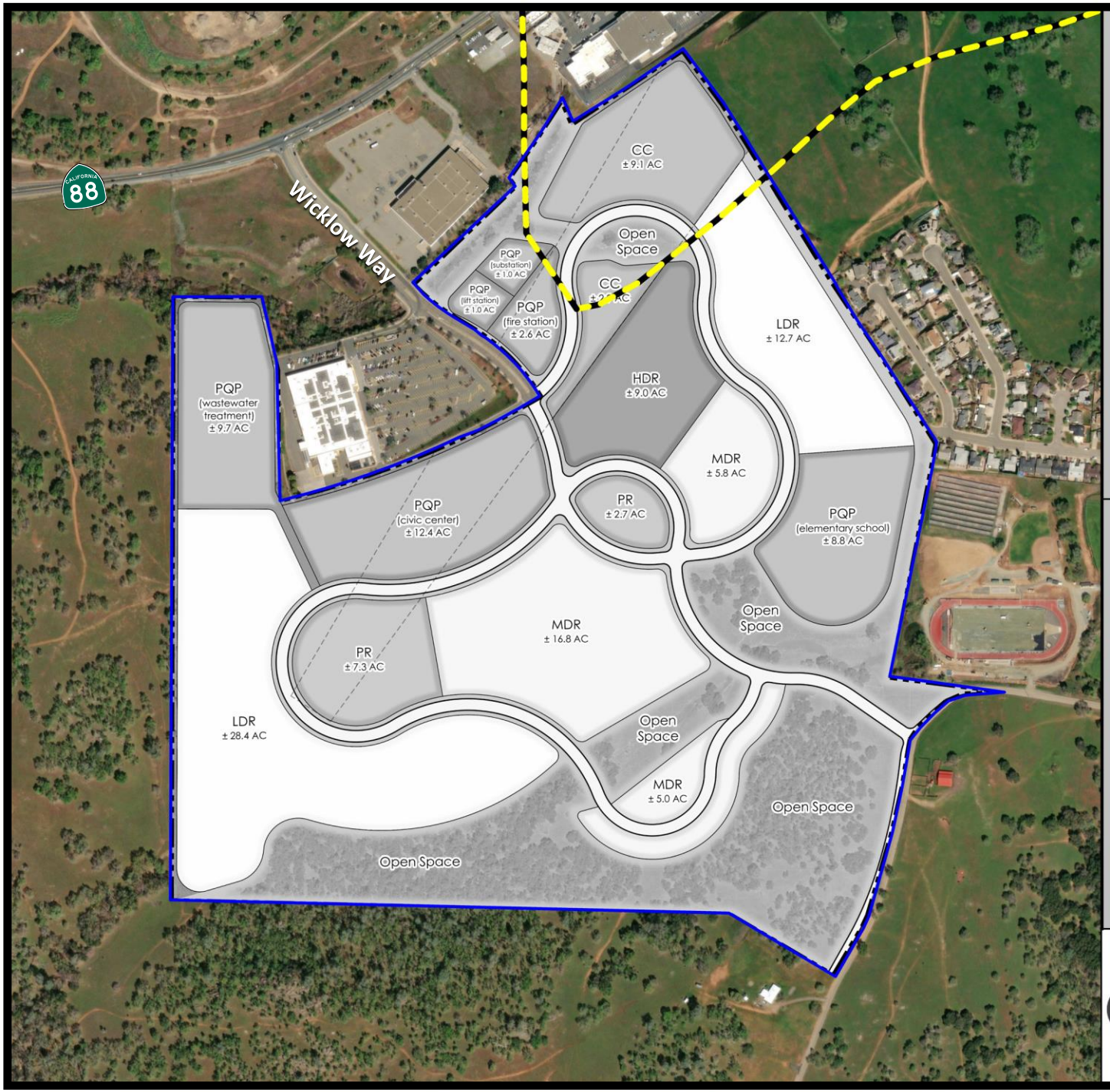

Wicklow Way Specific Plan EIR

Amador County, California

Figure 5

Airport Noise Contours

Legend

- Project Site
- Noise Contour - 55 dBA

0 ft 500 ft 1000 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/16/2023

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EVALUATION OF STATIONARY NOISE ON PROJECT SITE

The residential uses proposed by the project have the potential to be affected by stationary noise sources currently existing and sources which would be constructed by the proposed project. The primary stationary noise sources off-site which affect the project are loading docks at nearby commercial uses and sports fields at the nearby Argonaut High School. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

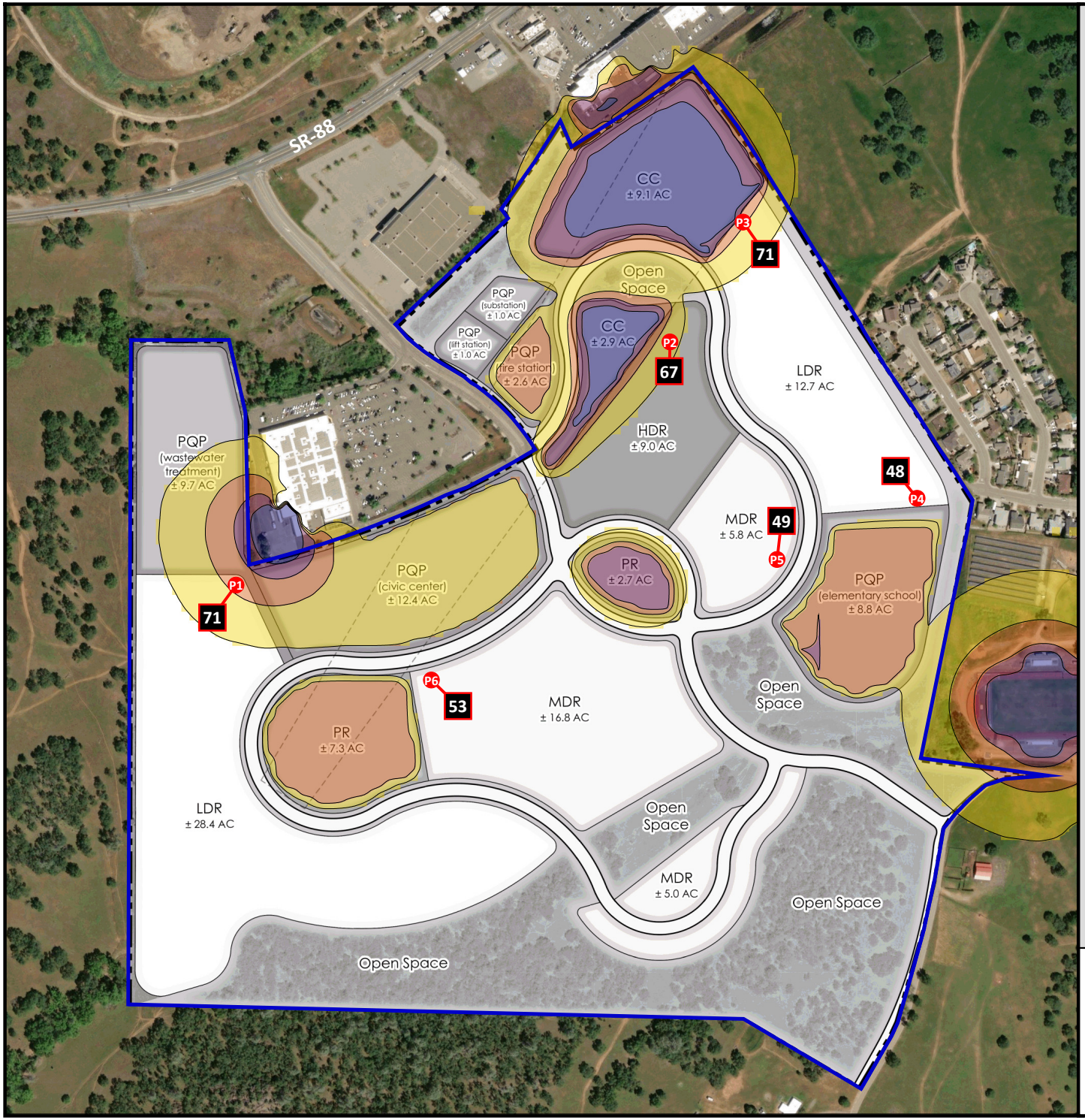
Ball Fields: The Argonaut High School ball field gameplay activity is predicted to produce noise levels of 55 dBA L_{eq} at 50 feet from the center of the field. Crowd noise is predicted to produce 50 dBA L_{eq} at 50 feet from bleachers. The announcement speakers would produce 70 dBA L_{eq} at center of crowd area for up to five minutes per hour. Gameplay would occur during daytime hours only. Saxelby Acoustics data.

Football Stadium: Noise emanating from the Argonaut High School football stadium would include PA system announcements, gameplay, crowd noise, half time band/dance team. Noise levels of 66 dBA L_{eq} at 250 feet from center of field are predicted for a crowd size of approximately 3,000-5,000 spectators. Saxelby Acoustics data.

Loading Dock: Saxelby Acoustics conducted continuous noise level measurements to determine the exposure of loading dock activity on the proposed residential uses. It was found that the Walmart loading dock produced an average noise level of 48 dBA L_{eq} and 71 dBA L_{max} at a distance of 200 feet. It was also found that the loading areas near Savemart produced noise levels of 53 dBA L_{eq} and 73 dBA L_{max} at a distance of 430 feet. Saxelby Acoustics data.

Industrial Facility: An existing industrial aggregate facility is located north of the project site. Saxelby Acoustics conducted short-term noise level measurements of the facility and found that the facility produced a noise level of 53 dBA L_{eq} at a distance of 600 feet.

In addition to these sources, Saxelby Acoustics modeled the affect of project stationary sources on the proposed residential uses. **Figure 6** shows the maximum nighttime (10:00 p.m. to 7:00 a.m.) noise level contours generated by these uses.



Wicklow Way Specific Plan EIR

Amador County, California

Figure 6

Stationary Noise Levels
Nighttime Lmax, dB(A)

Noise Level, dB(A)	
65 <	<= 70
70 <	<= 75
75 <	<= 80
80 <	

Legend

- Project Boundary
- Sound Wall
- 3 Project Receptor

Scale 1:560

0 100 200 400 600 800 feet

N

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CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 6: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 7** shows the typical vibration levels produced by construction equipment.

TABLE 7: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations, establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

Amador County General Plan

Noise Standards

The County has developed land use compatibility standards rating compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Using these land use compatibility guidelines, the County has established interior and exterior noise standards.

The County's Land Use Compatibility Standards are presented in **Table 8**. These standards, which use the CNEL noise descriptor, are intended to be applicable for land use designations exposed to noise levels generated by transportation-related sources. Residential uses and hotels or overnight lodgings are generally considered to be the most sensitive to their noise environment and have the lowest range of normally acceptable noise exposure levels. Other uses, such as fairgrounds, are less sensitive and can occur in areas with higher existing noise levels.

Table 8 also identifies interior land use standards for the uses that may occur within the County. These standards establish maximum interior noise levels for new development, requiring that sufficient insulation be provided to reduce interior ambient noise levels to 45 dBA CNEL.

TABLE 8: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Uses	CNEL (dBA)	
	Interior[1,2]	Exterior[3]
Active and passive agricultural operations	N/A	75
Single-family and duplex	45	60
Mobile home park	N/A	60
Multiple-family	45	65
Mixed-Use	45	70
Transient lodging—motels, hotels	45	65
Sports arenas, outdoor spectator sports	N/A	N/A5
Auditoriums, concert halls, amphitheaters	45	N/A5
Office buildings, business, commercial and professional	N/A	70
Manufacturing, utilities, processing, distribution, storage	N/A	75
Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
Government Facilities—offices, fire stations, community buildings	45	N/A
Places of Worship, Churches	45	N/A
Libraries	45	N/A
Playgrounds, neighborhood parks	N/A	70
Utilities	N/A	75
Cemeteries	N/A	75
Mining, managed forestry	N/A	75
Passive Recreation	N/A	75
Golf courses, riding stables, water recreation, cemeteries	N/A	N/A

Source : Amador County General Plan Table N-3

Notes: N/A = Not Applicable to specified land use category

1 Interior habitable environment excludes bathrooms, closets and corridors.

2 Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code (UBC) requirements.

3 Exterior noise level standard to be applied at outdoor activity areas. Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property plane of the receiving land use.

4 Within the Town Center, Regional Service Center, and SPA land use designations, exterior space standards apply only to common outdoor recreational areas.

5 Mitigation will be determined on an as-needed basis and to achieve interior noise standards and noise standards of adjacent uses.

Roadway and Railroad Noise

As the main arteries of the County continue to carry more traffic, surrounding areas will need to be carefully regulated to prevent land use incompatibilities. Noise impacts from main arteries are expected to expand as traffic increases. Currently, railroad traffic is not a major contributor to noise in the county but with future growth and change, encroachment on railroad corridors may be inevitable.

Policy N-2.2: Minimize noise conflicts between current and proposed land uses and railroad corridors by protecting railroad corridors from encroachment of incompatible land uses and by adhering to the noise standards presented in Tables N-2 and N-3 (**Table 8**).

Aircraft Noise

Westover Field's noise affects areas designated for residential land use. Eagle's Nest is a community of pilots and aircraft enthusiasts. Noise contours for Eagle's Nest do not currently exist but may be needed in the future as the area grows.

Policy N-3.1: The airport noise section of the Westover Field ALUP is hereby incorporated into the General Plan by reference.

Policy N-3.2: Ensure future development in the vicinity of airports, including Westover Field and Eagle's Nest Airport, is compatible with current and projected airport noise levels for each facility in accordance with the noise standards presented in **Table 8**.

Exterior Noise Standards

Due to the potentially different characteristics of transportation-related source and stationary source noise (e.g. HVAC, loading dock activities, etc.), the County applies a second set of standards when planning and making development decisions to ensure stationary noise sources do not adversely affect noise-sensitive land uses. These hourly and maximum performance standards (expressed in L_{eq} and L_{max}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive and continuous noise. **Table 9** summarizes County stationary source noise standards. These standards represent the acceptable exterior noise levels at the sensitive receptor's property plane.

TABLE 9: NOISE LEVEL PERFORMANCE STANDARDS FOR NON-TRANSPORTATION NOISE SOURCES

Noise Level Descriptor	Daytime (7 a.m.-10 p.m.)	Nighttime (10 p.m.-7 a.m.)
Hourly average level (L_{eq})	60 dBA	45 dBA
Maximum equivalent levels (L_{max})	75 dBA	65 dBA

Source : Amador County General Plan Table N-4

Note: Each of the noise levels specified shall be lowered by 5 decibels for simple tone noises, noises consisting primarily of speech, or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The noise standard is to be applied at the property planes of the affected land use.

Westover Field Airport Land Use Compatibility Plan

3.6.1 Noise

The noise contours established for the purpose of evaluating the noise compatibility of land use development in the vicinity of Westover Field are depicted on **Figure 5**. As shown, the 55, 60, 65, and 70 decibel (dB) Community Noise Equivalent Level (CNEL) contours associated with the forecasted (2032) Westover Field

operations remain within the AIA. **Table 10** identifies land uses that are compatible within the 55, 60, 65, and 70 dB CNEL contours.

(a) This assessment of potential noise impacts shall be made with respect to potential future noise levels.

(b) The ALUC should periodically review the projected noise level contours and update them as the ALUC finds appropriate. Reviews should be done at least every five years and should be done sooner if the mission of the Airport or the characteristics of aircraft operations change in a manner not reflected in this ALUCP.

TABLE 10: AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

Land Use Category	Location[1] CNEL (dB) 55-65[2]	65-70	>70
Residential			
Single-family Residential	-	--	--
Multi-family Residential	-	--	--
Public			
Schools,[3] Libraries, Day Care Centers, Nursing Homes, Hospitals, and Other Sensitive Uses	o	-	--
Churches	o	-	--
Cultural Centers	o	-	--
Commercial and Industrial			
Commercial Uses	+	o	-
Industrial	+	o	o
Agricultural and Recreational			
Cropland	++	++	+
Livestock Breeding	o	o	-
Parks, Playgrounds, Zoos	+	o	-
Golf Courses, Riding Stables, Water Recreation	+	o	o
Outdoor Spectator Sports	+	o	-
Amphitheaters	-	--	--

	Land Use Acceptability	Interpretation/Comments
++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses that have conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise should generally be avoided.
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Westover Field ALUCP Table 3-1

Notes:

*1 See Figure 3-2 (**Figure 5**) for locations of CNEL contours.*

2 Due to Relatively rural nature of this airport and its environs 55 CNEL has been included in the noise compatibility analysis. Per page 4-5 of the 2011 Handbook:

Under these assumptions (for a small airport in a quiet location), a total correction of minus 10 dB would be applied to the basic criterion of CNEL 65 dB. A community fitting these conditions therefore may find that a criterion of CNEL 55 dB should be set, as the maximum acceptable noise exposure for new residential and other noise-sensitive land use development.

3 For schools, the interior noise standards is usually assumed to be an hourly L_{eq} of 45 dB during the peak period of aircraft operations during school hours. Schools should meet the American National Standard Acoustical Performance Criteria Design Requirements, and Guidelines for Schools (ANSI/ASA S12 60-2010), published by the American National Standard Institute and Acoustical Society of America.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 11**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 11 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 11: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generate excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas." Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 12** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

TABLE 12: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the **Table 12** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn}. The rationale for the **Table 12** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Traffic Noise Increases at Off-Site Receptors

Based upon the **Table 12** FICON criteria, where existing traffic noise levels are greater than 65 dBA L_{dn}, at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA L_{dn} increase in roadway noise levels will be considered significant. Where traffic noise levels are between 60 dBA L_{dn} and 65 dBA L_{dn}, a +3.0 dB L_{dn} increase in roadway noise levels will be considered significant. Where traffic noise levels are less than 60 dBA L_{dn}, a +5.0 dB L_{dn} increase in roadway noise levels will be considered significant.

TABLE 13: EXISTING TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing no Project (dBA L_{dn})	Threshold of Significance	Existing + Project (dBA L_{dn})	Change	Exceeds Threshold?
SR 88	West of Wicklow Way	54.8	+5.0 dBA	56.5	1.7	No
SR 88	East of Wicklow Way	62.4	+3.0 dBA	64.0	1.6	No
Stony Creek Road	West of Project	50.2	+5.0 dBA	51.0	0.8	No
Hoffman Street	East of Project	48.7	+5.0 dBA	53.1	4.4	No

TABLE 14: BASELINE TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Baseline no Project (dBA L_{dn})	Threshold of Significance	Baseline + Project (dBA L_{dn})	Change	Exceeds Threshold?
SR 88	West of Wicklow Way	55.5	+5.0 dBA	57.1	1.6	No
SR 88	East of Wicklow Way	63.1	+3.0 dBA	64.5	1.4	No
Stony Creek Road	West of Project	53.6	+5.0 dBA	54.0	0.4	No
Hoffman Street	East of Project	52.2	+5.0 dBA	54.9	2.7	No

TABLE 15: CUMULATIVE TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Cumulative no Project (dBA L_{dn})	Threshold of Significance	Cumulative + Project (dBA L_{dn})	Change	Exceeds Threshold?
SR 88	West of Wicklow Way	55.9	+5.0 dBA	57.4	1.5	No
SR 88	East of Wicklow Way	63.5	+3.0 dBA	64.8	1.3	No
Stony Creek Road	West of Project	54.1	+5.0 dBA	54.4	0.3	No
Hoffman Street	East of Project	52.6	+5.0 dBA	55.1	2.5	No

As shown in **Tables 13-15,** increases due to project traffic do not exceed the FICON criteria at the analyzed roadway segments. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***.

Operational Noise at Existing Sensitive Receptors

The proposed project includes the construction of stationary noise sources which could affect existing sensitive receptors in the project vicinity. **Figure 3** shows the average (L_{eq}) project noise level contours during daytime (7:00 a.m. to 10:00 p.m.) hours of operation. Results for project maximum (L_{max}) and nighttime (10:00 p.m. to 7:00 a.m.) hours of operation are shown below in **Table 16**.

TABLE 16: PROJECT OPERATIONAL NOISE AT SENSITIVE RECEPTORS

Location	Operating Scenario	Noise Standard	Predicted Noise Levels	Complies with Standard?
R1	Daytime Average (L_{eq})	60.0 dBA L_{eq}	38.0 dBA L_{eq}	Yes
	Daytime Maximum (L_{max})	75.0 dBA L_{max}	40.1 dBA L_{max}	Yes
	Nighttime Average (L_{eq})	45.0 dBA L_{eq}	35.0 dBA L_{eq}	Yes
	Nighttime Maximum (L_{max})	65.0 dBA L_{max}	37.3 dBA L_{max}	Yes
R2	Daytime Average (L_{eq})	60.0 dBA L_{eq}	42.4 dBA L_{eq}	Yes
	Daytime Maximum (L_{max})	75.0 dBA L_{max}	50.8 dBA L_{max}	Yes
	Nighttime Average (L_{eq})	45.0 dBA L_{eq}	33.9 dBA L_{eq}	Yes
	Nighttime Maximum (L_{max})	65.0 dBA L_{max}	37.8 dBA L_{max}	Yes
R3	Daytime Average (L_{eq})	60.0 dBA L_{eq}	46.3 dBA L_{eq}	Yes
	Daytime Maximum (L_{max})	75.0 dBA L_{max}	56.1 dBA L_{max}	Yes
	Nighttime Average (L_{eq})	45.0 dBA L_{eq}	28.7 dBA L_{eq}	Yes
	Nighttime Maximum (L_{max})	65.0 dBA L_{max}	35.7 dBA L_{max}	Yes

As shown in **Table 16**, noise generated at the proposed project is predicted to comply with the Amador County stationary noise level standards at the existing sensitive noise receptors in the project vicinity. Therefore, this is a ***less-than-significant*** impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when on-site construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. As previously discussed, nearby noise-sensitive receptors consist predominantly of residential dwellings located near the eastern boundary of the project site.

During development of the proposed project, construction activities occurring during the more noise-sensitive late evening and nighttime hours (i.e., 10 PM to 7 AM) are prohibited. Additionally, there are several residential uses east of the project site which may be subject to construction noise. As a result, noise-generating construction activities would be considered to have a ***potentially significant*** short-term impact. Mitigation Measure 1(a) would reduce this impact to ***less-than-significant***.

Transportation Noise on Project Site (Non-CEQA Issue)

Exterior Transportation Noise

Compliance with County's standards on new noise-sensitive receptors is not a CEQA consideration. However, this information is provided here so that a determination can be made regarding the ability of the proposed project to meet the requirements of Amador County for exterior and interior noise levels at new sensitive uses proposed under the project.

As shown on **Figure 4**, the proposed residential use areas are predicted to be exposed to noise levels no greater than 49 dBA CNEL. This falls within the "Normally Acceptable" range of 60 dBA CNEL or less of the Amador County Land Use Compatibility Table (**Table 8**). Therefore, no additional noise control measures would be required.

Interior Transportation Noise

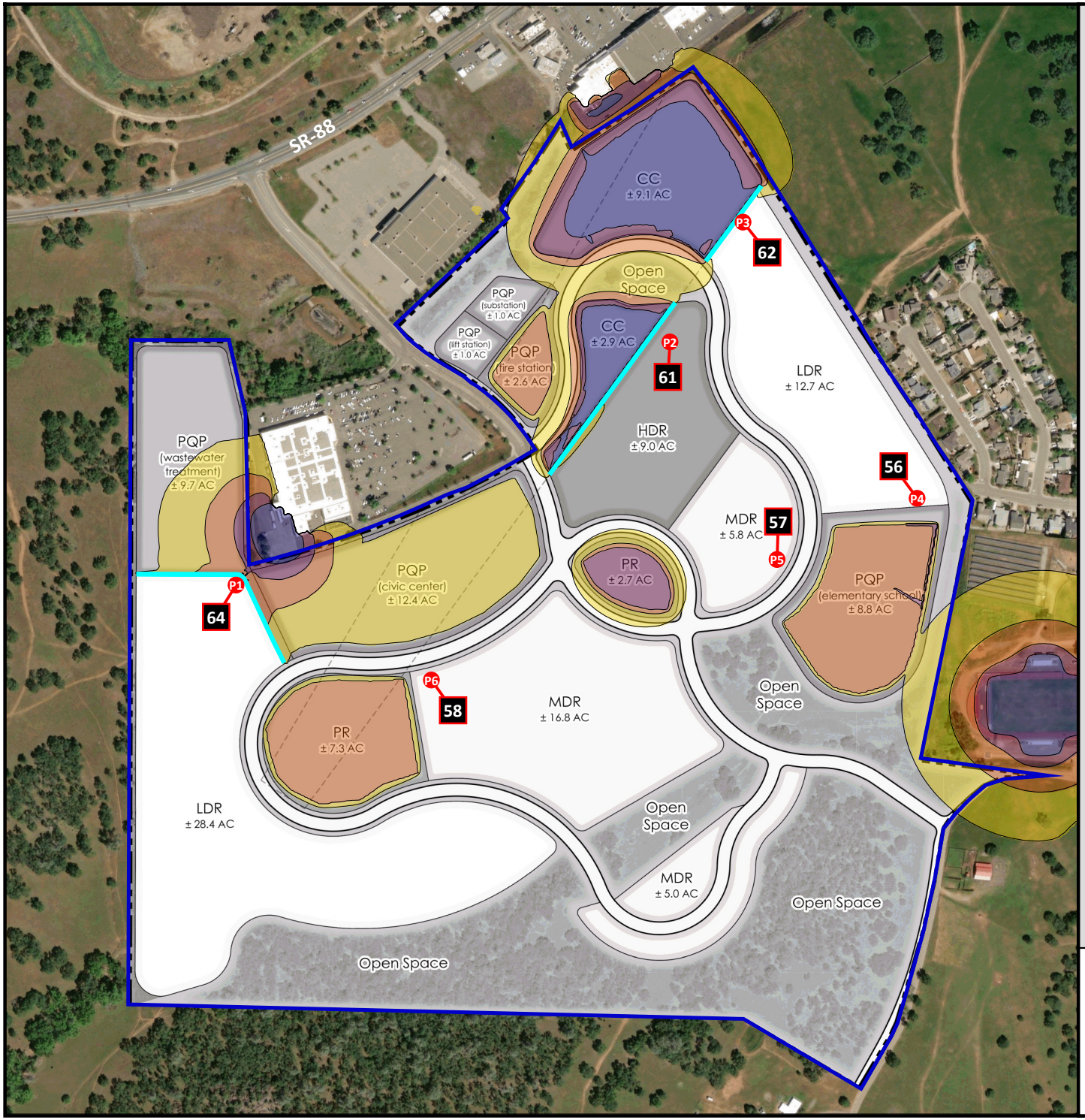
Based upon **Figure 4**, the proposed project residential uses would be exposed to exterior noise levels of up to 49 dBA CNEL. Based upon a typical 25 dB exterior-to-interior noise level reduction achieved by modern building construction[1], an interior noise level of up to 24 dBA CNEL would be expected. This would comply with the County's 45 dB CNEL interior noise level standard with no additional noise control measures.

[1] Assumes a minimum STC of 29 for exterior window assemblies.

Exterior Stationary Noise

The residential uses proposed by the project have the potential to be affected by stationary noise sources currently existing and sources which would be constructed by the proposed project. **Figure 6** shows the nighttime (10:00 p.m. to 7:00 a.m.) maximum (L_{max}) noise levels generated by stationary noise sources on the project site. As shown on the Figure, the proposed residential uses could be exposed to maximum noise levels exceeding the County's noise level standards. Therefore, additional noise control measures would be required to comply with the County's noise level standards.

To reduce stationary noise exposure at the proposed residential uses, Saxelby Acoustics recommends the construction of sound walls at the locations depicted in **Figure 7**. **Table 17** shows the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) average and maximum stationary noise levels at the proposed residential uses with and without construction of the proposed sound walls.



Wicklow Way Specific Plan EIR

Amador County, California

Figure 7

Stationary Noise Levels with Walls
Nighttime Lmax, dB(A)

Noise Level, dB(A)

65 <		<=	70
70 <		<=	75
75 <		<=	80
80 <			

Legend

- Project Boundary
- Sound Wall
- 3 Project Receptor

Scale 1:560

0 100 200 400 600 800 feet

N

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TABLE 17: STATIONARY NOISE LEVELS AT PROPOSED RESIDENTIAL USES

Location	Operating Scenario	Noise Standard	Predicted Noise Levels	Complies with Standard?	Predicted Noise Levels With Walls	Complies with Standard?
P1	Day Average (L_{eq}) Day Maximum (L_{max}) Night Average (L_{eq}) Night Maximum (L_{max})	60 dBA L_{eq} 75 dBA L_{max} 45 dBA L_{eq} 65 dBA L_{max}	51.0 dBA L_{eq} 71.0 dBA L_{max} 50.1 dBA L_{eq} 71.0 dBA L_{max}	Yes **No** **No** **No**	45.2 dBA L_{eq} 64.0 dBA L_{max} 44.3 dBA L_{eq} 64.0 dBA L_{max}	Yes Yes Yes Yes
P2	Day Average (L_{eq}) Day Maximum (L_{max}) Night Average (L_{eq}) Night Maximum (L_{max})	60 dBA L_{eq} 75 dBA L_{max} 45 dBA L_{eq} 65 dBA L_{max}	48.4 dBA L_{eq} 66.7 dBA L_{max} 45.5 dBA L_{eq} 66.7 dBA L_{max}	Yes Yes **No** **No**	44.5 dBA L_{eq} 61.0 dBA L_{max} 41.4 dBA L_{eq} 61.0 dBA L_{max}	Yes Yes Yes Yes
P3	Day Average (L_{eq}) Day Maximum (L_{max}) Night Average (L_{eq}) Night Maximum (L_{max})	60 dBA L_{eq} 75 dBA L_{max} 45 dBA L_{eq} 65 dBA L_{max}	51.0 dBA L_{eq} 70.7 dBA L_{max} 48.0 dBA L_{eq} 70.7 dBA L_{max}	Yes Yes **No** **No**	42.9 dBA L_{eq} 61.7 dBA L_{max} 39.7 dBA L_{eq} 61.7 dBA L_{max}	Yes Yes Yes Yes
P4	Day Average (L_{eq}) Day Maximum (L_{max}) Night Average (L_{eq}) Night Maximum (L_{max})	60 dBA L_{eq} 75 dBA L_{max} 45 dBA L_{eq} 65 dBA L_{max}	49.1 dBA L_{eq} 58.6 dBA L_{max} 30.4 dBA L_{eq} 58.6 dBA L_{max}	Yes Yes Yes Yes	45.1 dBA L_{eq} 56.3 dBA L_{max} 29.4 dBA L_{eq} 56.3 dBA L_{max}	Yes Yes Yes Yes
P5	Day Average (L_{eq}) Day Maximum (L_{max}) Night Average (L_{eq}) Night Maximum (L_{max})	60 dBA L_{eq} 75 dBA L_{max} 45 dBA L_{eq} 65 dBA L_{max}	48.2 dBA L_{eq} 57.4 dBA L_{max} 30.1 dBA L_{eq} 57.4 dBA L_{max}	Yes Yes Yes Yes	48.1 dBA L_{eq} 57.4 dBA L_{max} 29.5 dBA L_{eq} 57.4 dBA L_{max}	Yes Yes Yes Yes
P6	Day Average (L_{eq}) Day Maximum (L_{max}) Night Average (L_{eq}) Night Maximum (L_{max})	60 dBA L_{eq} 75 dBA L_{max} 45 dBA L_{eq} 65 dBA L_{max}	43.2 dBA L_{eq} 58.1 dBA L_{max} 33.5 dBA L_{eq} 58.1 dBA L_{max}	Yes Yes Yes Yes	43.1 dBA L_{eq} 58.1 dBA L_{max} 33.2 dBA L_{eq} 58.1 dBA L_{max}	Yes Yes Yes Yes

Mitigation Measures

1(a) The County shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 7:00 a.m. to 10:00 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place

such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: Amador County Community Development Services Department

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

Recommended Condition of Approval

Prior to approval of project improvement plans, the plans for the proposed project shall show that the proposed residential uses be shielded from stationary noise sources by the sound walls depicted in ***Figure 7*** *per the approval of the County Engineer. Sound wall may include a combination of earthen berm and masonry wall to achieve the required wall height. Wall heights shall be measured relative to either pad or noise source pad elevations, whichever is higher. Other types of barriers may be employed but shall be reviewed by an acoustical engineer prior to being constructed.*

Impact 2: Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a ***less-than-significant*** impact and no mitigation is required.

Impact 3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As shown on **Figure 5**, a portion of the low-density residential uses proposed by the project are located within the Westover Field 55 dBA CNEL noise contour. The Westover Field Airport Land Use Compatibility Plan indicates that residential development within the 55-65 dBA CNEL contour is considered "Normally Unacceptable" (**Table 8**). Therefore, noise from aircraft on the project site would be considered a ***potentially significant*** impact.

The ALUCP indicates that noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. The following mitigation measure will reduce impacts from aircraft noise on the project site to ***less-than-significant***.

Mitigation Measures

3(a) Residential uses which are located within the Westover Field 55-65 dBA CNEL contour shall incorporate interior noise control measures which reduce interior noise levels to 45 dBA CNEL or less. These interior noise control measures may require the use of glazing and exterior doors with an improved STC rating or the use of resilient channels on exterior walls and ceilings. A site-specific noise analysis shall be conducted to determine the final noise control measures required to achieve compliance with the County's interior noise level standards.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

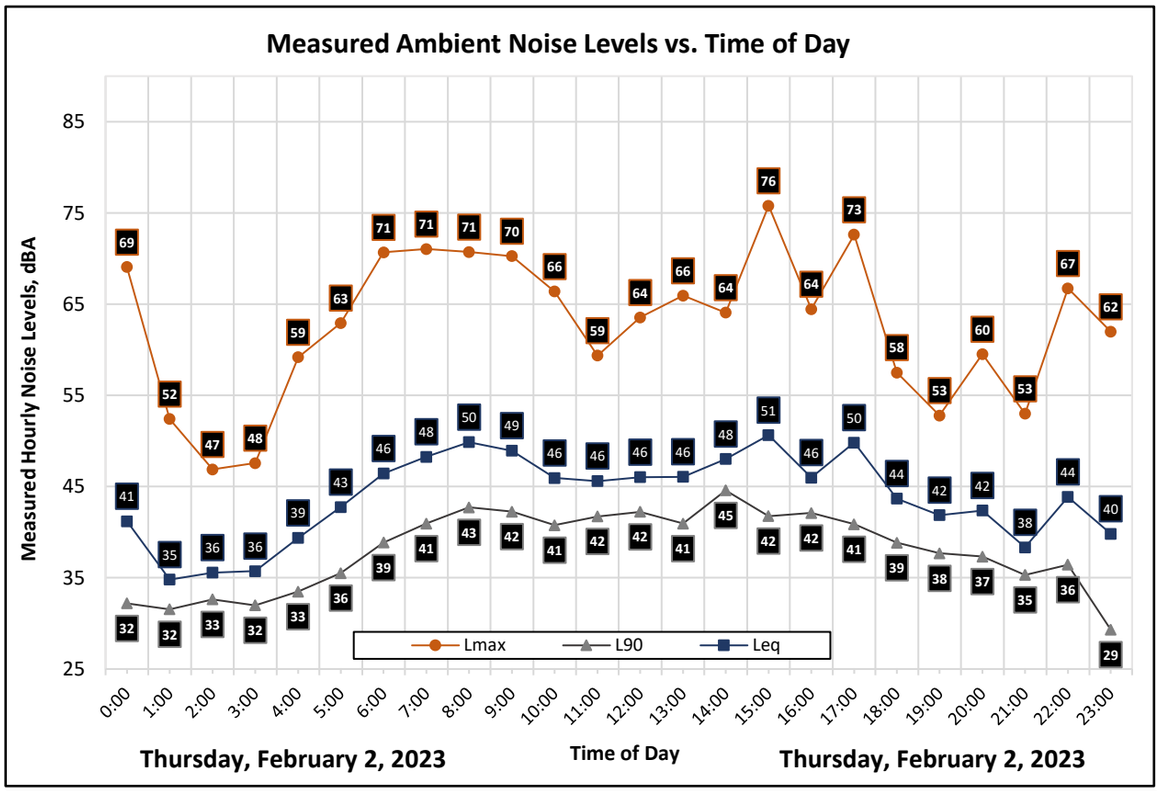
Appendix B: Continuous and Short-Term Ambient Noise Measurement Results

Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Amador County Wicklow Way Specific Plan
Meter: LDL 820-1
Location: Northwestern Project Boundary
Calibrator: CAL200
Coordinates: (38.3568800, -120.8069928)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, February 2, 2023	0:00	41	69	34	32
Thursday, February 2, 2023	1:00	35	52	33	32
Thursday, February 2, 2023	2:00	36	47	34	33
Thursday, February 2, 2023	3:00	36	48	34	32
Thursday, February 2, 2023	4:00	39	59	36	33
Thursday, February 2, 2023	5:00	43	63	39	36
Thursday, February 2, 2023	6:00	46	71	42	39
Thursday, February 2, 2023	7:00	48	71	44	41
Thursday, February 2, 2023	8:00	50	71	46	43
Thursday, February 2, 2023	9:00	49	70	47	42
Thursday, February 2, 2023	10:00	46	66	44	41
Thursday, February 2, 2023	11:00	46	59	44	42
Thursday, February 2, 2023	12:00	46	64	45	42
Thursday, February 2, 2023	13:00	46	66	45	41
Thursday, February 2, 2023	14:00	48	64	47	45
Thursday, February 2, 2023	15:00	51	76	44	42
Thursday, February 2, 2023	16:00	46	64	44	42
Thursday, February 2, 2023	17:00	50	73	46	41
Thursday, February 2, 2023	18:00	44	58	42	39
Thursday, February 2, 2023	19:00	42	53	41	38
Thursday, February 2, 2023	20:00	42	60	41	37
Thursday, February 2, 2023	21:00	38	53	38	35
Thursday, February 2, 2023	22:00	44	67	39	36
Thursday, February 2, 2023	23:00	40	62	34	29

Statistics	Leq	Lmax	L50	L90
Day Average	47	64	44	41
Night Average	41	60	36	34
Day Low	38	53	38	35
Day High	51	76	47	45
Night Low	35	47	33	29
Night High	46	71	42	39
Ldn	49	Day %		88
CNEL	49	Night %		12

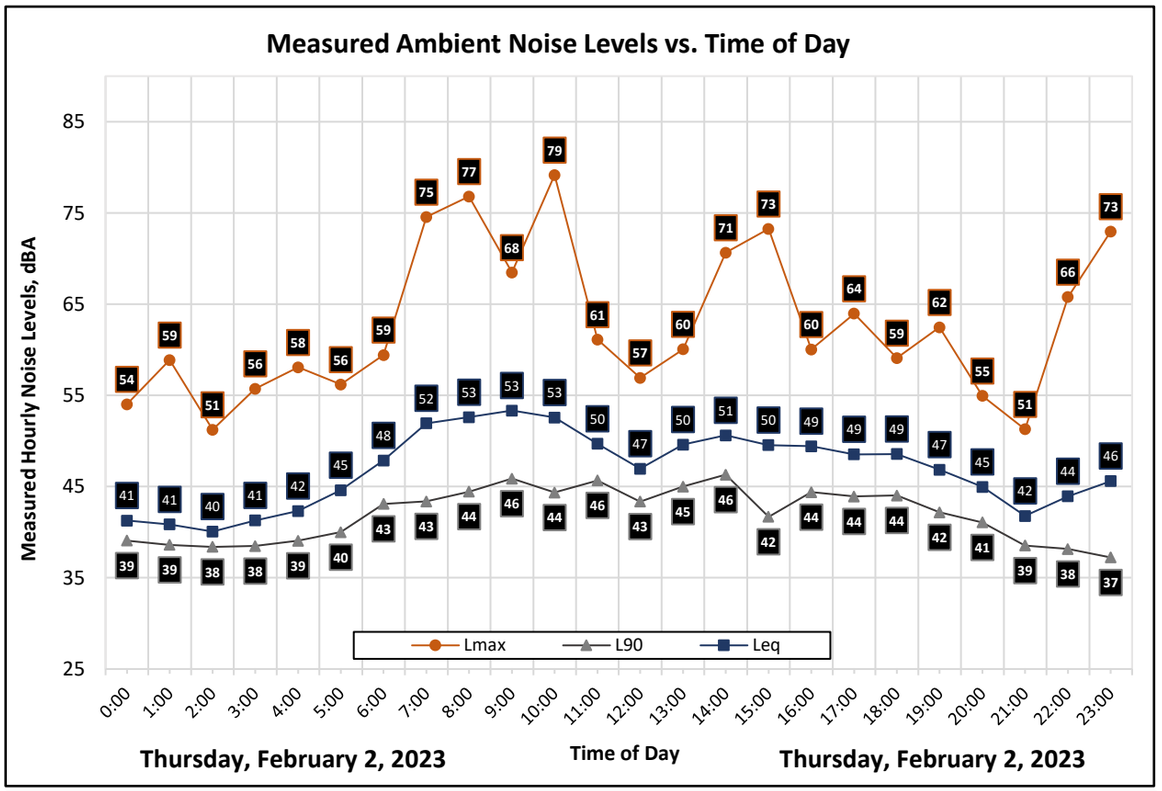


Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Amador County Wicklow Way Specific Plan
Meter: LDL 820-2
Location: Northern Project Boundary
Calibrator: CAL200
Coordinates: (38.3611646, -120.8024605)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, February 2, 2023	0:00	41	54	40	39
Thursday, February 2, 2023	1:00	41	59	40	39
Thursday, February 2, 2023	2:00	40	51	39	38
Thursday, February 2, 2023	3:00	41	56	40	38
Thursday, February 2, 2023	4:00	42	58	40	39
Thursday, February 2, 2023	5:00	45	56	42	40
Thursday, February 2, 2023	6:00	48	59	46	43
Thursday, February 2, 2023	7:00	52	75	48	43
Thursday, February 2, 2023	8:00	53	77	48	44
Thursday, February 2, 2023	9:00	53	68	49	46
Thursday, February 2, 2023	10:00	53	79	48	44
Thursday, February 2, 2023	11:00	50	61	49	46
Thursday, February 2, 2023	12:00	47	57	46	43
Thursday, February 2, 2023	13:00	50	60	49	45
Thursday, February 2, 2023	14:00	51	71	49	46
Thursday, February 2, 2023	15:00	50	73	46	42
Thursday, February 2, 2023	16:00	49	60	49	44
Thursday, February 2, 2023	17:00	49	64	47	44
Thursday, February 2, 2023	18:00	49	59	48	44
Thursday, February 2, 2023	19:00	47	62	46	42
Thursday, February 2, 2023	20:00	45	55	44	41
Thursday, February 2, 2023	21:00	42	51	41	39
Thursday, February 2, 2023	22:00	44	66	40	38
Thursday, February 2, 2023	23:00	46	73	39	37

Statistics	Leq	Lmax	L50	L90
Day Average	50	65	47	44
Night Average	44	59	41	39
Day Low	42	51	41	39
Day High	53	79	49	46
Night Low	40	51	39	37
Night High	48	73	46	43
Ldn	52	Day %		89
CNEL	52	Night %		11

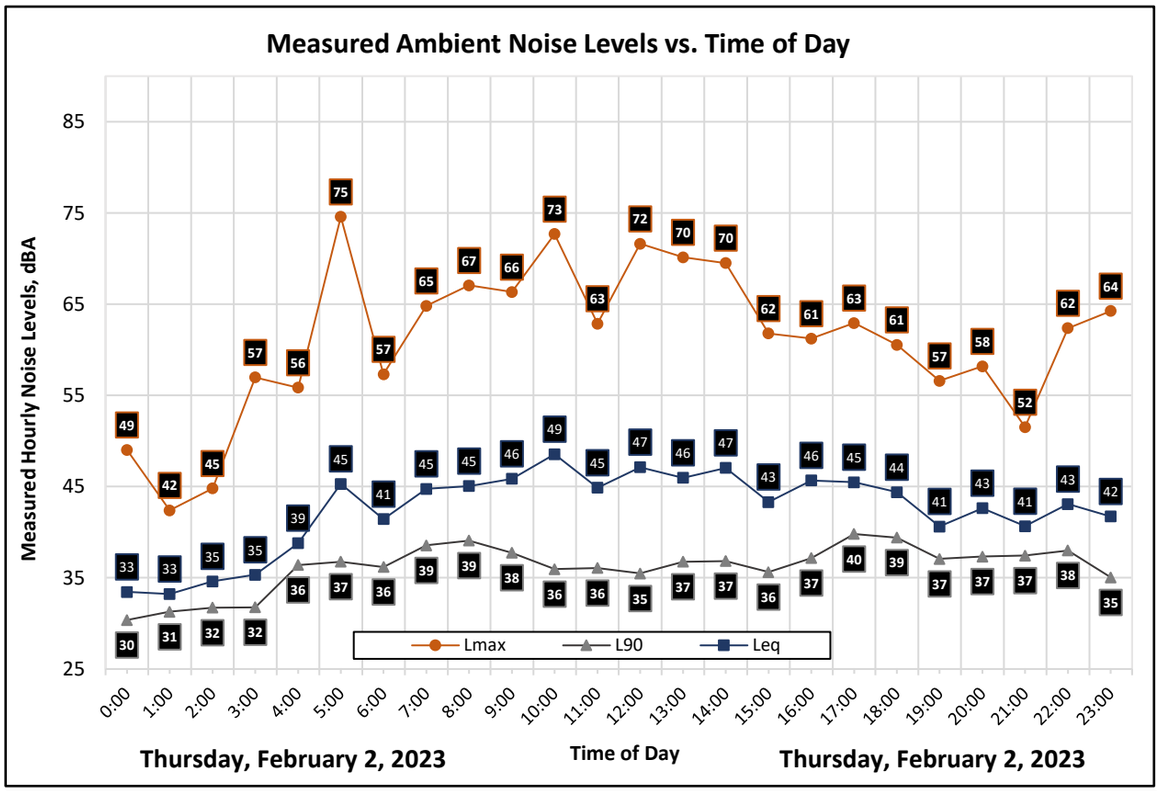


Appendix B3: Continuous Noise Monitoring Results

Site: LT-3
Project: Amador County Wicklow Way Specific Plan
Meter: LDL 820-7
Location: East of the Project Boundary
Calibrator: CAL200
Coordinates: (38.3576254, -120.7972396)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, February 2, 2023	0:00	33	49	32	30
Thursday, February 2, 2023	1:00	33	42	33	31
Thursday, February 2, 2023	2:00	35	45	34	32
Thursday, February 2, 2023	3:00	35	57	33	32
Thursday, February 2, 2023	4:00	39	56	38	36
Thursday, February 2, 2023	5:00	45	75	38	37
Thursday, February 2, 2023	6:00	41	57	39	36
Thursday, February 2, 2023	7:00	45	65	41	39
Thursday, February 2, 2023	8:00	45	67	42	39
Thursday, February 2, 2023	9:00	46	66	41	38
Thursday, February 2, 2023	10:00	49	73	38	36
Thursday, February 2, 2023	11:00	45	63	39	36
Thursday, February 2, 2023	12:00	47	72	38	35
Thursday, February 2, 2023	13:00	46	70	40	37
Thursday, February 2, 2023	14:00	47	70	40	37
Thursday, February 2, 2023	15:00	43	62	38	36
Thursday, February 2, 2023	16:00	46	61	41	37
Thursday, February 2, 2023	17:00	45	63	42	40
Thursday, February 2, 2023	18:00	44	61	41	39
Thursday, February 2, 2023	19:00	41	57	39	37
Thursday, February 2, 2023	20:00	43	58	40	37
Thursday, February 2, 2023	21:00	41	52	40	37
Thursday, February 2, 2023	22:00	43	62	41	38
Thursday, February 2, 2023	23:00	42	64	37	35

Statistics	Leq	Lmax	L50	L90
Day Average	45	64	40	37
Night Average	40	56	36	34
Day Low	41	52	38	35
Day High	49	73	42	40
Night Low	33	42	32	30
Night High	45	75	41	38
Ldn	47	Day %		86
CNEL	48	Night %		14



Appendix B4 : Short Term Noise Monitoring Results

Site: ST-1
Project: Amador County Wicklow Way Specific Plan
Meter: LDL 831-1
Location: Northeast Boundary of Project Site
Calibrator: CAL200
Coordinates: (38.3618554, -120.8047561)

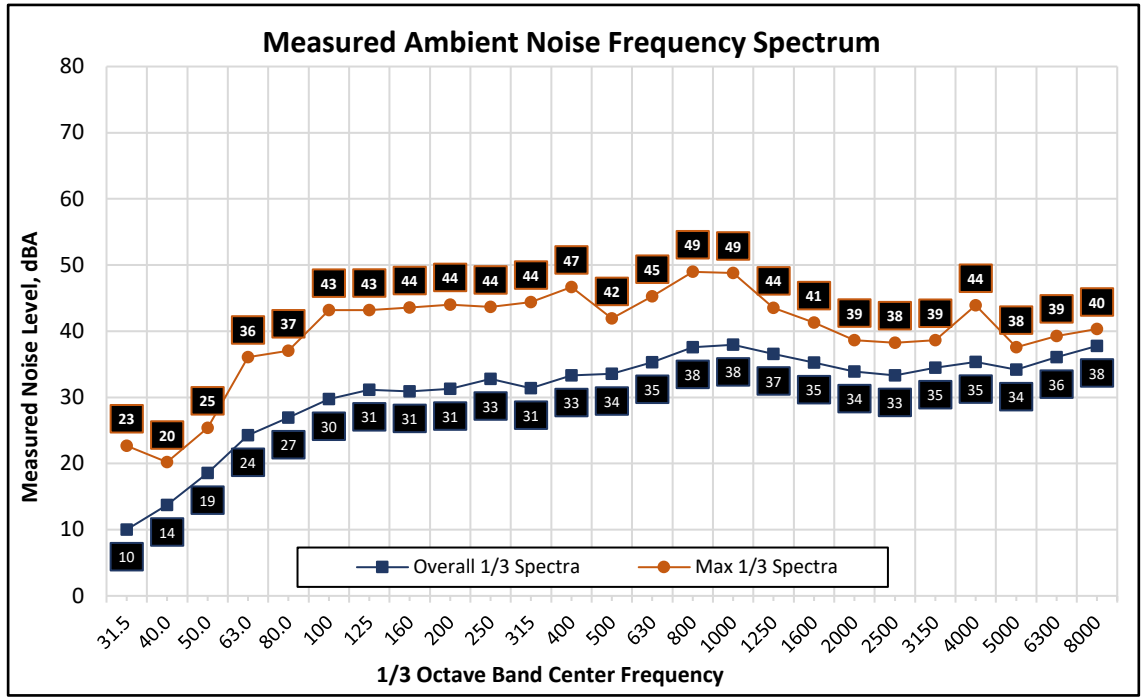
Start: 2023-02-01 10:19:52
Stop: 2023-02-01 10:29:52
SLM: SoundAdvisor™ Model 831C
Serial: 11709

Measurement Results, dBA

Duration:	0:10
L_{eq}:	67
L_{max}:	75
L_{min}:	52
L_{50}:	65
L_{90}:	54

Notes

Primary noise source was traffic noise from California State Route 88. A secondary noise source is the aggregate facility to the north.



Appendix C: Traffic Noise Calculation Inputs and Results

Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 210906 Amador County Wicklow Way
Description: Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 88	West of Wicklow Way	7,350	89	0	11	1.0%	1.0%	45	240	0	107	50	23	54.8
2	SR 88	East of Wicklow Way	9,830	89	0	11	1.0%	1.0%	45	90	0	130	61	28	62.4
3	Stony Creek Road	West of Project	1,670	89	0	11	1.0%	1.0%	25	80	0	18	8	4	50.2
4	Hoffman Street	East of Project	1,670	89	0	11	1.0%	1.0%	25	100	0	18	8	4	48.7

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Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 210906 Amador County Wicklow Way
Description: Existing Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 88	West of Wicklow Way	11,010	89	0	11	1.0%	1.0%	45	240	0	141	65	30	56.5
2	SR 88	East of Wicklow Way	14,170	89	0	11	1.0%	1.0%	45	90	0	166	77	36	64.0
3	Stony Creek Road	West of Project	2,020	89	0	11	1.0%	1.0%	25	80	0	20	9	4	51.0
4	Hoffman Street	East of Project	4,620	89	0	11	1.0%	1.0%	25	100	0	35	16	7	53.1

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Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 210906 Amador County Wicklow Way
Description: EPAP Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 88	West of Wicklow Way	8,740	89	0	11	1.0%	1.0%	45	240	0	121	56	26	55.5
2	SR 88	East of Wicklow Way	11,600	89	0	11	1.0%	1.0%	45	90	0	146	68	31	63.1
3	Stony Creek Road	West of Project	3,730	89	0	11	1.0%	1.0%	25	80	0	30	14	6	53.6
4	Hoffman Street	East of Project	3,730	89	0	11	1.0%	1.0%	25	100	0	30	14	6	52.2

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Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 210906 Amador County Wicklow Way
Description: EPAP Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 88	West of Wicklow Way	12,620	89	0	11	1.0%	1.0%	45	240	0	154	72	33	57.1
2	SR 88	East of Wicklow Way	15,940	89	0	11	1.0%	1.0%	45	90	0	180	84	39	64.5
3	Stony Creek Road	West of Project	4,080	89	0	11	1.0%	1.0%	25	80	0	32	15	7	54.0
4	Hoffman Street	East of Project	6,900	89	0	11	1.0%	1.0%	25	100	0	45	21	10	54.9

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Appendix C-5

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 210906 Amador County Wicklow Way
Description: Cumulative Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 88	West of Wicklow Way	9,610	89	0	11	1.0%	1.0%	45	240	0	129	60	28	55.9
2	SR 88	East of Wicklow Way	12,740	89	0	11	1.0%	1.0%	45	90	0	155	72	33	63.5
3	Stony Creek Road	West of Project	4,100	89	0	11	1.0%	1.0%	25	80	0	32	15	7	54.1
4	Hoffman Street	East of Project	4,100	89	0	11	1.0%	1.0%	25	100	0	32	15	7	52.6

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Appendix C-6

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 210906 Amador County Wicklow Way
Description: Cumulative Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 88	West of Wicklow Way	13,530	89	0	11	1.0%	1.0%	45	240	0	161	75	35	57.4
2	SR 88	East of Wicklow Way	17,080	89	0	11	1.0%	1.0%	45	90	0	189	88	41	64.8
3	Stony Creek Road	West of Project	4,450	89	0	11	1.0%	1.0%	25	80	0	34	16	7	54.4
4	Hoffman Street	East of Project	7,310	89	0	11	1.0%	1.0%	25	100	0	47	22	10	55.1

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Appendix F

Transportation Analysis

Transportation Analysis

Wicklow Way Specific Plan

Amador County

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596

Abrams Associates
TRAFFIC ENGINEERING, INC.

March 28, 2024

Wicklow Way Specific Plan

Amador County

TRANSPORTATION ANALYSIS

1) INTRODUCTION

This transportation analysis describes the existing and future conditions for transportation with and without the proposed Wicklow Way Specific Plan in Amador County. The project would include the following components:

1) Construction of a civic center with up to 100,000 square feet of office space.
2) Construction of up to 100,000 square feet of local serving retail/commercial space
3) Construction of up to 700 residential units, including 280 low density units, 220 medium density units, and 200 high density units.
4) The extension of Wicklow Way through the specific plan area from its current terminus near Walmart to connect with Stony Creek Road.

This study also describes the regulatory setting; the criterion used for determining the significance of environmental impacts; and summarizes potential environmental impacts and appropriate mitigation measures. This study has been conducted in accordance with the requirements and methodologies set forth by Amador County and Caltrans.

Summary of Required Mitigations and Recommended Improvement Measures - The following is a summary of the proposed mitigation measures to address the transportation impacts of the project. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following mitigation measures would reduce the project impacts to a *less-than-significant* level.

Impact #1 Impacts to intersection operations - The project would result in a significant contribution (greater than 5 seconds delay) to the LOS operations at two intersections that would exceed the established standards under future conditions:

1) Wicklow Way at State Route 88 (Intersection #1)
2) Wicklow Way at the Main Walmart Entrance (Intersection #3)

The addition of traffic from the proposed project would result in an increase in delay of more than five seconds to these two intersections that are forecast to exceed the established LOS standards. The following mitigation measures would be forecast to reduce the impacts to a less-than-significant level in all of the plus project scenarios.

Mitigation Measures

MM 1 (a) *Wicklow Way at State Route 88 – Installation of a traffic signal. This would also include prohibiting U-turns on the westbound SR 88 approach to allow for a right-turn overlap phase on Wicklow Way (i.e. a green arrow for motorists turning right from Wicklow Way onto SR 88). This traffic signal is forecast to be required for project construction traffic and for the first phase of the project.*

MM 1 (b) *Wicklow Way at the Main Walmart Entrance – Installation of a traffic signal. This intersection is forecast to just exceed the County's LOS standards (LOS D) under baseline plus project conditions, and it is recommended that the intersection be monitored to determine if additional changes end up being needed. However, under cumulative plus project conditions this intersection would operate at LOS E (on the side street approach) and is forecast to come very close to meeting Caltrans Peak Hour Warrant for a traffic signal. Therefore, it is recommended that the County plan for the future installation of a traffic signal at this location. It should be noted that a traffic signal in this location could also help facilitate safe pedestrian crossings and could serve to slightly reduce travel speeds and calm traffic on the adjacent segment of Wicklow Way.*

Impact #2 Impacts related to site access and circulation.

As noted above, based on the analysis of the proposed project it is recommended that a traffic signal be installed at the main Wicklow Way entrance intersection on State Route 88 to maintain the County's LOS standards. This would also include prohibiting U-turns on the westbound SR 88 approach to allow for a right-turn overlap phase on Wicklow Way (i.e. a green arrow for motorists turning right from Wicklow Way onto SR 88). It is also recommended that for the southern entrance Wicklow Way should include separate right and left turn lanes on its approach to Stony Creek Road. Lastly, as noted above, under cumulative (2045) buildout conditions a traffic signal may ultimately be required at the main driveway to the

existing Walmart. No other site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay.

Mitigation Measures
Implementation of Mitigation Measure MM 1

2) PROJECT DESCRIPTION

As noted above, the project would include the following traffic-generating components:

1) Construction of a civic center with up to 100,000 square feet of office space.
2) Construction of up to 100,000 square feet of local serving retail/commercial space
3) Construction of up to 700 residential units, including 280 low density units, 220 medium density units, and 200 high density units.
4) The extension of Wicklow Way through the specific plan area from its current terminus near Walmart to connect with Stony Creek Road.

All access to the project is currently proposed to occur via the Wicklow Way connections to State Route 88 and Stony Creek Road. **Figure 1** shows the project location and the surrounding roadway network. **Figures 2** presents the site plan for the project.

3) EXISTING CONDITIONS

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. The hours identified as the "peak" hours are generally between 7:30 a.m. and 8:30 a.m. and 4:15 p.m. and 5:15 p.m. for the transportation facilities described, based on the intersection turning movement counts collected for this analysis. These peak hours will be identified as the AM and PM peak hours. These volumes represent the conditions on a typical weekday (Tuesday through Thursday).

3.1 Project Study Intersections

Figure 1 shows the location of the project study intersections included in the analysis. As mentioned above, all access to the site would be via Wicklow Way connections to SR 88 and Stony Creek Road. Five study intersections were analyzed in this study.

FIGURE 1 | PROJECT LOCATION
TRANSPORTATION ANALYSIS
Wicklow Way Specific Plan
Amador County

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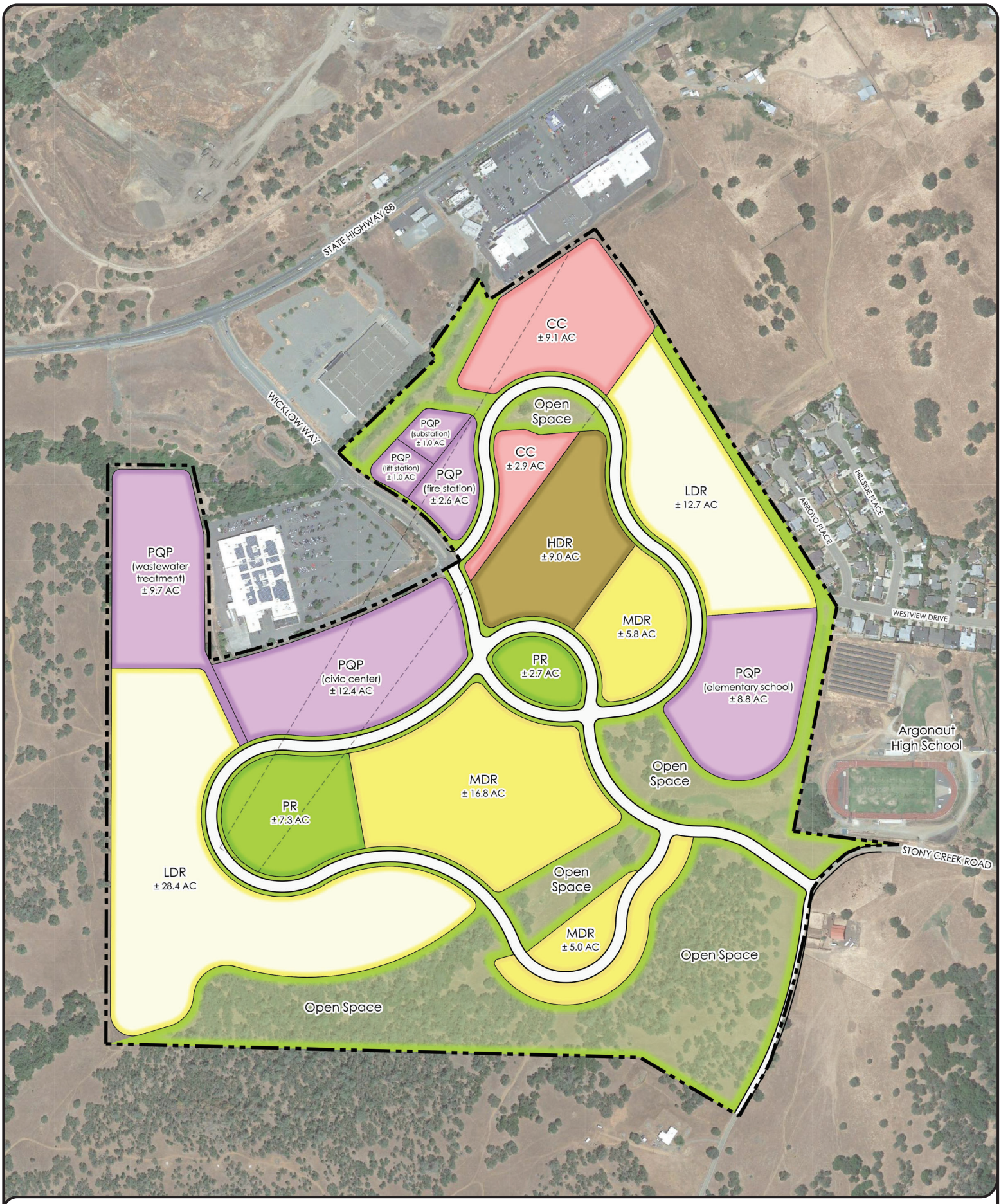

FIGURE 2 | SITE PLAN
TRANSPORTATION ANALYSIS
Wicklow Way Specific Plan
Amador County

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3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the six scenarios described below:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on the existing weekday peak hour volumes and existing intersection configurations.

- Scenario 2: *Existing Plus Project Conditions* – Existing traffic volumes plus the trips forecast to be generated by the proposed project.

- Scenario 3: *Baseline (No Project) Conditions* – The Baseline scenario is based on the existing volumes plus growth in background traffic (for two years) plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections.

- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.

- Scenario 5: *Cumulative Conditions* – This scenario includes year 2045 cumulative volumes based on planned and approved projects and the Amador County Travel Demand Model.

- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes year 2045 cumulative volumes based on the Amador County Travel Demand Model plus the forecast trips from proposed project.

3.3 Existing Roadway Network

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. The following is a more detailed description of the main roadways in the area that could be affected by the project:

- **State Route 88** - State Route 88 (SR 88) begins in San Joaquin County at SR 99 and terminates at the California/Nevada border. In the vicinity of the project site, SR 88 is a two-lane conventional highway and is classified as a principal arterial. The posted speed limit is 55 mph. SR 88 also has paved shoulders on each side. A segment of SR 88 passing through the communities of Lockeford and Clemens is designated as both SR 88 and SR 12. The posted speed limit in these areas ranges from 25 to 40 mph. There is also a center two-way left-turn lane along SR 88 in Lockeford.

- **Wicklow Way** - Wicklow Way is a 4-lane thoroughfare which begins at State Route 88 (SR 88) and continues south to terminate just past the existing Walmart. As part of the proposed project Wicklow Way would be extended through the specific plan area to

connect with Stony Creek Road

- **Stony Creek Road** – Stony Creek Road is a 2-lane roadway which begins at Argonaut Lane in the City of Jackson and continues southwest past Pardee Reservoir to terminate at Buena Vista Road.

3.4 Intersection Analysis Methodology

Existing operational conditions at the five (5) study intersections have been evaluated according to the requirements set forth by the Amador County General Plan. Analysis of traffic operations was conducted using the 6th Edition of the *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro software.[1] Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time.

The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams. As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will generally exceed the ability of the intersection to accommodate it.

For signalized intersections, The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

For unsignalized intersections (all-way stop controlled and two-way stop controlled) the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and by movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach.

[1] *6th Edition of Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2016

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: 6th Edition of the *Highway Capacity Manual*, Transportation Research Board, 2016.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: 6th Edition of the *Highway Capacity Manual*, Transportation Research Board, 2016.

3.5 Existing Intersection Capacity Conditions (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3** and the existing traffic volumes at each are presented in **Figure 4.** Traffic counts at the existing study intersections were conducted on February 14, 2024 at times when local schools were in session. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the appendix to this report. As shown in **Table 3**, all of the project study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours. See Section 3.8 for a description of the applicable intersection thresholds.

3.6 Pedestrian and Bicycle Facilities

Bicycle and pedestrian facilities in the project study area are currently very limited with no bike lanes or sidewalks provided in the vicinity of the project. Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by four Caltrans classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
Class III – Provides a route designated by signs or permanent markings and shared with pedestrians and motorists.
Class IV – Provides an adjacent bike lane or bikeway that is physically separated from motor vehicle traffic.

Field observations indicate that walking and bicycling activity is limited in the immediate vicinity of the proposed project site. This is primarily due to the lack of existing bicycle and pedestrian traffic generators in the immediate vicinity of the project site. There is a lack of curbs, gutters, sidewalks, and bicycle lanes along SR 88 to accommodate bicycle and pedestrian activity. On Wicklow Way there are sidewalks in some areas but bicyclists must ride in the roadway and share the travel lanes with vehicular traffic. Stony Creek Road and Argonaut Lane also do not have bicycle or pedestrian facilities, except for a portion of Argonaut Lane that has a sidewalk on the west side.

3.7 Transit Service

Bus Transit - Bus transit service in the project area is provided by Amador Transit. Amador Transit operates local bus route 5 with Shuttle Routes A and B. These two routes operate five to six times per day with stops near the project site Monday through Friday from about 9:30 AM to 3:45 PM. The routes provide connections to regional transit via intercity routes 1, 3, and 7. The nearest bus stops to the project are located in front of the Walmart.

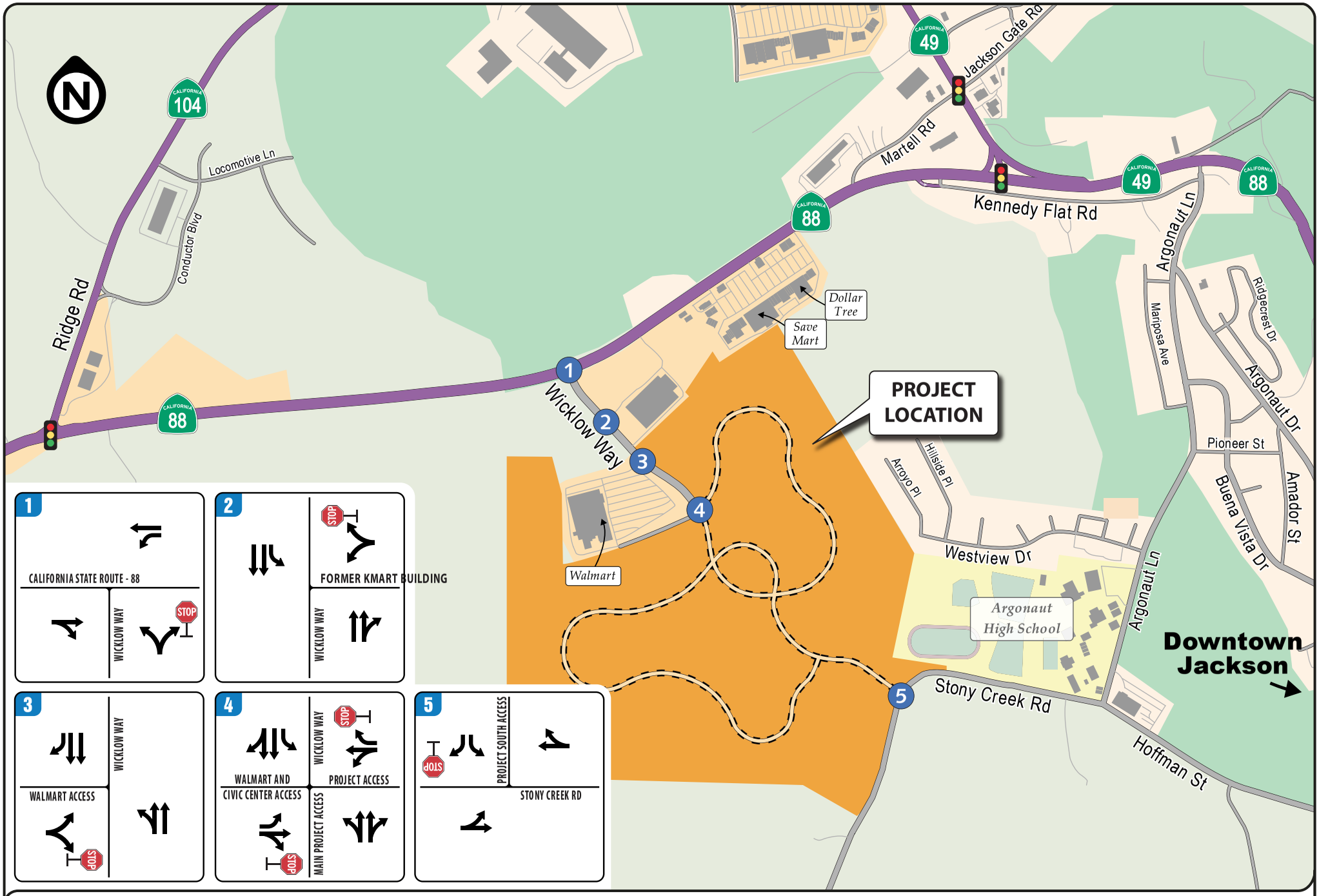

FIGURE 3 | PROJECT LANE CONFIGURATIONS
TRANSPORTATION ANALYSIS
Wicklow Way Specific Plan
Amador County

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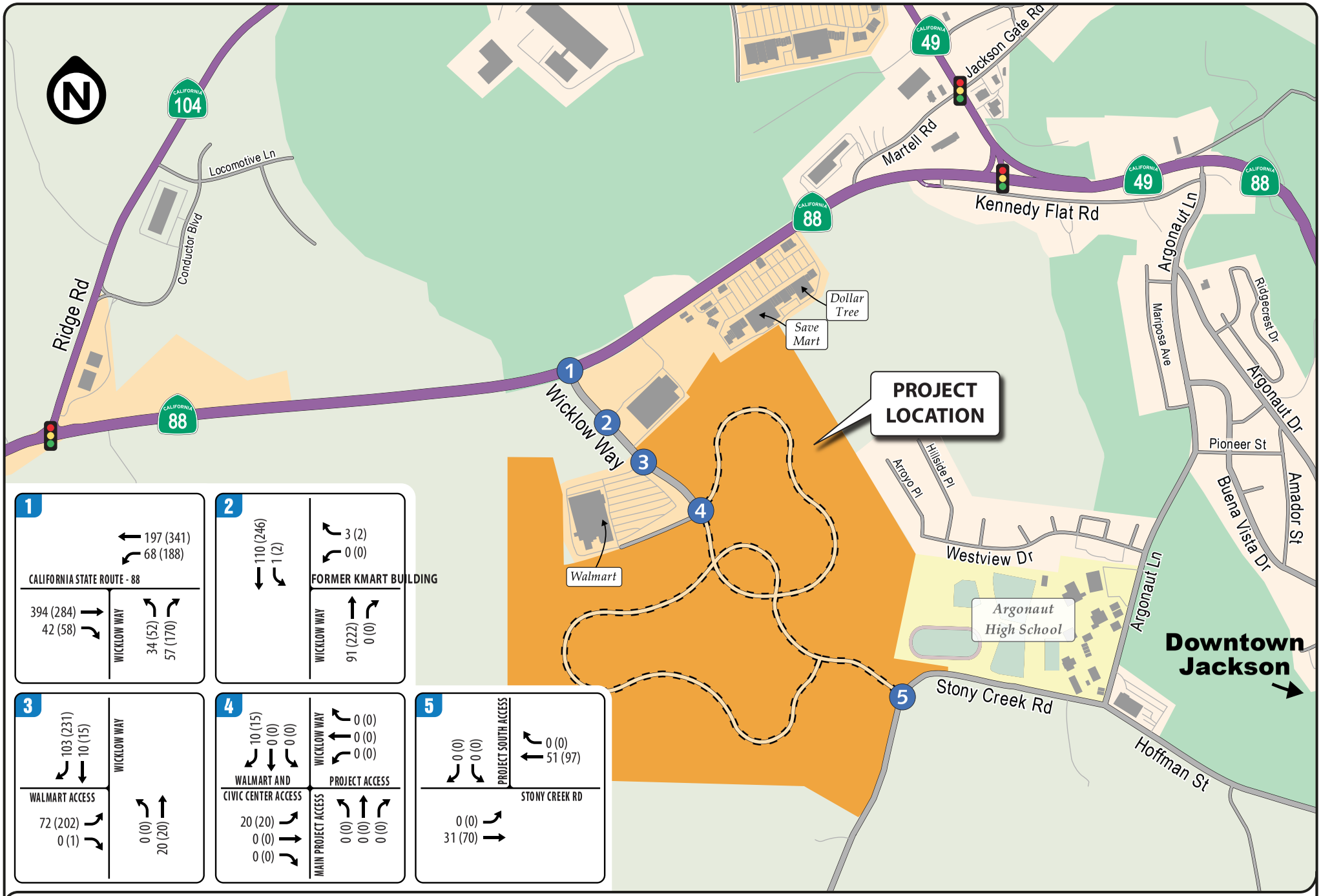

FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRANSPORTATION ANALYSIS

Wicklow Way Specific Plan

Amador County

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TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	WICKLOW WAY & STATE ROUTE 88	Side Street Stop	AM	13.8	B
			PM	16.5	C
2	WICKLOW WAY & FORMER KMART BUILDING	Side Street Stop	AM	8.6	A
			PM	9.0	A
3	WICKLOW WAY & WALMART MAIN ACCESS	Side Street Stop	AM	9.3	A
			PM	11.0	B
4	WICKLOW WAY & PROJECT ACCESS / WALMART REAR ACCESS	All Way Stop	AM	7.5	A
			PM	7.4	A
5	WICKLOW WAY & STONY CREEK RD	Side Street Stop	AM	N/A	N/A
			PM	N/A	N/A

SOURCE: Abrams Associates, 2023 **NOTE:** Delay results are presented in terms of seconds per vehicle.

3.8 Standards and Objectives

Existing policies, laws and regulations that apply to the proposed project are summarized below.

Caltrans - The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as SR 88. Any improvements to these roadways would require Caltrans' approval.

Amador County General Plan - The Transportation and Circulation Element included in the Amador County General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the County will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the County.

Significance Criteria – For the purposes of this analysis a project would have a significant impact if it would:

- Conflict with an applicable program, plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities/paths?

  The goal of Amador County is to maintain a Level of Service (LOS) C during the peak hours. The County does not have plans, ordinances, or policies establishing measures of effectiveness for the performance of other parts of its circulation system. The applicable measures of effectiveness are summarized below:

Signalized Intersections - Project-related operational impacts on the signalized study intersections in the Amador County are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS C to LOS D, E or F. In addition, in Amador County project impacts are also considered significant if a roadway or signalized intersection already exceeds the standards without project trips, and the project causes the average delay to increase by five seconds or more.

Unsignalized Intersections - Project-related operational impacts on unsignalized intersections in Amador County are considered significant if project generated traffic causes a movement/approach to deteriorate from LOS C or better to LOS D, E or F. For unsignalized intersections where the LOS would already exceed Amador County standards it is considered a significant impact if the project increases the delay by more than 5 seconds.

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the off-reservation circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated off-reservation roads or highways?
- Substantially increase hazards to an off-reservation design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access for off-reservation responders?

4) TRANSPORTATION IMPACT ANALYSIS

4.1 Project Trip Generation

The peak-hour trip generation of the proposed project was reviewed based on trip rates published in Institute of Transportation Engineers (ITE) Trip Generation Manual (Eleventh Edition, 2021). For the residential uses the fitted curve equations were used to develop the trip rates (ITE Land Use Codes 210, 220, and 221). For the civic center the government office building trip rates were used (ITE Land Use Code 730). The civic center trips were reduced by 30% to account for shared trips with the residential land uses. The shopping center trip rates (>40k) were used for the retail/commercial space (ITE Land Use Code 820). The retail/commercial trips were reduced by 49% to account for pass-by traffic and also shared trips with the residential land uses. For the elementary school the standard rates for a public elementary school were used (ITE Land Use Code 520). The elementary school trips were then reduced by 35% to account for shared trips with the proposed residential land uses. The trip generation forecasts are presented in **Table 4**. During the normal weekday commute peak hours, the project is estimated to generate a total of approximately 1,032 AM peak hour trips (445 inbound and 587 outbound) and 902 PM peak hour trips (517 inbound and 385 outbound). It is important to note that the above trip generation represents the traffic that would be added at the two entrances to the specific plan, via either end of Wicklow Way. Beyond the two project access intersections it is estimated that only about 50% of the specific plan traffic would be new trips to the surrounding roadways, with the other 50% being existing trips already being generated by the current civic center and other elementary schools in the area.

4.2 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to the access freeway and other key travel routes in Amador County, the existing directional split at nearby intersections, and the overall land use patterns in the area. **Figure 5** shows the project trips that would be added at the study intersections.

4.3 Existing Plus Project Traffic Capacity Conditions (Scenario 2)

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The traffic volumes for each of the study intersections for Existing Plus Project conditions are shown in **Figure 6**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 5**. The corresponding LOS analysis calculation sheets are presented in the appendix to this report. As shown in **Table 5**, all of the project study intersections would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception with the exception of Wicklow Way at State Route 88 and at the main Walmart Entrance. Mitigations to improve the traffic operations at these intersections are discussed in Section 5.

Table 4
Trip Generation for the
Wicklow Way Specific Plan

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Single Family Trip Rates (per unit)	210		9.29	0.24	0.67	0.91	0.59	0.35	0.94
Low Density Trip Generation		280 units	2,601	66	189	255	166	97	263
ITE Low Rise Trip Rates (per unit)	220		6.75	0.10	0.31	0.41	0.33	0.19	0.52
Medium Density Trip Generation		220 units	1,485	22	68	90	72	42	114
ITE Mid Rise Trip Rates (per unit)	221		4.54	0.09	0.29	0.38	0.24	0.15	0.39
High Density Trip Generation		200 units	908	18	58	76	48	30	78
ITE Government Office Trip Rates (per sq. ft.)	730		22.59	1.84	1.50	3.34	1.03	0.68	1.71
Civic Center Trip Generation		100,000 sq. ft.	2,259	184	150	334	103	68	171
Shared Internal Trips with Residential 30%			678	55	45	100	30	21	51
Net New Civic Center Traffic			1,581	129	105	234	73	47	120
ITE Elementary School Trip Rates (per student)	520		2.27	0.40	0.34	0.74	0.07	0.09	0.16
School Trip Generation		600 students	1,362	240	204	444	44	52	96
Shared Internal Trips with Residential 35%			477	84	71	155	16	18	34
Net New Elementary School Traffic			885	156	133	289	28	34	62
ITE Shopping Center Trip Rates (per sq. ft.)	820		67.52	1.07	0.66	1.73	2.54	2.65	5.19
Shopping Center Trip Generation		100,000 sq. ft.	6,752	107	66	173	254	265	519
Pass-By and Internal Shared Traffic 49%			3,308	53	32	85	124	130	254
Net New Shopping Center Traffic			3,444	54	34	88	130	135	265
Net Increase in Traffic from the Wicklow Way Specific Plan			**10,904**	**445**	**587**	**1,032**	**517**	**385**	**902**

Source: ITE Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington, D.C., September, 2021

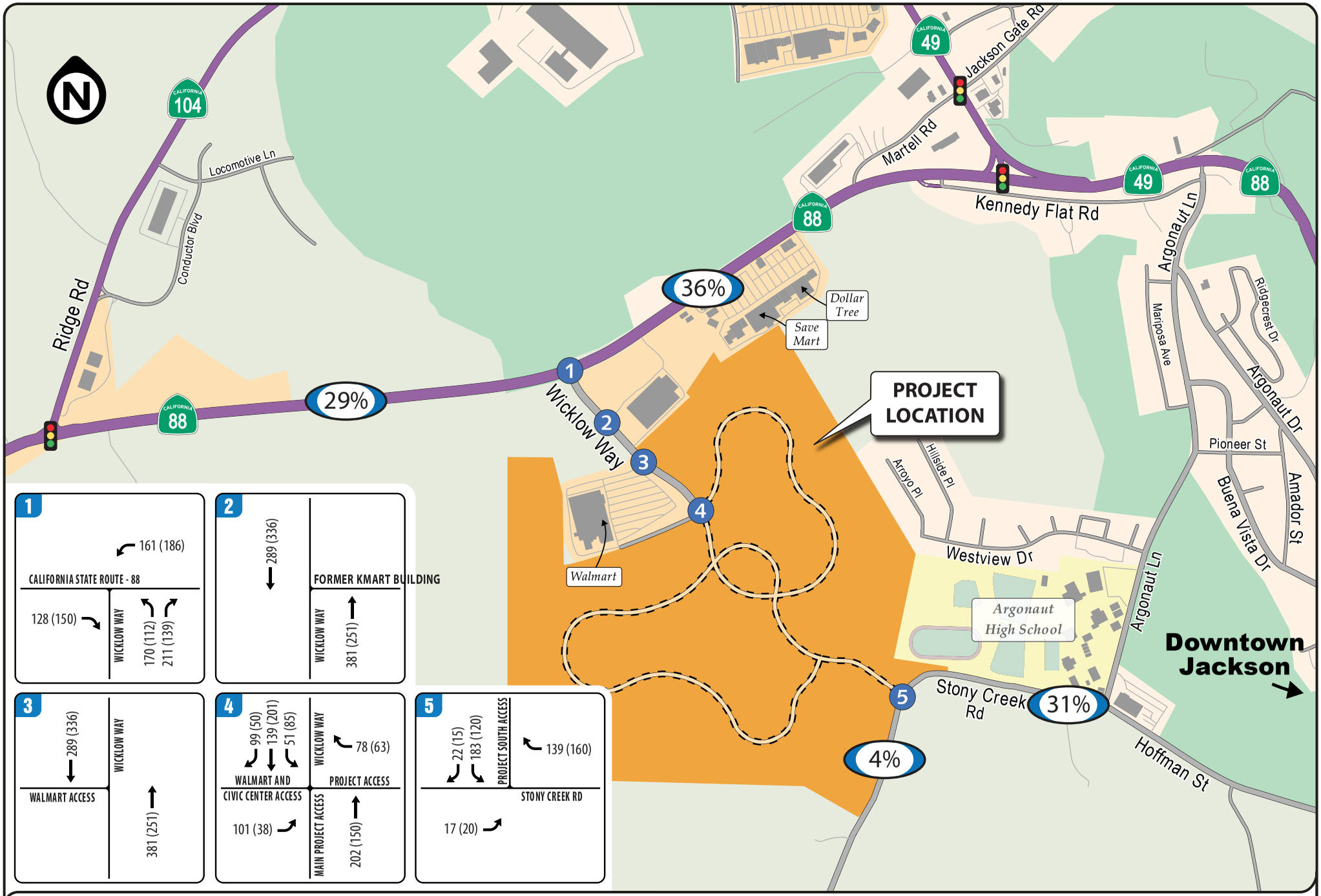

FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS
TRANSPORTATION ANALYSIS
Wicklow Way Specific Plan
Amador County

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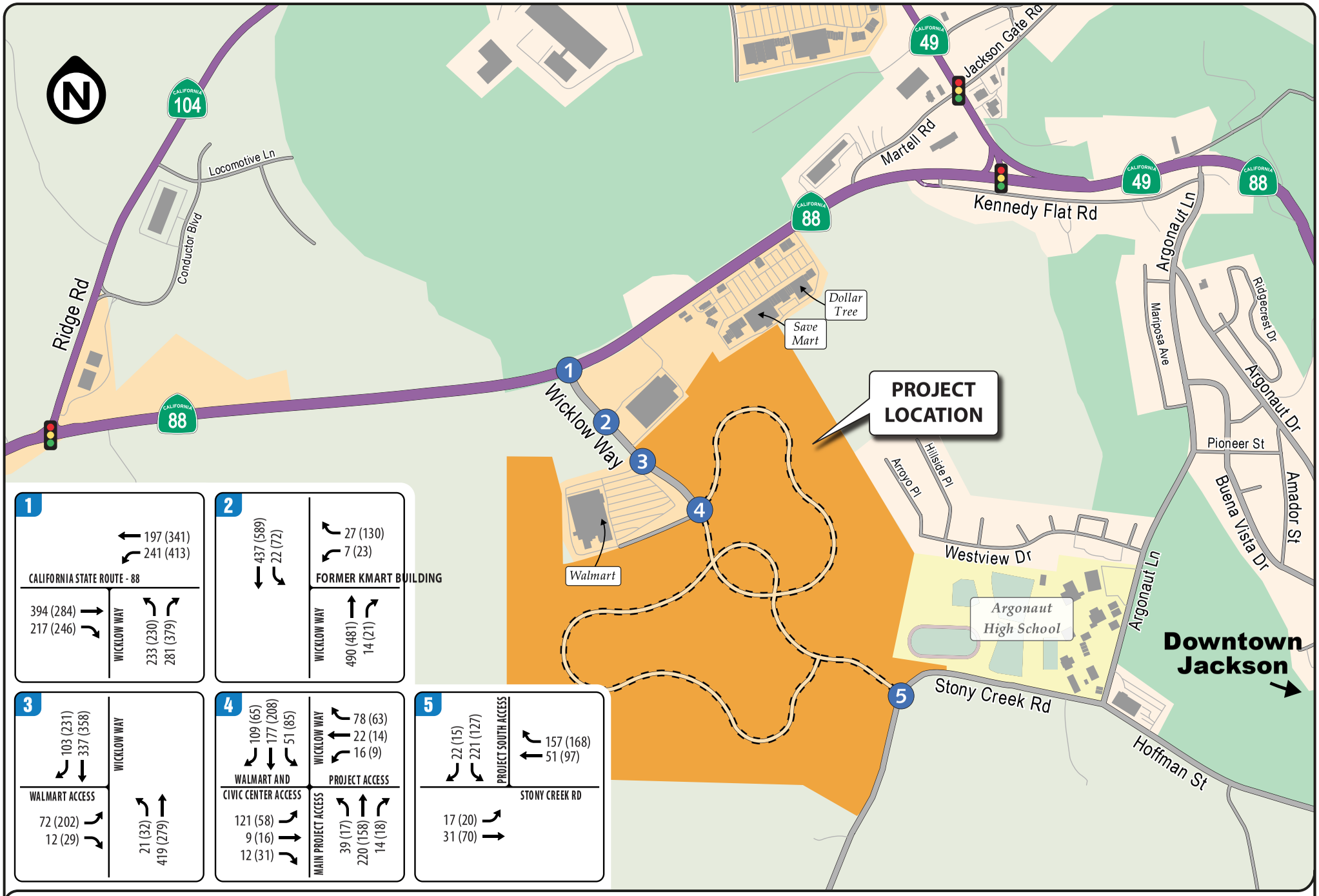

FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRANSPORTATION ANALYSIS

Wicklow Way Specific Plan

Amador County

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TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	WICKLOW WAY & STATE ROUTE 88	Side Street Stop	AM	13.8	B	**> 50.0**	**F**
			PM	16.5	C	**> 50.0**	**F**
2	WICKLOW WAY & FORMER KMART BUILDING	Side Street Stop	AM	8.6	A	10.1	B
			PM	9.0	A	11.0	B
3	WICKLOW WAY & WALMART MAIN ACCESS	Side Street Stop	AM	9.3	A	16.1	C
			PM	11.0	B	**25.3**	**D**
4	WICKLOW WAY & PROJECT ACCESS / WALMART REAR ACCESS	All Way Stop	AM	7.5	A	9.7	A
			PM	7.4	A	9.1	A
5	WICKLOW WAY & STONY CREEK RD	Side Street Stop	AM	N/A	N/A	11.6	B
			PM	N/A	N/A	11.5	B

SOURCE: Abrams Associates, 2023 **NOTE:** Delay results are presented in terms of seconds per vehicle.

4.4 Baseline Traffic Capacity Conditions (Scenario 3)

The Baseline scenario evaluates the existing conditions with the addition of traffic from reasonably foreseeable projects in the area and general baseline growth in traffic. For this analysis the baseline volumes were developed based on the assumption that the project completion date would be 2026 with a 5% per year growth in background traffic plus the addition of traffic from the assumed reoccupation of the former K-Mart Building. This scenario also includes additional through traffic from Argonaut High School, based on the planned expansion to a maximum capacity enrollment of 1,325 students.

Based on an evaluation of the school's attendance boundaries (which includes the entire county under the approved school consolidation) it was conservatively assumed that about 20% of the school's traffic would come from the west on SR 88 and would use Wicklow Way to access the high school. The traffic volumes for each of the study intersections for the Baseline scenario are shown in **Figure 7**. **Table 6** summarizes the associated LOS computation results for the Baseline weekday AM and PM peak hour conditions. As shown in **Table 6**, all of the study intersections would continue to have acceptable conditions under the Baseline scenario during the weekday AM and PM peak hours, with the exception of Wicklow Way at State Route 88 and at the main Walmart Entrance.

4.5 Baseline Plus Project Traffic Capacity Conditions (Scenario 4)

The Baseline plus proposed project traffic forecasts were developed by adding traffic from the project to the baseline traffic volumes. The traffic volumes for each of the study intersections for the Baseline Plus Project scenario are shown in **Figure 8**. **Table 6** summarizes the LOS results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets are presented in the appendix to this report. As shown in **Table 6**, all of the study intersections would continue to have acceptable conditions

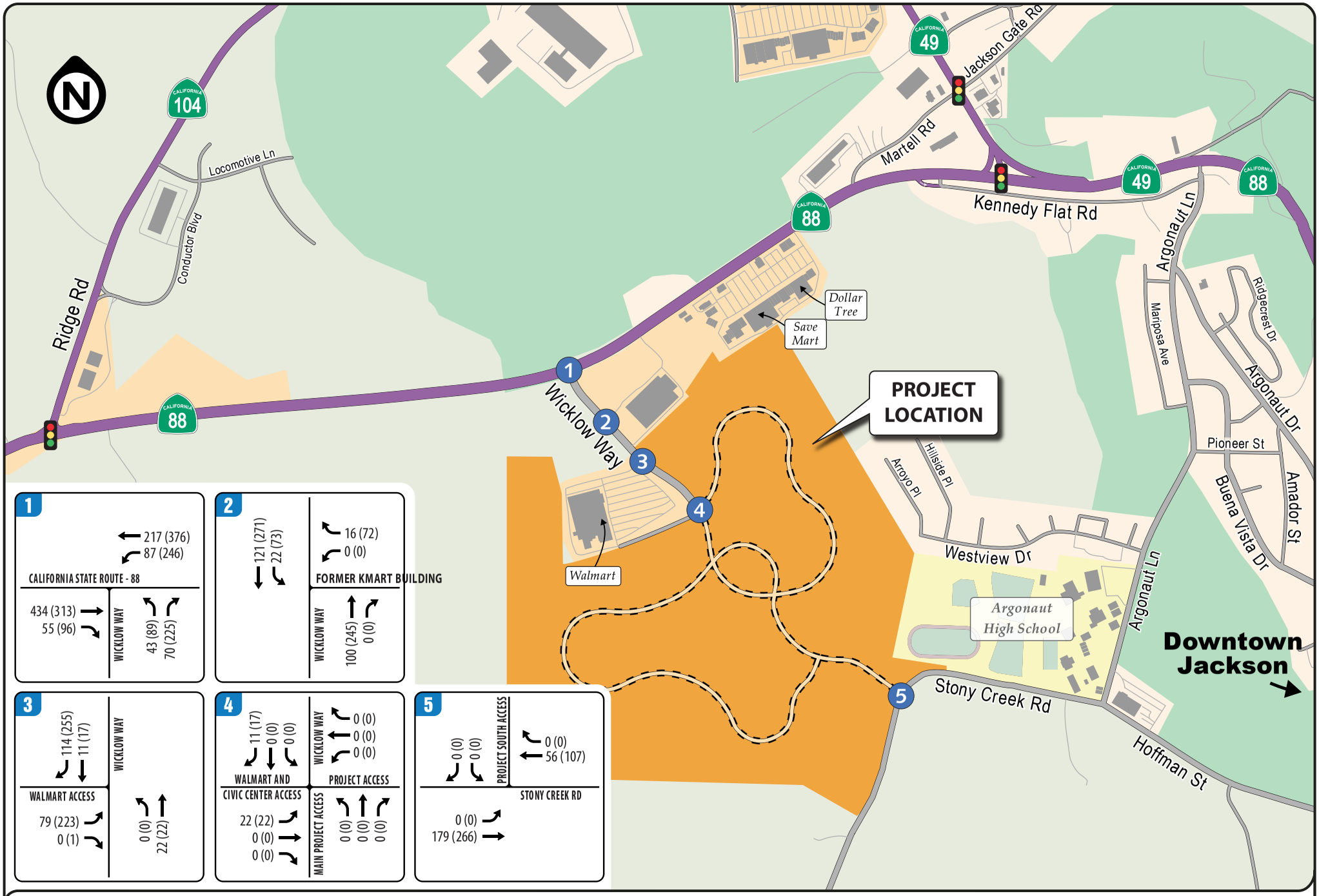

FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRANSPORTATION ANALYSIS

Wicklow Way Specific Plan

Amador County

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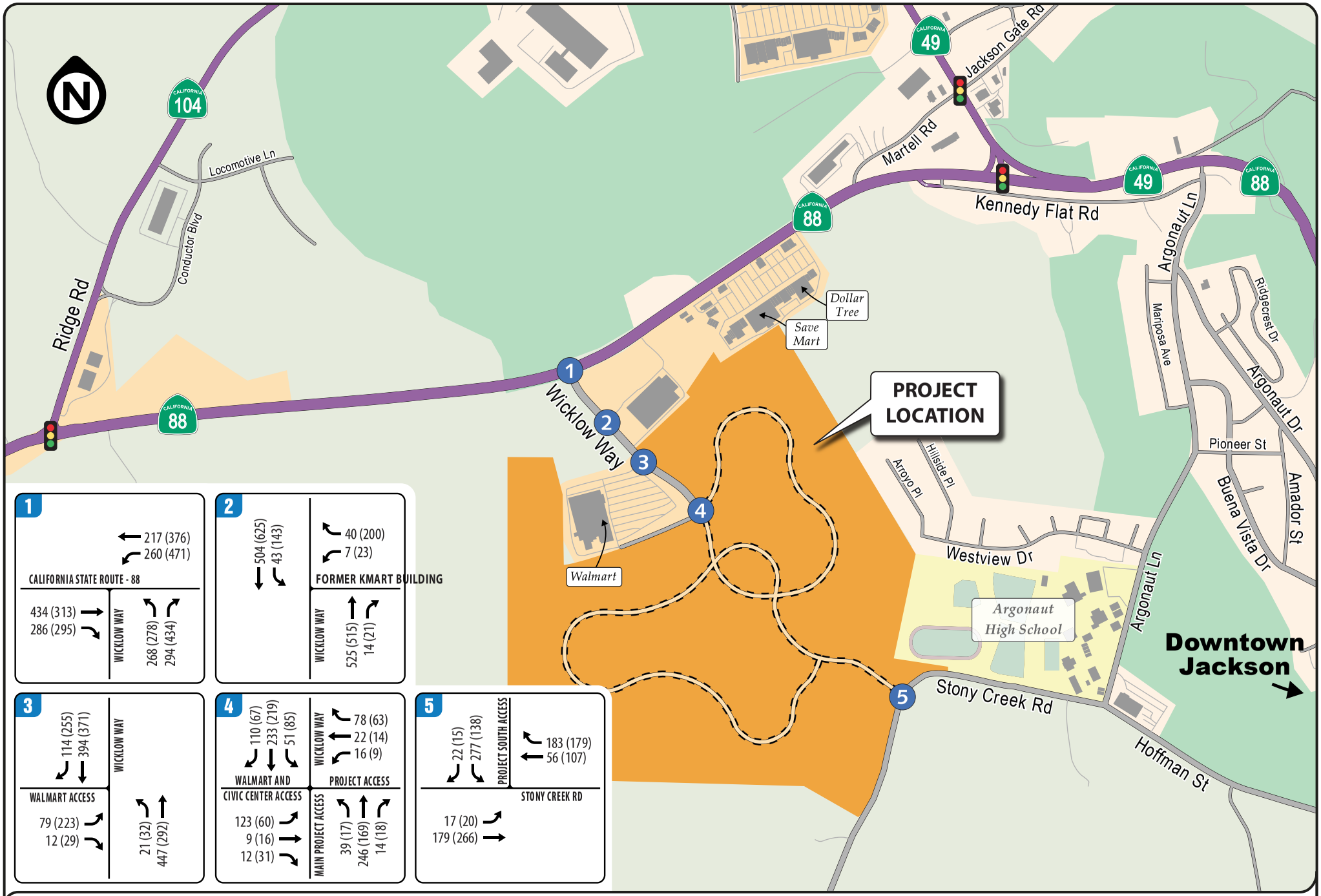

FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRANSPORTATION ANALYSIS

Wicklow Way Specific Plan

Amador County

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TABLE 6
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	WICKLOW WAY & STATE ROUTE 88	Side Street Stop	AM	15.5	C	**> 50.0**	**F**
			PM	**34.5**	**D**	**> 50.0**	**F**
2	WICKLOW WAY & FORMER KMART BUILDING	Side Street Stop	AM	8.7	A	10.4	B
			PM	9.4	A	12.2	B
3	WICKLOW WAY & WALMART MAIN ACCESS	Side Street Stop	AM	9.4	A	18.3	C
			PM	11.4	B	**30.9**	**D**
4	WICKLOW WAY & PROJECT ACCESS / WALMART REAR ACCESS	All Way Stop	AM	7.5	A	10.3	B
			PM	7.4	A	9.2	A
5	WICKLOW WAY & STONY CREEK RD	Side Street Stop	AM	0.0	NA	16.2	C
			PM	0.0	NA	15.0	C

SOURCE: Abrams Associates, 2023 **NOTE:** Delay results are presented in terms of seconds per vehicle.

under the Baseline Plus Project scenario during the weekday AM and PM peak hours, with the exception of Wicklow Way at State Route 88 and at the main Walmart Entrance. Mitigations to improve the traffic operations at these intersections are discussed in Section 5.

4.6 Cumulative Traffic Capacity Conditions (Scenario 5)

For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements plus incremental growth of 0.5% per year in background traffic based on the Amador County Travel Demand Model. This scenario includes the addition of traffic from the assumed reoccupation of the 89,479 square foot former K-Mart Building. This scenario also includes additional through traffic from Argonaut High School, based on the planned expansion to a maximum capacity enrollment of 1,325 students. As noted previously, based on an evaluation of the school's attendance boundaries it was conservatively assumed that about 20% of the school's traffic would come from the west on SR 88 and would use Wicklow Way to access the high school. **Figure 9** presents the cumulative build-out traffic volumes for the project study intersections. **Table 7** summarizes the LOS results for the Cumulative (Year 2045) traffic conditions at each of the project study intersections. As shown on this table, the project study intersections would be forecast to continue to have acceptable conditions during the weekday AM and PM peak commute hours, with the exception of Wicklow Way at State Route 88 and at the main Walmart Entrance.

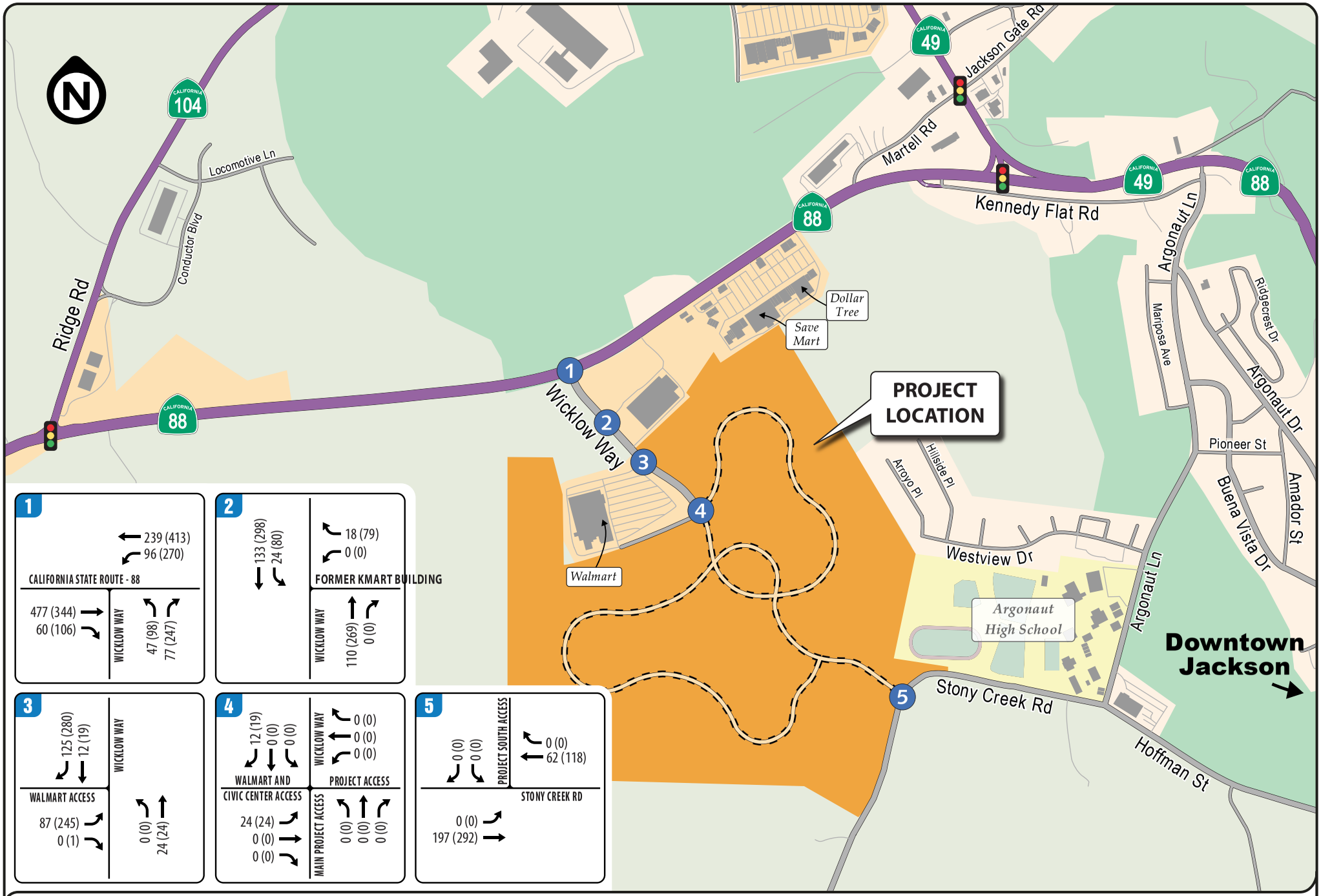

FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRANSPORTATION ANALYSIS

Wicklow Way Specific Plan

Amador County

Abrams Associates
TRAFFIC ENGINEERING, INC.

TABLE 7
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	WICKLOW WAY & STATE ROUTE 88	Side Street Stop	AM	17.2	C	**> 50.0**	**F**
			PM	**> 50.0**	**F**	**> 50.0**	**F**
2	WICKLOW WAY & FORMER KMART BUILDING	Side Street Stop	AM	8.7	A	10.5	B
			PM	9.6	A	12.5	B
3	WICKLOW WAY & WALMART MAIN ACCESS	Side Street Stop	AM	9.5	A	19.3	C
			PM	11.9	B	**38.1**	**E**
4	WICKLOW WAY & PROJECT ACCESS / WALMART REAR ACCESS	All Way Stop	AM	7.6	A	10.4	B
			PM	7.4	A	9.3	A
5	WICKLOW WAY & STONY CREEK RD	Side Street Stop	AM	N/A	N/A	17.5	C
			PM	N/A	N/A	15.9	C

SOURCE: Abrams Associates, 2023 **NOTE:** Delay results are presented in terms of seconds per vehicle.

4.7 Cumulative Plus Project Traffic Capacity Conditions (Scenario 6)

Table 7 summarizes the LOS results for the Cumulative Plus Project (Year 2045) traffic conditions at each of the project study intersection. **Figure 10** presents the cumulative build-out traffic volumes including the traffic from the proposed project. As shown on this table, all of the signalized study intersections would continue to have acceptable conditions during the weekday peak hours, with the exception of Wicklow Way at State Route 88 and at the main Walmart Entrance. Mitigations to improve operations at these intersections are discussed in Section 5.

4.8 Vehicle Miles Traveled

One performance measure that can be used to quantify the transportation impacts of a project is vehicle miles traveled (VMT). This section presents an analysis of the extent of the VMT-related transportation impacts caused by the Project. The Governor's Office of Planning and Research (OPR) provides guidance on VMT analysis, thresholds, and screening criteria.[2] It is our understanding that the County has not adopted screening criteria, and therefore the screening criterion were based on OPR guidance. The County has previously determined that a significant VMT impact would occur if the proposed project's home-based VMT per capita or VMT per employee exceeds the existing Amador County average home-based VMT per capita or VMT per employee, respectively.[3] For the proposed project neither the VMT per capita (resident) or VMT per employee impact thresholds would be exceeded. The Project is not located in a Transit Priority Area but, subject to County approval, the project could potentially be screened out from VMT analysis because of its location in a relatively low VMT generating area.

[2] *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, Sacramento, CA, December, 2018.
[3] *Putnam Ranch Development Project Transportation Analysis Report*, Fehr & Peers, Roseville, CA, May 11, 2023.

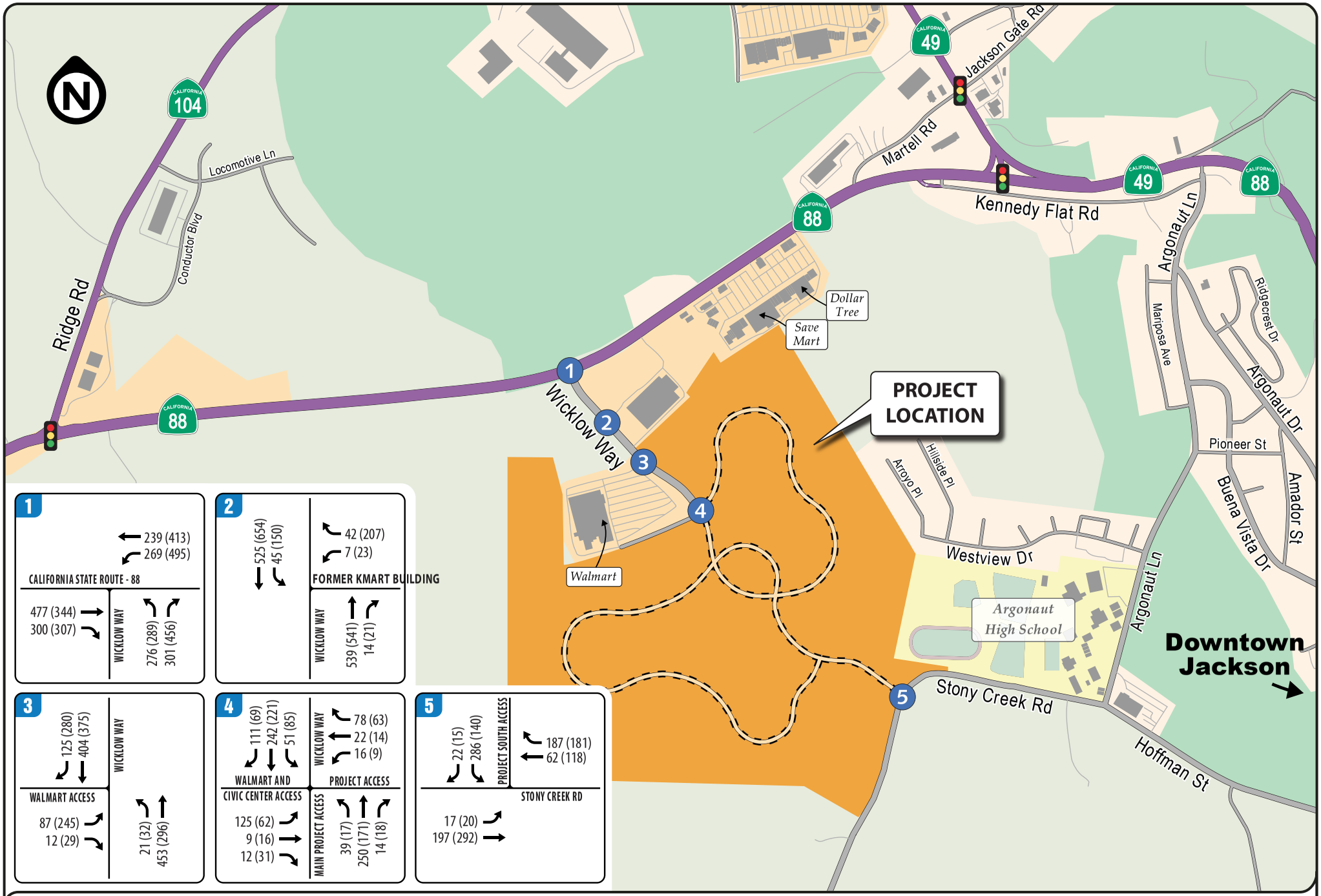

FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRANSPORTATION ANALYSIS

Wicklow Way Specific Plan

Amador County

Abrams Associates
TRAFFIC ENGINEERING, INC.

For this analysis Fehr & Peers VMT+ model was used. VMT+ utilizes a custom data set from StreetLight Data, which is based on anonymized locational records, passively collected from smart phones, and it provides home-based VMT per capita and home-based VMT per worker in California, down to the census block group. The model calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area. The volume of traffic and distance traveled depends on mix of land use types, density, and location as well as the existing and planned transportation system, including availability of public transportation. The model divides areas within the County into census block, which are used for transportation analysis and other planning purposes. It should be noted that the conclusions would be expected to be the same using the Amador County Transportation Commission's Travel Demand Model due to the project's location on SR 88 near the city limits the City of Jackson.

Near-Term Plus Project VMT Analysis - Based on the VMT+ Travel Demand Model the County's average home-based VMT per capita is 33,2 and the average VMT per employee is estimated to be 22.9miles. The employees of the proposed project would be expected to have similar VMT to existing employees within the census block where the project is located, and in other surrounding TAZ's with similar land uses. The VMT per employee estimated for the project area by the VMT+ model would therefore be assumed represent the approximate VMT per employee that would be generated by the proposed project as well. The project site is located in census block group 060050003041. **Table 11** summarizes the existing home-based VMT per capita for the project and provides a comparison to the County average VMT per capita. **Table 12** summarizes the existing VMT per employee for the project and provides a comparison to the County average VMT per employee. As seen in **Tables 11 and 12**, the proposed project is forecast to have an average VMT per capita of 25.3 miles and VMT per employee of 14.7 miles. Therefore, data from the VMT+ model indicates the project would not have a significant impact on VMT in the County. This assumes the retail/commercial portion of the specific plan would be local serving and would not include any big-box stores with over 50,000 square feet, which could then be considered regional serving. It should be noted the former 89,479 square foot K-Mart building is located outside the specific plan area, but it is assumed to be reoccupied by another tenant in the baseline and cumulative scenarios.

TABLE 11
NEAR-TERM PLUS PROJECT HOME-BASED VMT PER CAPITA RESULTS

Scenario	***Project Average VMT Per Resident***	***VMT Impact Threshold*** [1]	***Impact?***
2024 Plus Project	**25.3 miles**	**33.2 miles**	**No**

NOTE: [1] *The existing plus project VMT impact threshold for residential projects in Amador County is a VMT per resident that is no higher than the Countywide average VMT per resident which is 33.2 miles.*

TABLE 12
NEAR-TERM PLUS PROJECT VMT PER EMPLOYEE RESULTS

Scenario	*Project Average VMT Per Employee*	*VMT Impact Threshold* [1]	*Impact?*
2024 Plus Project	**14.7 miles**	**22.9 miles**	**No**

NOTE: [1] *The existing plus project VMT impact threshold for commercial projects in Amador County is a VMT per employee that is no higher than the Countywide average VMT per employee which is 22.9 miles.*

Cumulative Plus Project VMT Analysis - Since the project was not found to have a significant impact on VMT in the near-term scenario, a detailed evaluation of the project's cumulative VMT impacts was not conducted. The cumulative analysis is for determining if the Countywide VMT increases or decreases with the proposed project, relative to the VMT generated that would otherwise be generated by full General Plan buildout. Based on the data described above, the project's cumulative VMT impacts would also be assumed to be less-than-significant.

4.9 Transit Impacts

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to bus transit are expected. The proposed project is not be expected to significantly impact the operating capacity any existing Amador Transit bus routes. The proposed project could potentially help support existing bus services with additional transit ridership and would not conflict with any transit plans or goals of the County or Amador Transit. Although the proposed project does have the potential to increase patronage on bus lines in the area, no significant effects on transit capacity are anticipated given that the additional ridership would be added primarily in the non-peak directions. As a result, the project would not be expected to result in any significant impacts to bus transit service in the area.

4.10 Pedestrians, Bicycles and Non-Motorized Vehicular Travel

The County does not have level of service standards for pedestrian or bicycle facilities. Nevertheless, use of existing facilities by the users of the project would not be expected to overcrowd those facilities or decrease their performance or safety. The project will add pedestrians and bicyclists in the area but the volumes added would not be expected to significantly impact any existing facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities. However, consistent with the County General Plan, the project could be asked to contribute to pedestrian and bicycle improvement measures in the project vicinity.

4.11 Site Access and Circulation

Based on the analysis of the proposed project it is recommended that a traffic signal be installed at the main Wicklow Way entrance intersection on State Route 88 to maintain the County's LOS standards. This would also include prohibiting U-turns on the westbound SR 88 approach to allow for a right-turn overlap phase on Wicklow Way (i.e. a green arrow for motorists turning right from Wicklow Way onto SR 88). It is also recommended that for the southern entrance Wicklow Way should include separate right and left turn lanes on its approach to Stony Creek Road. Lastly, as noted above, under cumulative (2045) buildout conditions a traffic signal may ultimately be required at the main driveway to the existing Walmart. No other site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay.

4.12 Parking

The proposed project would provide an adequate supply of off-street parking based on the County's requirements. The project is currently proposing to meet the County's parking requirements and based on a review of the proposed parking plan there would be no significant parking impacts expected to the surrounding properties.

5) MITIGATION

The following is a summary of the proposed mitigation measures to address the transportation impacts of the project. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following mitigation measures would reduce the project impacts to a *less-than-significant* level.

Impact #1 Impacts to intersection operations - The project would result in a significant contribution (greater than 5 seconds delay) to the LOS operations at two intersections that would exceed the established standards under future conditions:

1) Wicklow Way at State Route 88 (Intersection #1)
2) Wicklow Way at the Main Walmart Entrance (Intersection #3)

The addition of traffic from the proposed project would result in an increase in delay of more than five seconds to these two intersections that are forecast to exceed the established LOS standards. The following mitigation measures would be forecast to reduce the impacts to a less-than-significant level in all of the plus project scenarios.

Mitigation Measures

MM 1 (a) *Wicklow Way at State Route 88 – Installation of a traffic signal. This would also include prohibiting U-turns on the westbound SR 88 approach to allow for a right-turn overlap phase on Wicklow Way (i.e. a green arrow for motorists turning right from Wicklow Way onto SR 88). This traffic signal is forecast to be required for project construction traffic and for the first phase of the project.*

MM 1 (b) *Wicklow Way at the Main Walmart Entrance – Installation of a traffic signal. This intersection is forecast to just exceed the County's LOS standards (LOS D) under baseline plus project conditions, and it is recommended that the intersection be monitored to determine if additional changes end up being needed. However, under cumulative plus project conditions this intersection would operate at LOS E (on the side street approach) and is forecast to come very close to meeting Caltrans Peak Hour Warrant for a traffic signal. Therefore, it is recommended that the County plan for the future installation of a traffic signal at this location. It should be noted that a traffic signal in this location could also help facilitate safe pedestrian crossings and could*

serve to slightly reduce travel speeds and calm traffic on the adjacent segment of Wicklow Way.

Impact #2 Impacts related to site access and circulation.

As noted above, based on the analysis of the proposed project it is recommended that a traffic signal be installed at the main Wicklow Way entrance intersection on State Route 88 to maintain the County's LOS standards. This would also include prohibiting U-turns on the westbound SR 88 approach to allow for a right-turn overlap phase on Wicklow Way (i.e. a green arrow for motorists turning right from Wicklow Way onto SR 88). It is also recommended that for the southern entrance Wicklow Way should include separate right and left turn lanes on its approach to Stony Creek Road. Lastly, as noted above, under cumulative (2045) buildout conditions a traffic signal may ultimately be required at the main driveway to the existing Walmart. No other site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay.

Mitigation Measures
Implementation of Mitigation Measure MM 1

Impact #3 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to bus transit are expected. In addition, the project would not significantly impact or change the design of any existing transportation facility or create any new safety problems in the area. Therefore, based on the County's significance criteria the project's impacts on alternative transportation would be considered less than significant and no mitigations would be required.

Mitigation Measures
None required.

Impact #4 Demolition and construction activities associated with the proposed project would result in an increase in traffic to and from the site and could lead to unsafe conditions near the project site.

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 36 months.

Heavy Equipment

Approximately 30 truck trips per day are estimated throughout the demolition and construction of the proposed project. In addition, approximately 10 loads of heavy equipment would being hauled to and from the site each month, which would be short-term and temporary. However, heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. The project would be expected to implement a Construction Traffic Control Plan to address these issues, as per County requirements.

The requirements within the Construction Traffic Control Plan would include, but not be limited to, the following: truck drivers would be notified of and required to use the most direct routes; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary traffic signals; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; warning signs indicating frequent truck entry and exit would be posted on SR 88; and any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, the ten loads of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the countywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on estimates of the number of construction workers, the project could require parking for up to 1,200 vehicles during the peak construction period.

Additionally, deliveries, visits, and other activities may generate a peak non-worker parking demand of 40 to 50 trucks and automobiles per day. Therefore, up to 1,250 vehicle parking spaces may be required during the peak construction period for the construction employees. Because the construction of the project can be staged so that employee parking demand is met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Construction Material Import/Export

The project would also require removal of existing debris as well as the importation of construction material, including raw materials for the building pads, the buildings, the parking areas, and landscaping. During the maximum peak construction period, it is estimated material import and export could generate approximately 150 truck trips per day.

Construction Trip Generation Summary

Based on the above estimates the project would be forecast to generate an average of approximately 680 trips per hour during the peak AM and PM commute hours. This traffic would all be traveling to and from SR 88 (via Wicklow Way) until the connection to Stony Point Road is completed. During the maximum peak construction period, it is estimated material import and export could generate an additional 45 truck trips during the AM and PM peak commute hours, resulting in a forecast total of 725 trips per hour.

Construction Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and to ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. Based on this assumption the project would require installation of a traffic signal at Wicklow Way and SR 88 prior to beginning construction. If the project is built in phases over time, the effects of each phase will be the same or less. Therefore, with construction of the traffic signal at Wicklow Way and SR 88 the demolition and construction activities associated with the proposed project, or its individual phases, would not be forecast to lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a ***less-than-significant*** impact.

Mitigation Measure(s)
Implementation of Mitigation Measure MM 1 (a)

Impact #5 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project includes the main entrance on SR 88 and will include a

secondary access onto Stony Creek Road. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways would be adequate. In addition, with the proposed mitigations the addition of project traffic would not result in any significant changes to emergency vehicle response times in the area. Therefore, development of the project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measures

None required.

Transportation Analysis Technical Appendix

Wicklow Way Specific Plan

Amador County

Prepared by:
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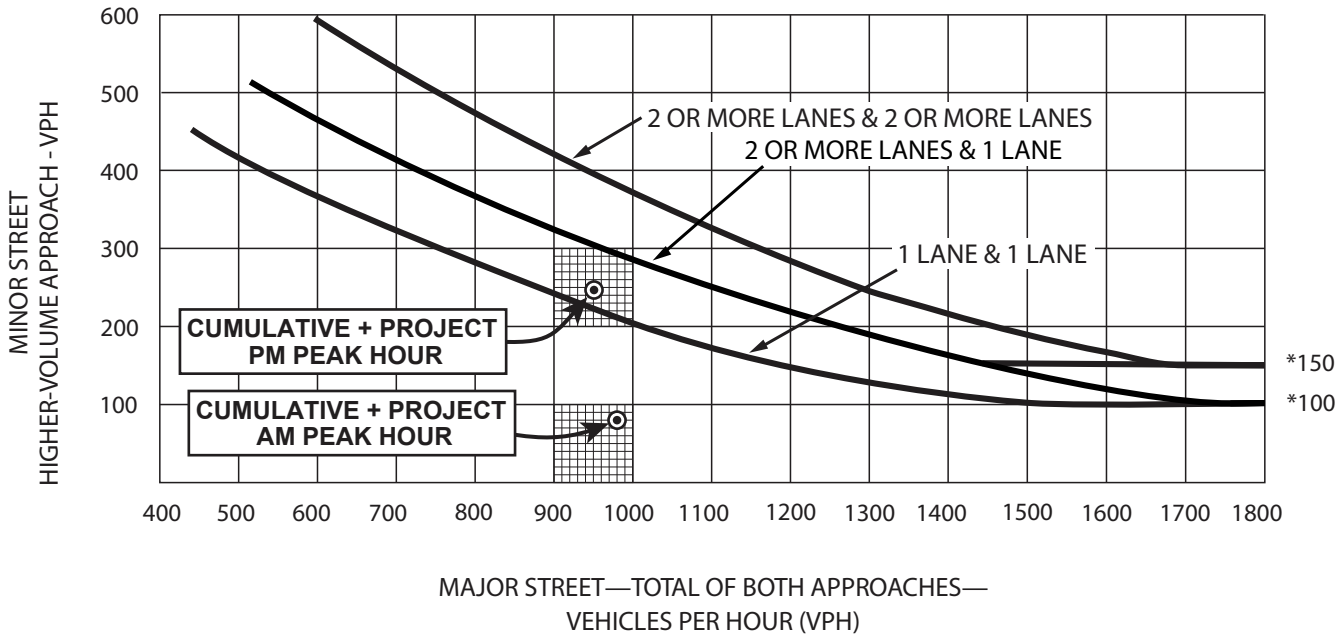
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596

Abrams Associates
TRAFFIC ENGINEERING, INC.

March 28, 2024

PEAK HOUR VOLUME WARRANT
(Urban Areas)



*** NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR-STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR-STREET APPROACH WITH ONE LANE.

SOURCE:
MUTCD, CHAPTER 4
(FIGURE 4C-3)

#3 - WICKLOW WAY & WALMART ACCESS - CUMULATIVE PLUS PROJECT
Wicklow Way
City of Jackson

Abrams Associates
TRAFFIC ENGINEERING, INC.

Wicklow Way **2023-2018**
Amador County **5 Years**

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2018															
90687637	20180316	1732	WICKLOW WAY	SR-88	528	S	N	Cloudy	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
90755750	20180625	1308	WICKLOW WAY	SR-88	932	S	N	Clear	Hit Object	Property Damage Only	0	0	Improper Turning	Fixed Object	0
90770742	20180712	1710	SR-88	WICKLOW WAY	1700	W	N	Clear	Rear End	Injury (Complaint of Pain)	0	1	Unsafe Speed	Other Motor Vehicle	0
90774471	20180719	920	SR-88	WICKLOW WAY	1000	W	N	Clear	Other	Property Damage Only	0	0	Other than Driver (or Pedestrian)	Animal	0
90782756	20180727	934	WICKLOW WAY	SR-88	528	S	N	Clear	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
90805935	20180830	1845	WICKLOW WAY	SR-88	528	S	N	Clear	Sideswipe	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
90863719	20181105	1600	SR-88	WICKLOW WAY	0	0	Y	Clear	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
2019															
90968582	20190410	1155	SR-88	WICKLOW WAY	2640	E	N	Clear	Sideswipe	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
91045636	20190803	1335	SR-88	WICKLOW WAY	0	0	Y	Clear	Broadside	Injury (Other Visible)	0	2	Automobile Right of Way	Other Motor Vehicle	0
91086896	20190926	1425	SR-88	WICKLOW WAY	0	0	Y	Clear	Broadside	Injury (Complaint of Pain)	0	2	Automobile Right of Way	Other Motor Vehicle	0

Wicklow Way **2023-2018**
Amador County **5 Years**

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2020															
91160894	20200105	1840	SR-88	WICKLOW WAY	1584	E	N	Clear	Head On	Injury (Complaint of Pain)	0	1	Automobile Right of Way	Other Motor Vehicle	0
91183338	20200206	1650	STATE ROUTE 88	WICKLOW WAY	0	0	Y	Clear	Broadside	Injury (Complaint of Pain)	0	1	Automobile Right of Way	Other Motor Vehicle	0
91241258	20200517	1255	WICKLOW WAY	SR-88	25	S	N	Cloudy	Hit Object	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0
91320191	20201003	1155	SR-88	WICKLOW WAY	0	0	Y	Clear	Broadside	Injury (Other Visible)	0	1	Traffic Signals and Signs	Other Motor Vehicle	0
91321918	20201006	1700	WICKLOW WAY	WALMART ENTRANC	0	0	Y	Clear	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
2021															
91467318	20210503	37	SR-88	WICKLOW WAY	2112	W	N	Clear	Overturned	Property Damage Only	0	0	Wrong Side of Road	Non-Collision	0
91490688	20210605	1020	SR-88	WICKLOW WAY	0	0	Y	Clear	Broadside	Injury (Other Visible)	0	2	Automobile Right of Way	Other Motor Vehicle	0
91572075	20210903	1552	STATE ROUTE 88	WICKLOW WAY	528	E	N	Clear	Broadside	Injury (Other Visible)	0	6	Automobile Right of Way	Other Motor Vehicle	0
2022															
91773265	20220510	1600	WICKLOW WAY	SR-88	900	S	N	Cloudy	Sideswipe	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
91827206	20220717	1950	WICKLOW WAY	SR-88	898	S	N	Clear	Broadside	Property Damage Only	0	0	**DUI**	Other Motor Vehicle	Y

Wicklow Way **2023-2018**

Amador County **5 Years**

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2023															
92029931	20230309	1750	WICKLOW WAY	10355 WICKLOW WA	0	0	Y	Raining	Sideswipe	Property Damage Only	0	0	Unknown	Other Motor Vehicle	0
92112209	20230602	1645	SR-88	WICKLOW WAY	0	0	Y	Clear	Broadside	Injury (Other Visible)	0	1	Improper Turning	Other Motor Vehicle	0
92148614	20230804	729	SR-88	WICKLOW WAY	2640	W	N	Clear	Vehicle/Ped	Injury (Other Visible)	0	1	Unsafe Speed	Pedestrian	0
92245516	20231117	1800	STATE HIGHWAY 88	WICKLOW WAY	0	0	Y	Cloudy	Sideswipe	Property Damage Only	0	0	Unsafe Starting or Backing	#N/A	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	42	68	197	34	57
Future Vol, veh/h	394	42	68	197	34	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	438	47	76	219	38	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	485	0	809	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1073	-	348	617
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1073	-	323	617
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	617	-	-	1073	-
HCM Lane V/C Ratio	0.117	0.103	-	-	0.07	-
HCM Control Delay (s)	17.6	11.5	-	-	8.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	91	0	1	110
Future Vol, veh/h	0	3	91	0	1	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	99	0	1	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	161	50	0	0	99	0
Stage 1	99	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	814	1008	-	-	1492	-
Stage 1	914	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	813	1008	-	-	1492	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	1492	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.6	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	0	0	20	10	103
Future Vol, veh/h	72	0	0	20	10	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	0	0	22	11	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	78	62	123	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	916	990	1462	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	916	990	1462	-	-	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	916	-	-
HCM Lane V/C Ratio	-	-	0.085	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	0	0	0	0	0	0	0	0	0	10
Future Vol, veh/h	20	0	0	0	0	0	0	0	0	0	0	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	0	0	0	0	0	0	11
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	7.9	0	0	6.6
HCM LOS	A	-	-	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	100%	100%	0%	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	20	0	0	0	10
LT Vol	0	0	20	0	0	0	0
Through Vol	0	0	0	0	0	0	0
RT Vol	0	0	0	0	0	0	10
Lane Flow Rate	0	0	22	0	0	0	11
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0	0	0.031	0	0	0	0.012
Departure Headway (Hd)	4.577	2.842	5.054	4.554	4.57	4.572	3.871
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	0	712	0	0	0	924
Service Time	2.302	0.567	2.758	2.258	2.584	2.295	1.595
HCM Lane V/C Ratio	0	0	0.031	0	0	0	0.012
HCM Control Delay	7.3	5.6	7.9	7.3	7.6	7.3	6.6
HCM Lane LOS	N	N	A	N	N	N	A
HCM 95th-tile Q	0	0	0.1	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	51	0	0	0
Future Vol, veh/h	0	31	51	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	55	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	89	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1550	-	-	-	912	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1550	-	-	-	912	1012
Mov Cap-2 Maneuver	-	-	-	-	912	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1550	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	58	188	341	52	170
Future Vol, veh/h	284	58	188	341	52	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	316	64	209	379	58	189

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	380	0	1113	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	797	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1173	-	230	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1173	-	189	722
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	722	-	-	1173	-
HCM Lane V/C Ratio	0.306	0.262	-	-	0.178	-
HCM Control Delay (s)	32.2	11.7	-	-	8.7	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	1	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	222	0	2	246
Future Vol, veh/h	0	2	222	0	2	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	241	0	2	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	379	121	0	0	241	0
Stage 1	241	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	596	908	-	-	1323	-
Stage 1	776	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	908	-	-	1323	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	1323	-
HCM Lane V/C Ratio	-	-	0.002	0.002	-
HCM Control Delay (s)	-	-	9	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	202	1	0	20	15	231
Future Vol, veh/h	202	1	0	20	15	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	1	0	22	16	251

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	153	134	267	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	823	890	1294	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	823	890	1294	-	-	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1294	-	823	-	-
HCM Lane V/C Ratio	-	-	0.268	-	-
HCM Control Delay (s)	0	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	0	0	0	0	0	0	0	0	0	15
Future Vol, veh/h	20	0	0	0	0	0	0	0	0	0	0	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	0	0	0	0	0	0	16
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	7.9	0	0	6.7
HCM LOS	A	-	-	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	100%	100%	0%	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	20	0	0	0	15
LT Vol	0	0	20	0	0	0	0
Through Vol	0	0	0	0	0	0	0
RT Vol	0	0	0	0	0	0	15
Lane Flow Rate	0	0	22	0	0	0	16
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0	0	0.031	0	0	0	0.018
Departure Headway (Hd)	4.579	2.845	5.062	4.562	4.578	4.572	3.871
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	0	710	0	0	0	924
Service Time	2.306	0.57	2.77	2.27	2.596	2.295	1.595
HCM Lane V/C Ratio	0	0	0.031	0	0	0	0.017
HCM Control Delay	7.3	5.6	7.9	7.3	7.6	7.3	6.7
HCM Lane LOS	N	N	A	N	N	N	A
HCM 95th-tile Q	0	0	0.1	0	0	0	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	70	97	0	0	0
Future Vol, veh/h	0	70	97	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	105	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	181	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1486	-	-	-	808	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1486	-	-	-	808	949
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1486	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	69.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	217	241	197	233	281
Future Vol, veh/h	394	217	241	197	233	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	438	241	268	219	259	312

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	679	0	1193	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	755	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	908	-	~ 206	617
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	908	-	~ 145	617
Mov Cap-2 Maneuver	-	-	-	-	~ 145	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	326	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	205.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	145	617	-	-	908	-
HCM Lane V/C Ratio	1.785	0.506	-	-	0.295	-
HCM Control Delay (s)	$ 432.8	16.7	-	-	10.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	19.3	2.9	-	-	1.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	490	0	22	437
Future Vol, veh/h	0	27	490	0	22	437
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	533	0	24	475

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	819	267	0	0	533	0
Stage 1	533	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	314	731	-	-	1031	-
Stage 1	553	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	307	731	-	-	1031	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	731	1031	-
HCM Lane V/C Ratio	-	-	0.04	0.023	-
HCM Control Delay (s)	-	-	10.1	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	0	0	419	337	103
Future Vol, veh/h	72	0	0	419	337	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	0	0	455	366	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	650	239	478	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	402	762	1081	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	402	762	1081	-	-	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1081	-	402	-	-
HCM Lane V/C Ratio	-	-	0.195	-	-
HCM Control Delay (s)	0	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	0	0	0	0	78	0	220	0	51	177	109
Future Vol, veh/h	121	0	0	0	0	78	0	220	0	51	177	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	0	0	0	0	85	0	239	0	55	192	118
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.4	9.5	8.5	10
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	37%	0%
Vol Thru, %	100%	100%	0%	100%	0%	63%	45%
Vol Right, %	0%	0%	0%	0%	100%	0%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	110	121	0	78	140	198
LT Vol	0	0	121	0	0	51	0
Through Vol	110	110	0	0	0	89	89
RT Vol	0	0	0	0	78	0	109
Lane Flow Rate	120	120	132	0	85	152	215
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.189	0.131	0.241	0	0.132	0.236	0.299
Departure Headway (Hd)	5.689	3.935	6.599	6.094	5.602	5.698	5.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	635	917	546	0	642	634	706
Service Time	3.389	1.635	4.314	3.809	3.619	3.398	2.823
HCM Lane V/C Ratio	0.189	0.131	0.242	0	0.132	0.24	0.305
HCM Control Delay	9.7	7.2	11.4	8.8	9.5	10.1	10
HCM Lane LOS	A	A	B	N	A	B	A
HCM 95th-tile Q	0.7	0.5	0.9	0	0.5	0.9	1.3

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	31	51	157	221	22
Future Vol, veh/h	17	31	51	157	221	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	34	55	171	240	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	226	0	-	0	211	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1342	-	-	-	777	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	766	907
Mov Cap-2 Maneuver	-	-	-	-	766	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1342	-	-	-	766	907
HCM Lane V/C Ratio	0.014	-	-	-	0.314	0.026
HCM Control Delay (s)	7.7	0	-	-	11.8	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.3	0.1

Intersection	
Int Delay, s/veh	197.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	246	413	341	230	379
Future Vol, veh/h	284	246	413	341	230	379
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	316	273	459	379	256	421

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	589	0	1613	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	1297	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	981	-	~ 114	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	~ 255	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	981	-	~ 61	722
Mov Cap-2 Maneuver	-	-	-	-	~ 61	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	~ 136	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.5	$ 604.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	61	722	-	-	981	-
HCM Lane V/C Ratio	4.189	0.583	-	-	0.468	-
HCM Control Delay (s)	$ 1573	16.7	-	-	11.9	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	27.8	3.8	-	-	2.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	130	481	0	72	589
Future Vol, veh/h	0	130	481	0	72	589
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	141	523	0	78	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	999	262	0	0	523	0
Stage 1	523	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	240	737	-	-	1040	-
Stage 1	559	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	737	-	-	1040	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	737	1040	-
HCM Lane V/C Ratio	-	-	0.192	0.075	-
HCM Control Delay (s)	-	-	11	8.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	202	1	0	279	358	231
Future Vol, veh/h	202	1	0	279	358	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	1	0	303	389	251

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	667	320	640	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	392	676	940	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	392	676	940	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	940	-	393	-	-
HCM Lane V/C Ratio	-	-	0.561	-	-
HCM Control Delay (s)	0	-	25.3	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	3.3	-	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	0	0	0	0	63	0	158	0	85	208	65
Future Vol, veh/h	58	0	0	0	0	63	0	158	0	85	208	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	0	0	0	0	68	0	172	0	92	226	71
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	9.9	8.9	7.7	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	45%	0%
Vol Thru, %	100%	100%	0%	100%	0%	55%	62%
Vol Right, %	0%	0%	0%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	79	58	0	63	189	169
LT Vol	0	0	58	0	0	85	0
Through Vol	79	79	0	0	0	104	104
RT Vol	0	0	0	0	63	0	65
Lane Flow Rate	86	86	63	0	68	205	184
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.126	0.085	0.111	0	0.1	0.301	0.244
Departure Headway (Hd)	5.294	3.547	6.36	5.856	5.237	5.279	4.782
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	675	1003	561	0	681	680	749
Service Time	3.041	1.294	4.126	3.622	3.297	3.019	2.522
HCM Lane V/C Ratio	0.127	0.086	0.112	0	0.1	0.301	0.246
HCM Control Delay	8.8	6.6	9.9	8.6	8.9	10.3	9.1
HCM Lane LOS	A	A	A	N	A	B	A
HCM 95th-tile Q	0.4	0.3	0.4	0	0.3	1.3	1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	70	97	168	127	15
Future Vol, veh/h	20	70	97	168	127	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	76	105	183	138	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	317	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1274	-	-	-	676	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	664	844
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1274	-	-	-	664	844
HCM Lane V/C Ratio	0.017	-	-	-	0.208	0.019
HCM Control Delay (s)	7.9	0	-	-	11.8	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	434	55	87	217	43	70
Future Vol, veh/h	434	55	87	217	43	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	482	61	97	241	48	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	543	0	917	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1021	-	301	582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1021	-	272	582
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	272	582	-	-	1021	-
HCM Lane V/C Ratio	0.176	0.134	-	-	0.095	-
HCM Control Delay (s)	21	12.1	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	100	0	22	121
Future Vol, veh/h	0	16	100	0	22	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	109	0	24	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	223	55	0	0	109	0
Stage 1	109	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	745	1000	-	-	1479	-
Stage 1	903	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	733	1000	-	-	1479	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1000	1479	-
HCM Lane V/C Ratio	-	-	0.017	0.016	-
HCM Control Delay (s)	-	-	8.7	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	0	0	22	11	114
Future Vol, veh/h	79	0	0	22	11	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	0	0	24	12	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	68	136	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	906	981	1446	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	981	1446	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	906	-	-
HCM Lane V/C Ratio	-	-	0.095	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	0	0	0	0	0	0	0	0	0	11
Future Vol, veh/h	22	0	0	0	0	0	0	0	0	0	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	0	0	0	0	0	0	0	0	0	12
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	7.9	0	0	6.7
HCM LOS	A	-	-	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	100%	100%	0%	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	22	0	0	0	11
LT Vol	0	0	22	0	0	0	0
Through Vol	0	0	0	0	0	0	0
RT Vol	0	0	0	0	0	0	11
Lane Flow Rate	0	0	24	0	0	0	12
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0	0	0.034	0	0	0	0.013
Departure Headway (Hd)	4.582	2.847	5.056	4.556	4.574	4.576	3.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	0	712	0	0	0	923
Service Time	2.309	0.573	2.76	2.26	2.588	2.301	1.601
HCM Lane V/C Ratio	0	0	0.034	0	0	0	0.013
HCM Control Delay	7.3	5.6	7.9	7.3	7.6	7.3	6.7
HCM Lane LOS	N	N	A	N	N	N	A
HCM 95th-tile Q	0	0	0.1	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	179	56	0	0	0
Future Vol, veh/h	0	179	56	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	195	61	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	256	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	733	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	733	1004
Mov Cap-2 Maneuver	-	-	-	-	733	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	9.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	313	96	246	376	89	225
Future Vol, veh/h	313	96	246	376	89	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	348	107	273	418	99	250

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	455	0	1312	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	964	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1100	-	174	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1100	-	131	693
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	34.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	131	693	-	-	1100	-
HCM Lane V/C Ratio	0.755	0.361	-	-	0.248	-
HCM Control Delay (s)	88.6	13.1	-	-	9.4	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.4	1.6	-	-	1	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	72	245	0	73	271
Future Vol, veh/h	0	72	245	0	73	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	266	0	79	295

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	572	133	0	0	266	0
Stage 1	266	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	450	892	-	-	1295	-
Stage 1	754	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	423	892	-	-	1295	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	892	1295	-
HCM Lane V/C Ratio	-	-	0.088	0.061	-
HCM Control Delay (s)	-	-	9.4	8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	223	1	0	22	17	255
Future Vol, veh/h	223	1	0	22	17	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	242	1	0	24	18	277

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	148	295	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	805	872	1263	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	805	872	1263	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	805	-	-
HCM Lane V/C Ratio	-	-	0.302	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	0	0	0	0	0	0	0	0	0	17
Future Vol, veh/h	22	0	0	0	0	0	0	0	0	0	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	0	0	0	0	0	0	0	0	0	18
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	8	0	0	6.7
HCM LOS	A	-	-	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	100%	100%	0%	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	22	0	0	0	17
LT Vol	0	0	22	0	0	0	0
Through Vol	0	0	0	0	0	0	0
RT Vol	0	0	0	0	0	0	17
Lane Flow Rate	0	0	24	0	0	0	18
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0	0	0.034	0	0	0	0.02
Departure Headway (Hd)	4.585	2.85	5.066	4.566	4.583	4.576	3.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	0	710	0	0	0	923
Service Time	2.313	0.577	2.774	2.274	2.602	2.301	1.601
HCM Lane V/C Ratio	0	0	0.034	0	0	0	0.02
HCM Control Delay	7.3	5.6	8	7.3	7.6	7.3	6.7
HCM Lane LOS	N	N	A	N	N	N	A
HCM 95th-tile Q	0	0	0.1	0	0	0	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	266	107	0	0	0
Future Vol, veh/h	0	266	107	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	289	116	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	116	0	-	0	405	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1473	-	-	-	602	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1473	-	-	-	602	936
Mov Cap-2 Maneuver	-	-	-	-	602	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1473	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	126.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	434	286	260	217	268	294
Future Vol, veh/h	434	286	260	217	268	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	482	318	289	241	298	327

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	800	0	1301	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	819	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	819	-	~ 177	582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	~ 115	582
Mov Cap-2 Maneuver	-	-	-	-	~ 115	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	~ 280	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	$ 391
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	115	582	-	-	819	-
HCM Lane V/C Ratio	2.589	0.561	-	-	0.353	-
HCM Control Delay (s)	$ 799.3	18.8	-	-	11.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	27	3.5	-	-	1.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	525	0	43	504
Future Vol, veh/h	0	40	525	0	43	504
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	571	0	47	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	286	0	0	571	0
Stage 1	571	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	263	711	-	-	998	-
Stage 1	529	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	711	-	-	998	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	711	998	-
HCM Lane V/C Ratio	-	-	0.061	0.047	-
HCM Control Delay (s)	-	-	10.4	8.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	0	0	447	394	114
Future Vol, veh/h	79	0	0	447	394	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	0	0	486	428	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	733	276	552	0	-	0
Stage 1	490	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	356	721	1014	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	721	1014	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1014	-	356	-	-
HCM Lane V/C Ratio	-	-	0.241	-	-
HCM Control Delay (s)	0	-	18.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	123	0	0	0	0	78	0	246	0	51	233	110
Future Vol, veh/h	123	0	0	0	0	78	0	246	0	51	233	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	0	0	0	0	85	0	267	0	55	253	120
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.9	9.8	8.8	10.8
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	30%	0%
Vol Thru, %	100%	100%	0%	100%	0%	70%	51%
Vol Right, %	0%	0%	0%	0%	100%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	123	123	0	78	168	227
LT Vol	0	0	123	0	0	51	0
Through Vol	123	123	0	0	0	117	117
RT Vol	0	0	0	0	78	0	110
Lane Flow Rate	134	134	134	0	85	182	246
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.215	0.15	0.253	0	0.137	0.29	0.358
Departure Headway (Hd)	5.791	4.035	6.817	6.311	5.819	5.74	5.242
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	888	527	0	616	630	689
Service Time	3.52	1.763	4.552	4.046	3.857	3.44	2.942
HCM Lane V/C Ratio	0.216	0.151	0.254	0	0.138	0.289	0.357
HCM Control Delay	10.1	7.5	11.9	9	9.8	10.8	10.8
HCM Lane LOS	B	A	B	N	A	B	B
HCM 95th-tile Q	0.8	0.5	1	0	0.5	1.2	1.6

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	179	56	183	277	22
Future Vol, veh/h	17	179	56	183	277	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	195	61	199	301	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	260	0	-	0	392	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1304	-	-	-	612	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1304	-	-	-	603	884
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1304	-	-	-	603	884
HCM Lane V/C Ratio	0.014	-	-	-	0.499	0.027
HCM Control Delay (s)	7.8	0	-	-	16.8	9.2
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	2.8	0.1

Intersection	
Int Delay, s/veh	458.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	313	295	471	376	278	434
Future Vol, veh/h	313	295	471	376	278	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	348	328	523	418	309	482

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	676	0	1812	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	1464	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	911	-	~ 86	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	~ 211	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	911	-	~ 37	693
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	~ 90	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	$ 1385.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	37	693	-	-	911	-
HCM Lane V/C Ratio	8.348	0.696	-	-	0.574	-
HCM Control Delay (s)	$ 3516.1	21.2	-	-	14.1	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	37.1	5.7	-	-	3.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	200	515	0	143	625
Future Vol, veh/h	0	200	515	0	143	625
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	217	560	0	155	679

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1210	280	0	0	560	0
Stage 1	560	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	175	717	-	-	1007	-
Stage 1	535	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	717	-	-	1007	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1007	-
HCM Lane V/C Ratio	-	-	0.303	0.154	-
HCM Control Delay (s)	-	-	12.2	9.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.5	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	223	1	0	292	371	255
Future Vol, veh/h	223	1	0	292	371	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	242	1	0	317	403	277

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	701	340	680	0	-	0
Stage 1	542	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	373	656	908	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	373	656	908	-	-	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	908	-	374	-	-
HCM Lane V/C Ratio	-	-	0.651	-	-
HCM Control Delay (s)	0	-	30.9	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	4.4	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	0	0	0	0	63	0	169	0	85	219	67
Future Vol, veh/h	60	0	0	0	0	63	0	169	0	85	219	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	0	0	0	68	0	184	0	92	238	73
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10	9	7.8	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	44%	0%
Vol Thru, %	100%	100%	0%	100%	0%	56%	62%
Vol Right, %	0%	0%	0%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	85	60	0	63	195	177
LT Vol	0	0	60	0	0	85	0
Through Vol	85	85	0	0	0	110	110
RT Vol	0	0	0	0	63	0	67
Lane Flow Rate	92	92	65	0	68	211	192
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.136	0.091	0.116	0	0.101	0.311	0.256
Departure Headway (Hd)	5.321	3.573	6.416	5.911	5.292	5.294	4.807
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	671	995	556	0	673	679	744
Service Time	3.072	1.323	4.186	3.681	3.358	3.037	2.55
HCM Lane V/C Ratio	0.137	0.092	0.117	0	0.101	0.311	0.258
HCM Control Delay	8.9	6.7	10	8.7	9	10.4	9.2
HCM Lane LOS	A	A	A	N	A	B	A
HCM 95th-tile Q	0.5	0.3	0.4	0	0.3	1.3	1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	266	107	179	138	15
Future Vol, veh/h	20	266	107	179	138	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	289	116	195	150	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	547	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1249	-	-	-	498	826
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	488	826
Mov Cap-2 Maneuver	-	-	-	-	488	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1249	-	-	-	488	826
HCM Lane V/C Ratio	0.017	-	-	-	0.307	0.02
HCM Control Delay (s)	7.9	0	-	-	15.6	9.4
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	0.1

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	477	60	96	239	47	77
Future Vol, veh/h	477	60	96	239	47	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	530	67	107	266	52	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	597	0	1010	530
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	975	-	265	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	975	-	236	547
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	547	-	-	975	-
HCM Lane V/C Ratio	0.221	0.156	-	-	0.109	-
HCM Control Delay (s)	24.5	12.8	-	-	9.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0.6	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	110	0	24	133
Future Vol, veh/h	0	18	110	0	24	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	120	0	26	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	245	60	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	722	993	-	-	1466	-
Stage 1	892	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	709	993	-	-	1466	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1466	-
HCM Lane V/C Ratio	-	-	0.02	0.018	-
HCM Control Delay (s)	-	-	8.7	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	0	0	24	12	125
Future Vol, veh/h	87	0	0	24	12	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	26	13	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	94	75	149	0	-	0
Stage 1	81	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	895	971	1430	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	971	1430	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	895	-	-
HCM Lane V/C Ratio	-	-	0.106	-	-
HCM Control Delay (s)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	0	0	0	0	0	0	0	0	0	12
Future Vol, veh/h	24	0	0	0	0	0	0	0	0	0	0	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	0	0	0	0	0	0	0	0	0	13
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	8	0	0	6.7
HCM LOS	A	-	-	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	100%	100%	0%	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	24	0	0	0	12
LT Vol	0	0	24	0	0	0	0
Through Vol	0	0	0	0	0	0	0
RT Vol	0	0	0	0	0	0	12
Lane Flow Rate	0	0	26	0	0	0	13
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0	0	0.037	0	0	0	0.014
Departure Headway (Hd)	4.586	2.851	5.058	4.558	4.577	4.579	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	0	712	0	0	0	922
Service Time	2.315	0.58	2.762	2.262	2.593	2.307	1.607
HCM Lane V/C Ratio	0	0	0.037	0	0	0	0.014
HCM Control Delay	7.3	5.6	8	7.3	7.6	7.3	6.7
HCM Lane LOS	N	N	A	N	N	N	A
HCM 95th-tile Q	0	0	0.1	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	197	62	0	0	0
Future Vol, veh/h	0	197	62	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	214	67	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	281	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	709	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	709	997
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	15.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	344	106	270	413	98	247
Future Vol, veh/h	344	106	270	413	98	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	382	118	300	459	109	274

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	500	0	1441	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	1059	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1059	-	145	663
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	332	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1059	-	~ 104	663
Mov Cap-2 Maneuver	-	-	-	-	~ 104	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	238	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	60.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	104	663	-	-	1059	-
HCM Lane V/C Ratio	1.047	0.414	-	-	0.283	-
HCM Control Delay (s)	178.3	14.2	-	-	9.7	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	6.7	2	-	-	1.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	79	269	0	80	298
Future Vol, veh/h	0	79	269	0	80	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	292	0	87	324

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	628	146	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	415	875	-	-	1267	-
Stage 1	732	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	386	875	-	-	1267	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	875	1267	-
HCM Lane V/C Ratio	-	-	0.098	0.069	-
HCM Control Delay (s)	-	-	9.6	8.1	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	245	1	0	24	19	280
Future Vol, veh/h	245	1	0	24	19	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	1	0	26	21	304

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	186	163	325	0	-	0
Stage 1	173	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	786	853	1231	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	853	1231	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1231	-	786	-	-
HCM Lane V/C Ratio	-	-	0.34	-	-
HCM Control Delay (s)	0	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	0	0	0	0	0	0	0	0	0	19
Future Vol, veh/h	24	0	0	0	0	0	0	0	0	0	0	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	0	0	0	0	0	0	0	0	0	21
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	8	0	0	6.7
HCM LOS	A	-	-	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	100%	100%	0%	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	24	0	0	0	19
LT Vol	0	0	24	0	0	0	0
Through Vol	0	0	0	0	0	0	0
RT Vol	0	0	0	0	0	0	19
Lane Flow Rate	0	0	26	0	0	0	21
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0	0	0.037	0	0	0	0.022
Departure Headway (Hd)	4.59	2.855	5.07	4.57	4.589	4.579	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	0	709	0	0	0	922
Service Time	2.32	0.584	2.778	2.277	2.609	2.307	1.607
HCM Lane V/C Ratio	0	0	0.037	0	0	0	0.023
HCM Control Delay	7.3	5.6	8	7.3	7.6	7.3	6.7
HCM Lane LOS	N	N	A	N	N	N	A
HCM 95th-tile Q	0	0	0.1	0	0	0	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	292	118	0	0	0
Future Vol, veh/h	0	292	118	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	317	128	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	445	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	571	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	571	922
Mov Cap-2 Maneuver	-	-	-	-	571	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1458	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	168

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	477	300	269	239	276	301
Future Vol, veh/h	477	300	269	239	276	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	530	333	299	266	307	334

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	863	0	1394	530
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	864	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	775	-	~ 155	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	411	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	775	-	~ 95	547
Mov Cap-2 Maneuver	-	-	-	-	~ 95	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	~ 252	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.6	$ 536.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	547	-	-	775	-
HCM Lane V/C Ratio	3.228	0.611	-	-	0.386	-
HCM Control Delay (s)	$ 1097.7	21.4	-	-	12.5	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	30.3	4.1	-	-	1.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	539	0	45	525
Future Vol, veh/h	0	42	539	0	45	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	586	0	49	571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	970	293	0	0	586	0
Stage 1	586	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	251	703	-	-	985	-
Stage 1	519	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	703	-	-	985	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	703	985	-
HCM Lane V/C Ratio	-	-	0.065	0.05	-
HCM Control Delay (s)	-	-	10.5	8.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	0	0	453	404	125
Future Vol, veh/h	87	0	0	453	404	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	492	439	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	753	288	575	0	-	0
Stage 1	507	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	346	709	994	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	709	994	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	994	-	346	-	-
HCM Lane V/C Ratio	-	-	0.273	-	-
HCM Control Delay (s)	0	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	0	0	0	0	78	0	250	0	51	242	111
Future Vol, veh/h	125	0	0	0	0	78	0	250	0	51	242	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	136	0	0	0	0	85	0	272	0	55	263	121
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12	9.8	8.9	11
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	30%	0%
Vol Thru, %	100%	100%	0%	100%	0%	70%	52%
Vol Right, %	0%	0%	0%	0%	100%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	125	125	0	78	172	232
LT Vol	0	0	125	0	0	51	0
Through Vol	125	125	0	0	0	121	121
RT Vol	0	0	0	0	78	0	111
Lane Flow Rate	136	136	136	0	85	187	252
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.22	0.153	0.259	0	0.138	0.298	0.369
Departure Headway (Hd)	5.819	4.062	6.854	6.348	5.86	5.731	5.268
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	617	882	524	0	611	628	686
Service Time	3.551	1.794	4.592	4.085	3.902	3.457	2.968
HCM Lane V/C Ratio	0.22	0.154	0.26	0	0.139	0.298	0.367
HCM Control Delay	10.2	7.5	12	9.1	9.8	10.9	11
HCM Lane LOS	B	A	B	N	A	B	B
HCM 95th-tile Q	0.8	0.5	1	0	0.5	1.2	1.7

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	197	62	187	286	22
Future Vol, veh/h	17	197	62	187	286	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	214	67	203	311	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	270	0	-	0	419	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1293	-	-	-	591	875
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1293	-	-	-	582	875
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1293	-	-	-	582	875
HCM Lane V/C Ratio	0.014	-	-	-	0.534	0.027
HCM Control Delay (s)	7.8	0	-	-	18.1	9.2
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	3.1	0.1

Intersection	
Int Delay, s/veh	685.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	344	307	495	413	289	456
Future Vol, veh/h	344	307	495	413	289	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	175	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	382	341	550	459	321	507

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	723	0	1941	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	1559	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	875	-	~ 71	663
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	~ 190	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	-	~ 26	663
Mov Cap-2 Maneuver	-	-	-	-	~ 26	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	~ 70	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.6	$ 2109.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	26	663	-	-	875	-
HCM Lane V/C Ratio	12.35	0.764	-	-	0.629	-
HCM Control Delay (s)	$ 5397.6	25.8	-	-	15.8	-
HCM Lane LOS	F	D	-	-	C	-
HCM 95th %tile Q(veh)	39.9	7.1	-	-	4.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	207	541	0	150	654
Future Vol, veh/h	0	207	541	0	150	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	225	588	0	163	711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1270	294	0	0	588	0
Stage 1	588	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	160	702	-	-	983	-
Stage 1	518	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	702	-	-	983	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	983	-
HCM Lane V/C Ratio	-	-	0.321	0.166	-
HCM Control Delay (s)	-	-	12.5	9.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.6	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	245	1	0	296	375	280
Future Vol, veh/h	245	1	0	296	375	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	1	0	322	408	304

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	721	356	712	0	-	0
Stage 1	560	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	362	640	884	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	362	640	884	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	884	-	363	-	-
HCM Lane V/C Ratio	-	-	0.737	-	-
HCM Control Delay (s)	0	-	38.1	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	5.7	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	0	0	0	0	63	0	171	0	85	221	69
Future Vol, veh/h	62	0	0	0	0	63	0	171	0	85	221	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	0	0	0	0	68	0	186	0	92	240	75
Number of Lanes	1	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.1	9	7.8	9.9
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	43%	0%
Vol Thru, %	100%	100%	0%	100%	0%	57%	62%
Vol Right, %	0%	0%	0%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	86	62	0	63	196	180
LT Vol	0	0	62	0	0	85	0
Through Vol	86	86	0	0	0	111	111
RT Vol	0	0	0	0	63	0	69
Lane Flow Rate	93	93	67	0	68	212	195
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.138	0.093	0.12	0	0.101	0.313	0.261
Departure Headway (Hd)	5.335	3.587	6.43	5.925	5.309	5.302	4.813
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	670	992	555	0	670	676	743
Service Time	3.086	1.337	4.202	3.698	3.378	3.047	2.557
HCM Lane V/C Ratio	0.139	0.094	0.121	0	0.101	0.314	0.262
HCM Control Delay	8.9	6.7	10.1	8.7	9	10.5	9.3
HCM Lane LOS	A	A	B	N	A	B	A
HCM 95th-tile Q	0.5	0.3	0.4	0	0.3	1.3	1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	292	118	181	140	15
Future Vol, veh/h	20	292	118	181	140	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	317	128	197	152	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	325	0	-	0	588	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1235	-	-	-	471	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1235	-	-	-	461	812
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1235	-	-	-	461	812
HCM Lane V/C Ratio	0.018	-	-	-	0.33	0.02
HCM Control Delay (s)	8	0	-	-	16.6	9.5
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.1

Appendix G

Paleontological Assessment Memorandum

BARGAS
A Decade of Excellence

April 17, 2024

Jennifer Scholl
Principal Environmental Professional
Montrose Environmental Group, Inc.

Subject: Paleontological Assessment Memorandum for the Wicklow Way Specific Plan Project located in Amador County, California

Bargas Environmental Consulting, LLC (Bargas) conducted a paleontological study and prepared this assessment memorandum for the Wicklow Way Specific Plan (WWSP) Project (Project) located west of the City of Jackson in unincorporated Amador County, California. The purpose of the review was to determine if the Project has the potential to impact paleontological resources within the Project Site, and to provide recommendations to reduce impacts to less than significant levels. All work was completed in compliance with the California Environmental Quality Act (CEQA), County of Amador guidelines, and best practices in mitigation paleontology. Montrose Environmental Group, Inc. provided all figures produced within this memorandum.

1 Project Location and Description

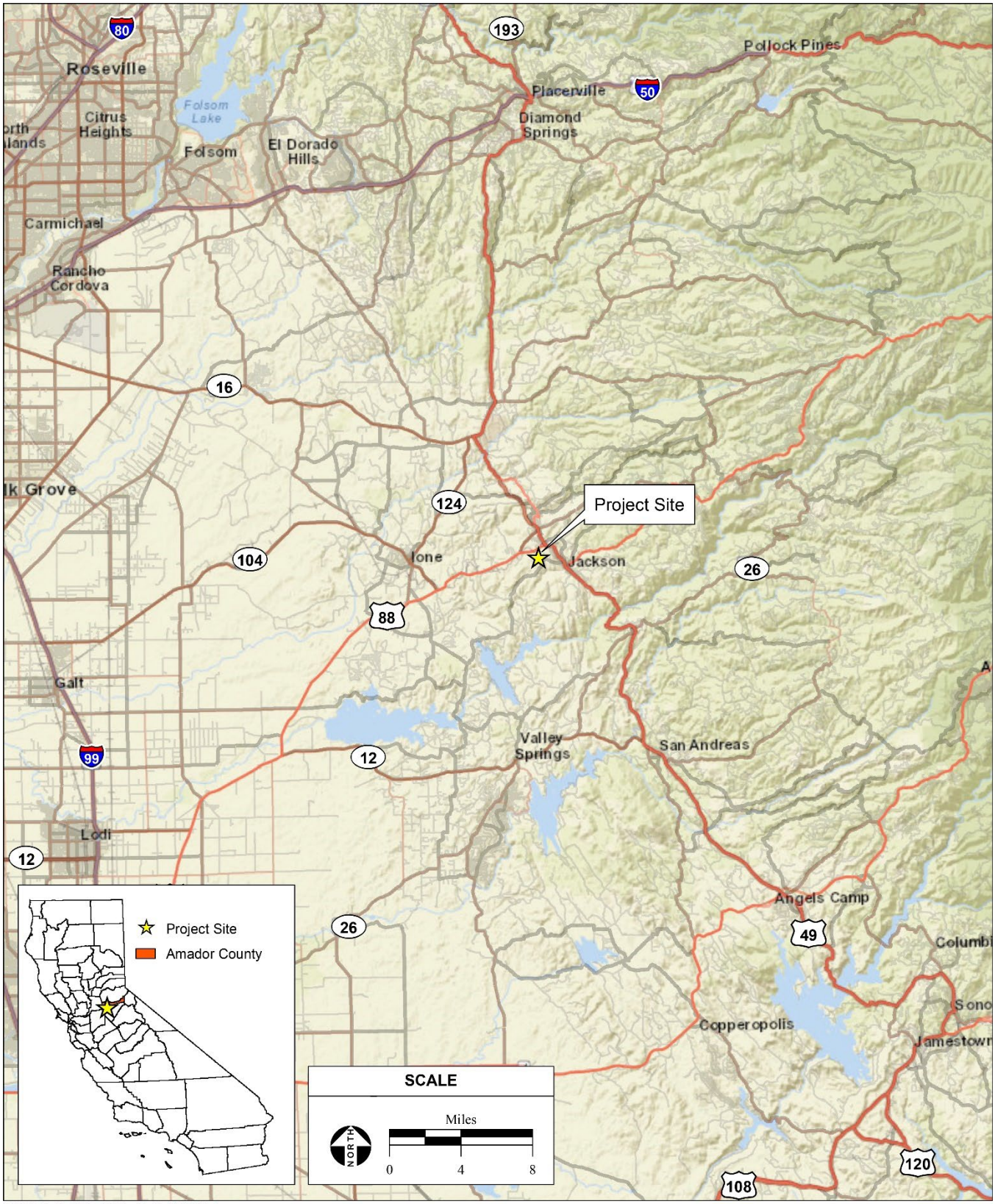
The WWSP would be the primary land use, policy, and regulatory document that guides the overall development of the 201-acre WWSP Project Site, located in Amador County. The WWSP site is County-owned and is within Assessor's Parcel No. 044-100-027. The proposed Project would establish a development framework for land use, circulation, utilities and services, resource protection, and implementation. The WWSP would be a planning document that includes a mix of retail, commercial, public, and higher-density housing uses. All subsequent development projects and related activities would be required to be consistent with the WWSP.

The 201-acre Project Site is located in unincorporated Amador County, immediately west of the City of Jackson, and one mile south of the City of Sutter Creek (Figures 1 and 2). The site is located in Township 6 North, Range 11 East of the Mount Diablo Principal Meridian, as shown on the United States Geological Survey's (USGS) Jackson, California 7.5-minute quadrangle. The Project Site is south of Highway 88 and approximately one mile west of the Highway 88 and Highway 49 intersection in the Martell Regional Service Center area of the County. Wicklow Way abuts the Project Site on the northwest and provides a main entrance into the Project Site from Highway 88. Existing commercial uses are located to the north, and there are residential uses along the site's eastern boundary, which surround Argonaut High School. Open grazing land is located to the northeast, west, and south.

The Project Site would provide a potential new County administrative offices/civic center, and a total of 700 residential units with a range of densities on approximately 80 acres that would accommodate approximately 1,800 residents. Proposed land uses would also include approximately 26 acres for community commercial and civic uses; 46 acres of open space; 6.9 acres for parks and recreation; and 42 acres for public uses. To preserve options, the land use plan assumes a 9.7-acre site for an onsite wastewater treatment plant, should it be needed in the future.

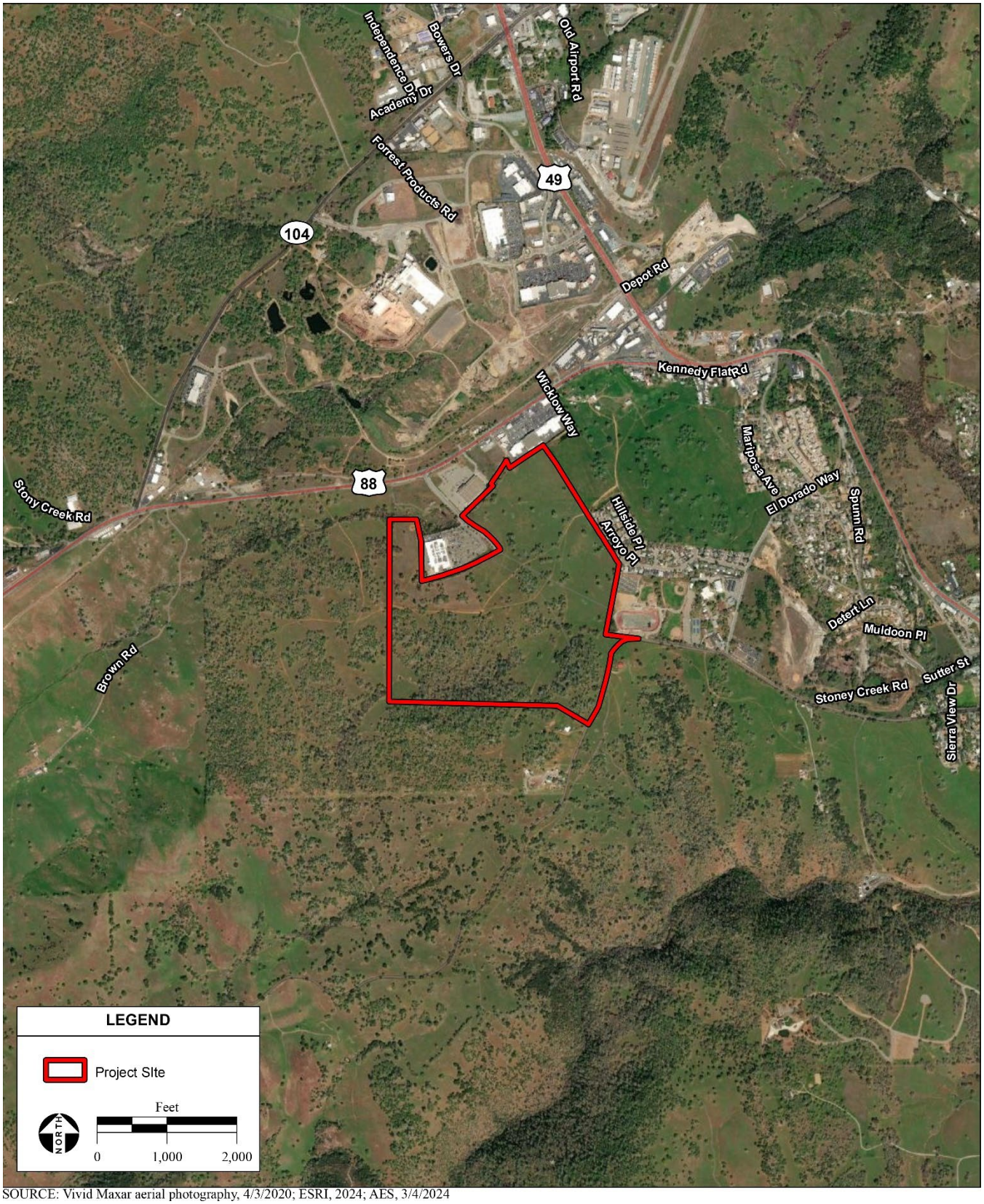
2 Methods

Bargas completed paleontological study that included reviews of geologic maps and paleontological literature; and an online records search of the Paleobiology Database (PBDB) and University of California Museum of Paleontology (UCMP) to identify any known paleontological resources within the boundaries of the Project Site or its vicinity. Paleontological sensitivity rankings were assigned to geologic units using the Society of Vertebrate Paleontology (SVP) criteria (SVP 2010; see Section 2.2). Paleontological recommendations were developed based on the results of the study and in accordance with SVP (2010) standards.



SOURCE: ESRI, 2024; AES, 3/4/2024

Figure 1. Project Vicinity Map



SOURCE: Vivid Maxar aerial photography, 4/3/2020; ESRI, 2024; AES, 3/4/2024

Figure 2. Project Location Map

2.1 Paleontological Resources Definition and Significance Criteria

Fossils are generally defined here as the remains or trace remains (both physical and chemical) of prehistoric organisms (i.e., animals, plants, and microorganisms). These resources can be preserved as body fossils, such as bones, teeth, shells, and plant matter, or as trace fossils, such as burrows and footprints. Geologic deposits make up the context in which these fossil remains were originally buried and provide information about the environment in which an organism lived. In the broadest sense, a fossil can be defined as any remains documenting past life. Typically, to be considered within the scope of paleontology, fossils must be at least 11,700 years in age (i.e., dating from before the beginning of the modern Holocene Epoch). However, some Holocene-age remains are also considered of paleontological interest if they contribute to our understanding of the record of past life. Alteration or replacement (e.g., permineralization, petrification, or "fossilization") of the original organic material is not required for determination of whether an object is a fossil or not.

Fossils are important scientific and educational resources because they serve as direct and indirect evidence of prehistoric life and are used to understand the history of life on Earth, the nature of past environments and climates, the membership and structure of ancient ecosystems, and the pattern and process of organic evolution and extinction. Fossils are limited, nonrenewable resources, because they typically represent organisms that are now extinct or life in a context that no longer exists. Therefore, if destroyed, a particular fossil can never be replaced, and the information associated with it is forever lost. However, not all fossils are regarded as significant resources or offered protection under existing laws and regulations. CEQA, the National Environmental Policy Act (NEPA) of 1969, and many other regulations do not define what constitutes unique or significant paleontological resources, instead leaving it to agencies to determine or adopt appropriate criteria. Many agencies have adopted the SVP standards, which define significant paleontological resources as:

> "... fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)." (SVP 2010)

2.2 Paleontological Potential

In general, paleontological resources are preserved in sedimentary rocks; however, they can occasionally be preserved in low-grade metamorphic rocks and can, on rare occasions, be preserved in volcanic rocks. Beyond acting as a vessel for the preservation of fossil remains, sedimentary strata record telltale information reflecting the environment in which they were deposited (e.g., sedimentary structures, maturity, and lithology). For example, fossil remains found within the fine-grained sediments of a floodplain deposit represent organisms that died and were later buried on an ancient floodplain. Because of the interwoven relationship between fossil remains and their geologic contexts, paleontological sensitivity is generally assigned to geologic units rather than to specific regions, areas, or localities. This assigned paleontological sensitivity classification or rank is based on the known or potential abundance of significant paleontological resources contained within that geologic unit. There are no superseding agency guidelines regarding paleontological sensitivity; therefore, many groups and agencies in California have developed their own sensitivity ranking systems. One of the most widely used was created by the SVP within the "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources" (SVP 2010). Under the SVP (2010) guidelines, geologic units are classified in one of four categories of paleontological resource sensitivity: no, low, undetermined, and high. Table 1 provides a summary of the SVP (2010) sensitivity criteria and the typical paleontological resources management requirements.

Table 1. SVP Paleontological Sensitivity Criteria

SVP Ranking	Description	Typical Management Requirements
High Sensitivity	Geologic units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Geologic units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e.g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e.g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones). Paleontological potential consists of both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, plant, or trace fossils and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, paleoecologic, taphonomic, biochronologic, or stratigraphic data. Geologic units which contain potentially datable organic remains older than late Holocene, including deposits associated with animal nests or middens, and rock units which may contain new vertebrate deposits, traces, or trackways are also classified as having high potential.	A field survey as well as onsite construction monitoring is required. Any significant specimens discovered will require preparation, identification, and curation, as well as eventual accession into an appropriate museum collection. A final report documenting the significance of any finds is required.
Undetermined Sensitivity	Geologic units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential.	A field survey is required to further assess the geologic unit's paleontological potential. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.
Low Sensitivity	Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some geologic units have low potential for yielding significant fossils. Such geologic units will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule (e.g., basalt flows or recent colluvium).	Mitigation is not typically required.

SVP Ranking	Description	Typical Management Requirements
No Sensitivity	Some geologic units have no potential to contain significant paleontological resources, for instance high grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites).	No mitigation required.

Note: Modified from SVP (2010)

3 Regulatory Framework

Several laws and regulations govern the protection of paleontological resources at the federal, state, and local level. Only state and local laws and regulations are applicable to this project.

3.1 State Regulations

3.1.1 California Environmental Quality Act

The purpose of CEQA is to 1) inform governmental decision makers and the public about the potential, significant environmental effects of proposed projects; 2) identify ways to avoid or reduce environmental damage; 3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when feasible; and 4) disclose to the public the reason why a governmental agency approved the project if significant environmental effects are involved (CEQA Guidelines, Article 1, Section 15002(a)). The CEQA Environmental Checklist Form includes one question regarding proposed project effects on paleontological resources:

> "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" (CEQA Guidelines, Appendix G, Section VII, Part F)

The answer to this question must take account of the whole action involved, including on-site, off-site, direct, indirect, construction, operational, project-level, and cumulative impacts. If a project would result in significant adverse effects on paleontological resources, then alternative plans or mitigation measures must be considered. The level of consideration may vary with the importance of the paleontological resource.

3.1.2 California Public Resources Code

The California Public Resources Code (PRC) Section 5097.5 provides protection for paleontological resources located on public lands in California, which is defined as lands owned by, or under the jurisdiction of, the state, or any city, county district, authority, or public corporation, or any agency thereof. Under PRC Section 5097.5, it is a misdemeanor for a person to knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any vertebrate paleontological site, including fossilized footprints, or any other paleontological feature situated on public lands without the express permission of the public agency having jurisdiction of the lands.

3.2 Local Regulations

3.2.1 County of Amador

The County of Amador General Plan (County of Amador 2016) does not discuss paleontological resources, but a Final Environmental Impact Report produced for the General Plan discusses impacts to paleontological resources and provides a mitigation measure to reduce potential adverse impacts to paleontological resources to a less than significant level (AECOM 2016). This discussion is provided below verbatim:

> **"IMPACT 4.6-9 Possible Damage to Unknown, Potentially Unique Paleontological Resources during Earthmoving Activities.** *Implementation of the Draft General Plan would result in construction and other earthmoving activities that could disturb previously unknown*

*paleontological resources in the unincorporated area of Amador County. This impact would be **significant**.*

Implementation of the Draft General Plan would result in new development in the planning area, including buildings, structures, paved areas, roadways, utilities, and other improvements. The planning area includes areas underlain by the Modesto, Riverbank, Mehrten, and Ione Formations, which are considered to be paleontologically sensitive rock units under SVP guidelines (1995). The potential that unique paleontological resources could be discovered varies on a project-by-project basis and increases with larger projects that disturb larger areas. As discussed in detail above in the section titled "Paleontological Resource Inventory and Assessment by Rock Unit," numerous vertebrate fossil specimens have been recorded from the Modesto, Riverbank, Mehrten, and Ione Formations. The fact that vertebrate fossils have been recovered near Amador County and other recorded vertebrate fossil localities have been recorded in sediments referable to these formations, suggests that there is a potential for uncovering additional similar fossil remains during construction-related earthmoving activities, including trenching for utilities, within the planning area. This impact would be significant.

Mitigation Measure: Implement Mitigation Measure 4.5-2, Impose Standard Conditions on Development (related to paleontological resources).

Mitigation Measure 4.6-9: Paleontological Resource Assessment

When reviewing discretionary development proposals where a CEQA document is required, the County will require project applicants to conduct a paleontological resources impact assessment for projects proposed within the Modesto, Riverbank, Mehrten, and Ione Formations. These formations are sensitive for paleontological resources and underlie certain areas of the County (as shown in Exhibit 4.6-3). Impacts to paleontological resources will be evaluated on a site-specific basis, pursuant to the State CEQA Guidelines. Where such impacts are found to be potentially significant, the County will require project applicants to implement feasible mitigation measures to reduce impacts, such as construction worker personnel education, consultation with a qualified paleontologist should resources be encountered, avoidance of resources if feasible, and recovery and curation of specimens, as appropriate.

Actions that do not meet the CEQA definition of a "project" and therefore do not require an environmental analysis under the CEQA process shall not be required to perform a paleontological resources analysis."

4 Geological and Paleontological Setting

4.1 Regional Overview

At a regional scale, the Project Site is situated in the western foothills of the Sierra Nevada Geomorphic Province and close to the eastern boundary of the Great Valley Geomorphic Province. As such, the geologic history of the area is closely intertwined with the history of both provinces. The Sierra Nevada Geomorphic Province extends approximately 400 miles northwest to southeast and stretches from the junction between the Transverse Ranges, Coast Ranges, and Mojave Desert Geomorphic Provinces in the vicinity of Lebec, California north to approximately Susanville, California where the Cascade Range, Modoc Plateau, and Basin and Range Geomorphic Provinces meet. The Sierra Nevada Geomorphic Province is composed of a tilted fault block composed of a high, rugged eastern scarp face (the Sierra Escarpment) that gently slopes west towards the Great Valley, creating a ramp-like profile, especially in the northern half of the Sierra Nevada Mountains

(Gabet 2014). The Sierra Nevada Range, itself, forms the topographic "backbone" of California, with the southern portion of the range dominated by Mesozoic-age plutonic batholith and the northern portion becoming increasingly dominated by Paleozoic to Mesozoic metamorphic rocks (Ducea 2001; Bateman and Wahrhaftig 1966). Uplift of the Sierra Nevadas began during the Nevadan Orogeny in the Late Jurassic and Early Cretaceous Periods (~155 to 145 million years ago [Ma]) (Schweikert et al. 1984). Early stages of mountain building during the Nevadan Orogeny consisted of continental magmatic arc development from subduction of the Farallon Plate beneath the North American Plate, whereas later parts of the orogeny saw the accretion of multiple oceanic arc terranes onto the continental crust in the western portion of the newly-formed range (Lanphere et al. 1968).

In contrast, the Great Valley Geomorphic Province (also known as the Central Valley) is an elongate lowland that is approximately 400 miles long and 50 miles wide to the west of the ramped Sierra Nevada Geomorphic Province. Sediments have been deposited in the Great Valley almost continuously since the Jurassic (Norris and Webb 1990, Wagner 2002). Late Jurassic sedimentation was a result of the rising Nevadan Mountains to the east and northeast of the valley and subduction along the continental margin to the west of the valley. During the late Mesozoic and through much of the Cenozoic, the Great Valley was a shallow marine embayment. In the late Cenozoic, the shallow seas had been almost entirely drained as a result of the Coast Range orogenic activity and the area was instead primarily occupied by brackish and freshwater lakes, such as Lake Corcoran and Lake Tulare. The modern surface of the Great Valley is characterized by unconsolidated Quaternary sediments deposited in alluvial, flood, and delta plains by the San Joaquin and Sacramento Rivers and their tributaries, as well as playa deposits of the extinct late Cenozoic lakes (Norris and Webb 1990).

4.2 Geologic Map and Paleontological Literature Review

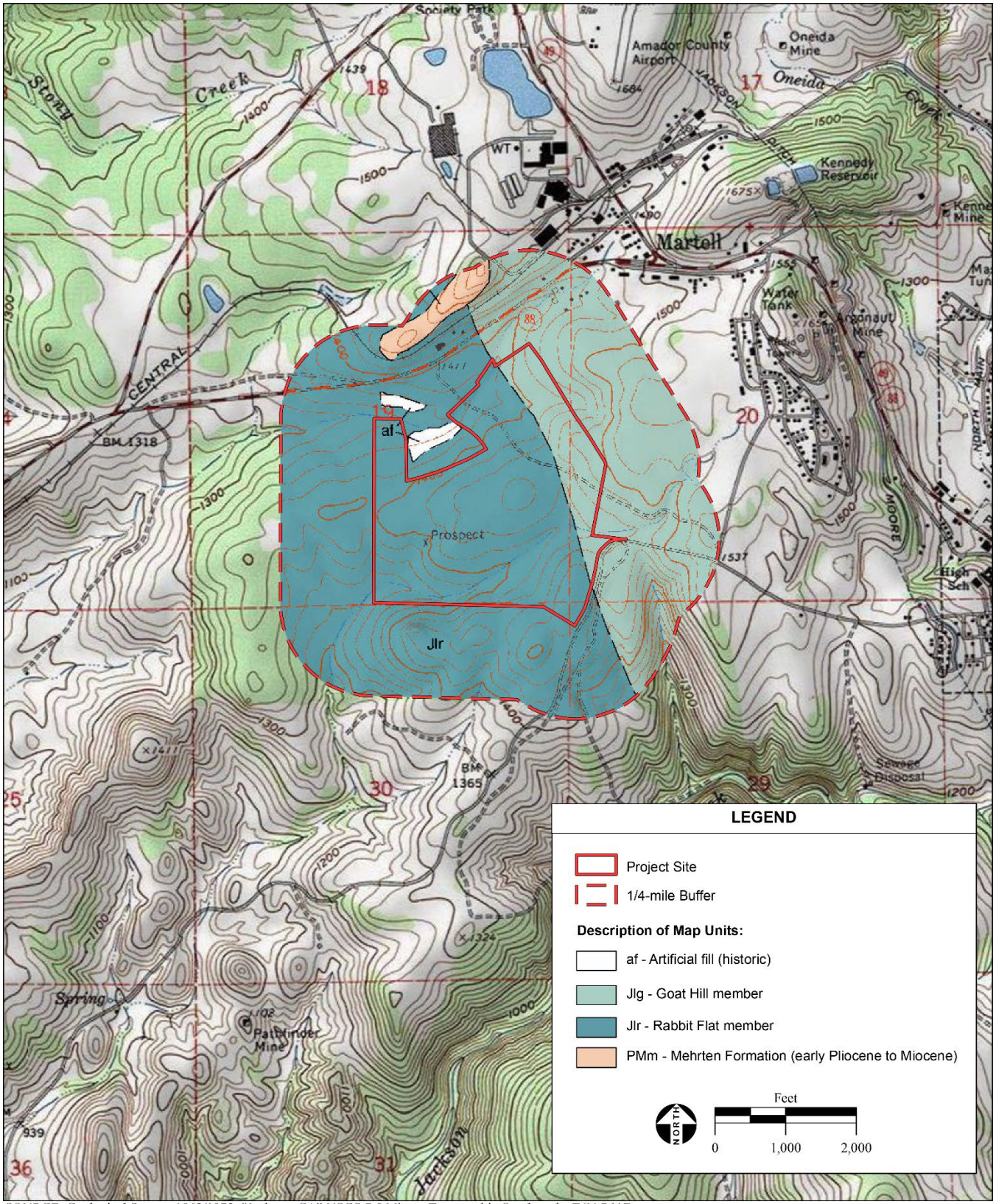
Geologic mapping by Wagner et al. (1981) and Holland and O'Neal (2019) indicate that the Project Site is primarily underlain Middle to Late Jurassic-age metamorphosed volcanic and volcaniclastic deposits, as well as a small sliver of artificial fill deposits (Figure 3). These deposits are described below and discussed in relation to their paleontological potential.

4.2.1 Artificial Fill, Recent

Artificial fill materials are mapped by Holland and O'Neal (2019) in a single area along the border of the Project Site in the vicinity of Wicklow Way and the existing Walmart department store (Figure 3). Though not described by Holland and O'Neal (2019), these artificial fill sediments often range in grain size from silt to gravel and are generally poorly sorted. Such deposits are presumably derived from prior construction activities and are thus not naturally forming. These disturbed fill sediments could potentially contain fossil materials that were unintentionally introduced during earlier excavations. However, such fossil materials would be removed from their original geologic and stratigraphic contexts and thus would not be of paleontological interest or significance. These deposits are almost certainly underlain by the Jurassic-age Logtown Ridge Formation at shallow depths.

4.2.2 Logtown Ridge Formation (Jlg, Jlr), Middle to Late Jurassic

The geologic map produced by Wagner et al. (1981) suggests that the entirety of the WWSP Project Site is underlain Logtown Ridge Formation (Jlr). Those authors briefly describe the unit as "metamorphosed mafic breccias, flows, pyroclastic and volcaniclastic rocks." More recent mapping by Holland and O'Neal (2019) has studied the area at a finer scale and divided the portion of the Logtown Ridge Formation underlying the Project Site into two distinct members: the Rabbit Flat Member (Jlr) and the Goat Hill Member (Jlg). The Logtown Ridge Formation was initially described by Taliaferro (1943) but was later divided into four members by Duffield and Sharp (1975). These members include (from oldest to youngest) the Rabbit Flat Member, Goat Hill Member, Pokerville Member, and New Chicago Member. Fossils recovered from the Goat Hill Member of the Logtown Ridge Formation have allowed for an assignment of a Middle to Late Jurassic age for that member and a slightly younger Late Jurassic age for the overlying Mariposa Formation constrains the age of the formation.



SOURCE: Geological Survey, 1962/1973; "Jackson, CA" USGS 7.5 Minute Topographic Quadrangle, T6N R11E, Section 19, 20, 29 and 30, Mt Diablo Baseline & Meridian; ESRI, 2024; AES, 4/15/2024

Figure 3. Geologic Map of Project Site

The Rabbit Flat Member (Jlr) of the Logtown Ridge Formation is exposed in the western two thirds of the Project Site (Figure 3). Duffield and Sharp (1975) note the general geology of the unit as coarse basalt breccias, massive sills, and bedded pyroclastic rocks. Holland and O'Neal (2019) further describe this unit as:

> "Coarsely porphyritic augite andesite-basalt breccia and massive flows or sills, as well as minor bedded pyroclastic rocks. Breccia is typically medium bluish-green in outcrop and contains abundant dark euhedral augite phenocrysts between 2 and 5 mm. The base is in fault contact with mélange to the west. Clasts typically between 2 and 5 cm and are often ellipsoidal or disc shaped."

Fossil remains of the ammonite *Psuedocadoreras* have been reported from this member by Imlay (1961), but the precise provenance of this specimen is not fully known, so it is not clear if the fossil actually originated from within the marine volcaniclastic deposits of the Rabbit Flat Member (Duffield and Sharp 1975).

The younger, Goat Hill Member (Jlg) conformably overlies the Rabbit Flat Member (Jlr) and locally can make up as much as half of the thickness of the Logtown Ridge Formation. Duffield and Sharp (1975) note that this member is primarily composed of well-bedded, marine pyroclastic deposits. Those authors further state that:

> "Three principal rock types constitute the Goat Hill Member: (1) thin- to thick-bedded very fine to medium-grained tuff, (2) coarse pumice lapilli tuff in commonly thick locally graded beds that are interlayered with the finer tuff, and 3) thick-bedded fine to coarse volcanic breccia that grades upward into medium- to fine-grained tuff."

Clark (1964) noted interbedding of these lithologies within the member, as well as notable sedimentary structures, such as soft-sediment deformation and cut-and-fill channels. Multiple fossils have been reported from the Goat Hill Member, especially the ammonite *Psuedocadoreras* (Eric et al. 1955; Imlay 1961; Clark 1964). Biostratigraphic study of these fossils has allowed for an assignment of the Goat Hills Member to the Callovian Age at the end of the Middle Jurassic Period (~161–165 Ma) with the unit likely spanning into the beginning of the Late Jurassic. These fossils are the only features which have allowed for a precise age determination for any portion of the Logtown Ridge Formation.

5 Records Search

A search of online databases containing fossil locality records, including the PBDB and UCMP were utilized to determine if paleontological resources have been discovered within the vicinity of the Project Site or from the Logtown Ridge Formation. A more specific records search request from UCMP staff for all known paleontological resources within a 1-mile buffer of the Project Site was not requested for the purposes of this memorandum, as the museum has been non-responsive to similar requests within the last eight months. Such a search would provide more detailed and specific data about known fossil discoveries. However, searches of online databases still provide baseline data that can be used to aid determination of paleontological sensitivity.

Both the PBDB and UCMP produced paleontological records from the Logtown Ridge Formation. However, these records did not make a distinction below the formation level (i.e., no distinction was made between the different members of the Logtown Ridge Formation). The search of the PBDB produced five locality records at three institutions. One locality (LSJU 9062) preserved body fossils of the ammonite *Peltoceras*, though Duffield and Sharp (1975) suggest that this specimen may have originated from the base of the overlying Mariposa Formation rather than the Logtown Ridge Formation. Three other localities were discovered within the collections of the USGS. All three of these localities (USGS Mesozoic Loc. 22175, 24710, and 27317) produced specimens of the Callovian-age ammonite *Pseudocadoceras grewingki* (later reassigned to *Cadoceras* by Arthur et al. 1993). Finally, both the PBDB and UCMP searches produced a single UCMP locality (UCMP A-4996) containing a single ammonite specimen identified as *Idoceras planula*. The UCMP database further recognizes this as a type specimen.

6 Site Specific Paleontological Sensitivity

A combined desktop analysis of geologic maps, paleontological literature, and online paleontological database records has determined that the Project Site is underlain by the Rabbit Flat Member (Jlr) and Goat Hill Member (Jlg) of the Logtown Ridge Formation (Figure 3; Table 2). This Middle to Late Jurassic-age unit is predominantly composed of volcaniclastic sediments deposited in a marine environment. Searches of both paleontological literature and online databases revealed known paleontological resources from the Logtown Ridge Formation, especially the Goat Hill Member. In fact, the age of the Logtown Ridge Formation is only known due to the paleontological resources contained within the unit (Duffield and Sharp 1975). It is unclear whether paleontological resources have been discovered from the Rabbit Flat Member of the Logtown Ridge Formation, though Imlay (1961) has reported such discoveries in areas that are now recognized as being underlain by the Rabbit Flat Member. Therefore, conservatively we make the assumption that they are present in both members. All fossils recorded from this unit have been body fossils of marine invertebrates, but these specimens have proved to be of scientific importance, especially for biostratigraphic studies of the local geology and determination of age. Furthermore, though vertebrate fossils have yet to be discovered from the Logtown Ridge Formation, vertebrate remains are well known from Mesozoic marine deposits in the Pacific Basin, as well as from volcaniclastic deposits. Therefore, due the presence of lithologies conducive to producing significant paleontological remains and the known presence of paleontological resources, both the Rabbit Flat Member and the Goat Hill Member of the Logtown Ridge Formation are assigned a high paleontological potential where marine volcaniclastic deposits are found to occur.

Conversely, some portions of the Goat Hill Member and especially the Rabbit Flat Member of the Logtown Ridge Formation are known to consist of lavas, flows, and sills. These consist of rocks formed through the cooling of lava bodies at or near the surface following volcanic eruption. Though these volcanic rocks formed at extremely high temperatures, paleontological resources have been found preserved within geologic units formed via similar processes (Bell and Williamson 2016). However, such fossil discoveries are extremely rare and are unlikely to be scientifically important. Therefore, wherever such lava deposits occur within the Rabbit Flat Member or Goat Hill Member of the Logtown Ridge Formation they will be assigned a low paleontological potential locally. As no paleontological survey has been conducted for the Project Site, the precise nature of the Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation within the Project Site are not known and should be assessed prior the start of any ground disturbance. Given this, the entirety of the Project Site should be considered as having a high paleontological potential until all areas of proposed disturbance can be properly assessed by a qualified professional paleontologist to determine if they are underlain by rock types of low palaeontological potential (e.g., lavas, flows, and sills).

The artificial fill deposits (af), which underlie a small portion of the Project Site are likely derived from prior construction activities and are thus not naturally forming. Any fossil materials discovered within these deposits would be removed from their original geologic and stratigraphic contexts and thus would not be of paleontological interest or significance. Therefore, these artificial fill materials are assigned as having no paleontological resource potential.

Table 2. Site Specific Paleontological Sensitivity

Geologic Unit	Symbol[1]	Age	Paleontological Potential[2]
Artificial fill	af	Recent	No potential
Goat Hill Member, Logtown Ridge Formation	Jlg	Middle to Late Jurassic	High Potential
Rabbit Flat Member, Logtown Ridge Formation	Jlr	Middle to Late Jurassic	High Potential

Note: [1]per Holland and O'Neal (2019) geologic map; [2]based on SVP (2010) criteria.

7 Paleontological Impact Analysis

Impacts under CEQA are classified as direct, indirect, or cumulative. Direct impacts are the primary effects of a project. For paleontological resources, direct impacts are typically the result of ground-disturbing construction or maintenance activities that damage or destroy paleontological resources at the surface or in the subsurface. Indirect impacts are the secondary effects of a project, including project-induced changes such as increased public access to paleontologically sensitive areas and increased susceptibility of fossil-bearing geologic units to erosion due to activities like vegetation removal, which may result in adverse impacts to paleontological resources from illegal collection and damage from weathering, respectively. Cumulative impacts are the incremental effects of a project in combination with the effects of past, current, and probable future projects.

There are no known paleontological resources within the Project Site and the mapped artificial fill deposits (af) in a small portion of the Project Site have no paleontological potential at the surface (Figure 3). However, both the Rabbit Flat Member (Jlr) and Goat Hill Member (Jlg) of the Middle to Late Jurassic-age Logtown Ridge Formation have a high paleontological potential due to the fossil-bearing localities known or suspected from these units, the paleontological significance of some of the recovered paleontological resources within these units, and the general potential for marine sediments and some volcaniclastic deposits to produce significant paleontological resources. The exception to this is where extensive exposure of interbedded lavas, flows, and sills are noted within the Logtown Ridge Formation, which are assigned a low paleontological potential. However, both the Rabbit Flat Member and Goat Hill Member should be considered to have a high potential until a field study is conducted by a qualified paleontologist. Given the high paleontological potential of the Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation at all depths where they are encountered, Project-related excavations into these units have the potential to result in the permanent loss of scientifically important and regionally significant paleontological resources, including identifiable vertebrate fossils, uncommon invertebrate fossils, plant fossils, and trace fossils, which would represent a significant, adverse impact.

With regard to cumulative impacts, CEQA Guidelines (Appendix G, Section XVIII. Mandatory Findings of Significance) state that a project would result in cumulative impacts if impacts were individually limited, but cumulatively considerable. Cumulatively considerable impacts are defined as “incremental effects of a project [that] are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects” (CEQA Guidelines, Appendix G, Section XVIII, Part b). The cumulative setting for paleontological resources associated with the Project includes the Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation, which are significant because of the information about the history of life, biochronology, paleoenvironment, and paleoclimate that they can provide. Due to this fact, these units are both assigned a high paleontological resources potential. Cumulative development within the local Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation has the potential to destroy or impact significant, nonrenewable paleontological resources. Proposed excavations associated with the Project, combined with other large-scale proposed, in-process, and future projects in the region, have the potential to contribute to the progressive loss of paleontological resources from these deposits. Cumulative impacts to paleontological resources could occur if the Project and other cumulative projects would damage or destroy significant paleontological resources. However, with implementation of the suggested mitigation measure described in Section 8, the Project would have a less than cumulatively considerable impact to paleontological resources. Furthermore, other projects within the cumulative setting would need to comply with existing regulations and undergo CEQA review in order to ensure that potential impacts to paleontological resources were appropriately evaluated and mitigated on a project-to-project basis. As such, compliance with regulatory requirements would reduce cumulative impacts to paleontological resources during construction to a less than cumulatively considerable level.

Implementation of the Project would not increase public access to previously inaccessible areas or increase erosion; therefore, no indirect impacts to significant paleontological resources are anticipated. With implementation of the recommendations described in Section 8, direct impacts on paleontological resources would be reduced to less-than-significant levels, and the Project’s potential to contribute to cumulative impacts would be negligible.

8 Summary and Recommendations

Bargas completed a paleontological study that included reviews of geologic maps and scientific literature; and a records search of the online PDBD and UCMP databases. Paleontological potential rankings were assigned using the SVP classification for paleontological resource sensitivity (Tables 1 and 2).

Artificial fill deposits (af) were noted in geologic maps in a small portion of the Project Site to unknown (but likely shallow) depths. These fill deposits are assigned no paleontological sensitivity due to their disturbed nature and young age. Volcaniclastic and marine sediments of the Rabbit Flat Member (Jlr) and Goat Hill Member (Jlg) of the Middle to Late Jurassic-age Logtown Ridge Formation were noted across the majority of the Project Site and likely occur immediately beneath the artificial fill deposits, where mapped. A search of the scientific literature revealed that significant Middle to Late Jurassic-age paleontological resources are known from the Logtown Ridge Formation, which have aided in biochronological studies of the unit and been included in scientific publications. Five paleontological localities at three paleontological repositories (USGS, Stanford University, and UCMP) were also discovered from these units in online searches of the PBDB and UCMP. Furthermore, significant paleontological resources are known from other marine and volcaniclastic deposits across the western United States. Therefore, both the Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation are assigned a high paleontological sensitivity. Conversely, these units are assigned a low potential where extensive exposure of interbedded lavas, flows, and sills are noted or where the entire proposed area of impact is underlain by such rocks. However, both the Rabbit Flat and Goat Hill Member should be considered to have a high potential until a field study is conducted by a qualified paleontologist. Given these results, the entire Project Site should be considered to have a high paleontological potential at the surface and to all depths of excavation until an intensive site-specific paleontological survey has been performed.

The collected data indicate that there is a potential to encounter significant paleontological resources during ground disturbing activities that impact native Middle to Late Jurassic-age marine and volcaniclastic sediments of the Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation. Should excavations be proposed at any depth, Bargas recommends that a comprehensive paleontological survey be performed prior to any Project ground disturbance to confirm the presence of volcaniclastic and/or marine deposits in the proposed area of disturbance. This survey should be accompanied by a survey report that updates the site-specific paleontological potential and provides recommendations for further mitigation, if necessary. The following recommendations regarding paleontological resources, developed in accordance with SVP (2010) guidelines, satisfy the requirements for mitigating damage to paleontological remains under the County of Amador General Plan (2016) and CEQA.

8.1.1 Mitigation Measure 1

The services of a qualified paleontologist shall be retained prior to the start of proposed earthmoving activities to perform a comprehensive paleontological survey of the site and produce a paleontological survey report that describes the results of the survey, reassesses the site-specific paleontological potential with regard to proposed disturbances, and proposes further mitigation, if necessary, to reduce impacts to a less-than-significant level. Per the SVP (2010), a qualified paleontologist:

> "shall have the equivalent of the following qualifications: 1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience. 2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts. 3. Proficiency in recognizing fossils in the field and determining their significance. 4. Expertise in local geology, stratigraphy, and biostratigraphy. 5. Experience collecting vertebrate fossils in the field."

Should volcaniclastic or marine deposits of the Rabbit Flat Member and Goat Hill Member of the Logtown Ridge Formation be encountered during the paleontological survey or if paleontological resources are encountered, then the paleontological

potential should be considered high where encountered. In areas where geologic units with a high paleontological potential may be impacted, a qualified paleontologist should develop and carry out a site-specific Paleontological Resource Mitigation and Treatment Plan (PRMTP). This plan should specify the levels and types of mitigation efforts based on the types and depths of earthmoving activities and the geologic and paleontological sensitivity of the Project Site. If artificial fill, significantly disturbed deposits, or younger deposits too recent to contain paleontological resources are encountered during construction, the qualified paleontologist may reduce or curtail monitoring in the affected areas, after consultation with the proponent and the lead agency. The plan should also include a description of the professional qualifications required of key staff, communication protocols to be followed during construction, fossil recovery protocols, sampling protocols for microfossils (if required), laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens. This treatment plan would guide all paleontological resources mitigation efforts during Project construction.

If the entire area of proposed disturbance is found to be underlain by exposures of interbedded lavas, flows, and sills during the paleontological survey, then the area can be considered to have a low paleontological potential and a qualified paleontologist shall only be retained in the case of unanticipated discoveries. If construction or other Project personnel discover any unanticipated fossils or potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the qualified paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. Construction activities may continue in other areas. If the discovery is identified as potentially significant, additional work, such as recovery, laboratory preparation, fossil identification, curation, and reporting, may be necessary. Recovered paleontological resources should be deposited in an appropriate fossil repository to be determined by the lead agency in consultation with the qualified paleontologist. Should an *in situ* fossil be discovered in areas previously assigned a low paleontological potential, a site-specific PRMTP, as described above, should immediately be drafted and implemented by the qualified paleontologist with the approval of the County of Amador, if not already done so for the Project.

Should you have any questions or comments regarding this study, please do not hesitate to contact me at (626) 755-0072 or jeladli@bargasconsulting.com.

Sincerely,

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