

CITY COUNCIL REGULAR MEETING

Clearlake City Hall Council Chambers 14050 Olympic Dr, Clearlake, CA Thursday, February 02, 2023 Regular Meeting 6:00 PM

The City Council meetings are viewable in person in the Council Chambers, via livestreaming on the City's YouTube Channel (https://www.youtube.com/channel/UCTyifT nKS-3woxEu1ilBXA) or "Lake County PEG TV Live Stream" at https://www.youtube.com/user/LakeCountyPegTV/featured and the public may participate through Zoom at the link listed below. The public can submit comments and questions in writing for City Council consideration by sending them to the Administrative Services Director/City Clerk at mswanson@clearlake.ca.us. To give the City Council adequate time to review your questions and comments, please submit your written comments prior to 4:00 p.m. on the day of the meeting.

AGENDA

MEETING PROCEDURES: All items on agenda will be open for public comments before final action is taken. Citizens wishing to introduce written material into the record at the public meeting on any item are requested to provide a copy of the written material to the Administrative Services Director/City Clerk prior to the meeting date so that the material may be distributed to the City Council prior to the meeting. Speakers must restrict comments to the item as it appears on the agenda and stay within a three minutes time limit. The Mayor has the discretion of limiting the total discussion time for an item.

AMERICANS WITH DISABILITY ACT (ADA) REQUESTS

If you need disability related modification, including auxiliary aids or services, to participate in this meeting, please contact Melissa Swanson, Administrative Services Director/City Clerk at the Clearlake City Hall, 14050 Olympic Drive, Clearlake, California 95422, phone (707) 994-8201, ext 106, or via email at mswanson@clearlake.ca.us at least 72 hours prior to the meeting, to allow time to provide for special accommodations.

AGENDA REPORTS

Staff reports for each agenda item are available for review at www.clearlake.ca.us. Any writings or documents pertaining to an open session item provided to a majority of the City Council less than 72 hours prior to the meeting, shall be made available for public inspection on the City's website at www.clearlake.ca.us.

Zoom Link: https://clearlakeca.zoom.us/j/86217411363

- A. ROLL CALL
- B. PLEDGE OF ALLEGIANCE
- **C. INVOCATION/MOMENT OF SILENCE:** The City Council invites members of the clergy, as well as interested members of the public in the City of Clearlake, to voluntarily offer an invocation before the beginning of its meetings for the benefit and blessing of the City Council. This opportunity is

February 02, 2023 Page. 2

voluntary and invocations are to be less than three minutes, offered in a solemn and respectful tone, and directed at the City Council. Invocational speakers who do not abide by these simple rules of respect and brevity shall be given a warning and/or not invited back to provide a subsequent invocation for a reasonable period of time, as determined appropriate by the City. This policy is not intended, and shall not be implemented or construed in any way, to affiliate the City Council with, nor express the City Council's preference for, any faith or religious denomination. Rather, this policy is intended to acknowledge and express the City Council's respect for the diversity of religious denominations and faith represented and practiced among the citizens of Clearlake. If a scheduled invocational speaker does not appear at the scheduled meeting, the Mayor will ask that the City Council observe a moment of silence in lieu of the invocation. More information about the City's invocation policy is available upon request by contacting the Administrative Services Director/City Clerk at (707) 994-8201x106 or via email at mswanson@clearlake.ca.us.

D. ADOPTION OF THE AGENDA (This is the time for agenda modifications.)

E. PRESENTATIONS

- 1. Presentation of Certificates of Appreciation for Breakfast with Santa Volunteers
- F. PUBLIC COMMENT: This is the time for any member of the public to address the City Council on any matter not on the agenda that is within the subject matter jurisdiction of the City. The Brown Act, with limited exceptions, does not allow the Council or staff to discuss issues brought forth under Public Comment. The Council cannot take action on non-agenda items. Concerns may be referred to staff or placed on the next available agenda. Please note that comments from the public will also be taken on each agenda item. Comments shall be limited to three (3) minutes per person.
- **G. CONSENT AGENDA:** All items listed under the Consent Agenda are considered to be routine in nature and will be approved by one motion. There will be no separate discussion of these items unless a member of the Council requests otherwise, or if staff has requested a change under Adoption of the Agenda, in which case the item will be removed for separate consideration. Any item so removed will be taken up following the motion to approve the Consent Agenda.
 - 2. Adoption of Resolution No. 2023-07 a Resolution of the City Council of the City of Clearlake Authorizing Submittal of Application(s) for all CalRecycle Grants for which City of Clearlake is eligible

Recommended Action: Adopt resolution

3. Warrants

Recommended Action: Receive and file

H. PUBLIC HEARING

4. Appeal of the Planning Commission's Decision on December 13, 2022 of Conditional Use Permit Application, CUP 2022-02, Design Review, DR 2022-02 and corresponding environmental analysis (CEQA IS 2022-06); 6356 Armijo Avenue Clearlake, CA 95422; Assessor's Parcel Number 042-121-25

Recommended Action: Deny appeal and uphold the Planning Commission decision

February 02, 2023 Page. 3

I. BUSINESS

<u>5.</u> Discussion and Consideration of a Memorandum of Understanding (MOU) Between the County of Lake and City of Clearlake for the Design Cost Related to the Regional Skate Park in Austin Park

Recommended Action: Approve MOU and Authorize the City Manager to Sign.

J. CITY MANAGER AND COUNCILMEMBER REPORTS

K. FUTURE AGENDA ITEMS

L. CLOSED SESSION

- **(6)** Conference with Legal Counsel Pursuant to Government Code Section 54956.9(b): One potential case
- M. ANNOUNCEMENT OF ACTION FROM CLOSED SESSION

N. ADJOURNMENT

POSTED: January 30, 2023

BY:

Melissa Swanson, Administrative Services Director/City Clerk





City Council

STAFF REPORT				
SUBJECT:	Adoption of Resolution No. 2023-07 a Resolution of the City Council of the City of Clearlake Authorizing Submittal of Application(s) for all CalRecycle Grants for which City of Clearlake is eligible	MEETING DATE: February 2, 2023		
SUBMITTED BY: Tim Hobbs, Chief of Police				
PURPOSE OF REPORT:				

WHAT IS BEING ASKED OF THE CITY COUNCIL/BOARD:

The City Council is being asked to adopt Resolution No. 2023-07 a Resolution of the City Council of the City of Clearlake Authorizing Submittal of Application(s) for all CalRecycle Grants for which City of Clearlake is eligible.

BACKGROUND/DISCUSSION:

Widespread illegal dumping of solid waste adversely impacts the City of Clearlake in many ways. Properties on which illegal dumping occurs lose economic value; create public health, safety and environmental problems; and degrade the enjoyment and pride in our community. Many such properties have been abandoned or have owners who are unable or unwilling to pay the costs of cleanup.

The California Department of Resources Recycling and Recovery (CalRecycle) offers funding opportunities authorized by legislation to assist in the effective management of illegal disposal sites. CalRecycle provides grants up to \$500,000 to help accelerate the pace of cleanup, restore sites, and turn today's problems into tomorrow's opportunities.

CalRecycle requires that an application's governing body declare by resolution certain authorizations related to the execution of all grant documents, including applications, agreements, amendments and requests for payment necessary to secure grant funds. This authorization will be effective for five (5) years from the date of adoption of this resolution.

OPTIONS:

- 1. Move to adopt Resolution No. 2023-07
- 2. Provide direction to staff.

Section	G.	Item 2.

FISCAL IMPACT:	
None ☐ See attached. Budgeted Item? ☐ Yes ☒ No	
Budget Adjustment Needed? Xes No If yes, amount of appropriation increase:	
Affected fund(s): General Fund Measure P Fund Measure V Fund Other:	
Comments:	
STRATEGIC PLAN IMPACT:	
Goal #1: Make Clearlake a Visibly Cleaner City	
Goal #2: Make Clearlake a Statistically Safer City	
Goal #3: Improve the Quality of Life in Clearlake with Improved Public Facilities	
Goal #4: Improve the Image of Clearlake	
Goal #5: Ensure Fiscal Sustainability of City	
Goal #6: Update Policies and Procedures to Current Government Standards	
Goal #7: Support Economic Development	
SUGGESTED MOTIONS:	
Adopt Resolution 2023-07: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLEARLAKE AUTHORIZING SUBMITTAL OF APPLICATION(S) FOR ALL CALRECYCLE GRANTS FOR WHICH CIT CLEARLAKE IS ELIGIBLE	
Attachments: 1) Resolution No. 2023-07	

RESOLUTION NO. 2023-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLEARLAKE AUTHORIZING SUBMITTAL OF APPLICATION(S) FOR ALL CALRECYCLE GRANTS FOR WHICH CITY OF CLEARLAKE IS ELIGIBLE

WHEREAS, Public Resources Code sections 48000 et seq. authorize the Department of Resources Recycling and Recovery (CalRecycle) to administer various grant programs (grants) in furtherance of the State of California's (state) efforts to reduce, recycle and reuse solid waste generated in the state thereby preserving landfill capacity and protecting public health and safety and the environment; and

WHEREAS, in furtherance of this authority CalRecycle is required to establish procedures governing the application, awarding, and management of the grants; and

WHEREAS, CalRecycle grant application procedures require, among other things, an applicant's governing body to declare by resolution certain authorizations related to the administration of CalRecycle grants.

NOW, THEREFORE, BE IT RESOLVED that the City of Clearlake City Council authorizes the submittal of application(s) to CalRecycle for all grants for which City of Clearlake is eligible; and

BE IT FURTHER RESOLVED that the City Manager, or his/her designee is hereby authorized and empowered to execute in the name of the City of Clearlake all grant documents, including but not limited to, applications, agreements, amendments and requests for payment, necessary to secure grant funds and implement the approved grant project; and

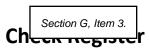
BE IT FURTHER RESOLVED that these authorizations are effective for five (5) years from the date of adoption of this resolution.

PASSED AND ADOPTED by the City Council of the City of Clearlake, County of Lake, State of California, on this 2nd day of February 2023, by the following vote:

AYES:		
NOES:		
ABSTAIN:		
ABSENT:		
ATTEST:		
City Clerk	Mayor	



Clearlake, CA



Packet: APPKT01901 - 1/19/23 AP CHECK RUN AA

By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP-Account	s Payable					
001138	ADVENTIST HEALTH	01/19/2023	Regular	0.00	114.00	14080
VEN01345	BARCODES ACQUISITIONS, INC - ALPHA	01/19/2023	Regular	0.00	191.54	14081
VEN01351	BKF ENGINEERS	01/19/2023	Regular	0.00	16,167.99	14082
001665	BRUNO SABATIER	01/19/2023	Regular	0.00	100.00	14083
2404	CALTRONICS	01/19/2023	Regular	0.00	704.60	14084
001293	CDW GOVERNMENT	01/19/2023	Regular	0.00	2,148.71	14085
000160	DEPT OF JUSTICE	01/19/2023	Regular	0.00	49.00	14086
000004	EDWARD A ROBEY JR	01/19/2023	Regular	0.00	100.00	14087
000121	HIGHLANDS WATER COMPANY	01/19/2023	Regular	0.00	80.14	14088
001939	JIM SCHOLZ	01/19/2023	Regular	0.00	100.00	14089
002274	JOHN R BENOIT	01/19/2023	Regular	0.00	9,229.67	14090
001775	JONES & MAYER	01/19/2023	Regular	0.00	25,373.40	14091
002276	JOSE L SIMON III	01/19/2023	Regular	0.00	100.00	14092
VEN01354	JOSEPH MICHAEL KREINS - KREINS COI	01/19/2023	Regular	0.00	8,500.00	14093
000452	LAKE COUNTY ELECTRIC	01/19/2023	Regular	0.00	2,497.92	14094
002280	LAW OFFICES OF P SCOTT BROWNE	01/19/2023	Regular	0.00	1,954.57	14095
VEN01374	LISA A. REYNOLDS - MUDSLINGERS LLC	01/19/2023	Regular	0.00	8,000.00	14096
VEN01329	MCGRATH RENTCORP AND SUBSIDIAR	01/19/2023	Regular	0.00	1,124.03	14097
000387	PACE SUPPLY CORP	01/19/2023	Regular	0.00	351.33	14098
001857	RANEY PLANNING & MANAGEMENT	01/19/2023	Regular	0.00	386.25	14099
002031	REDWOOD COAST PETROLEUM & NOF	01/19/2023	Regular	0.00	1,341.47	14100
VEN01255	REDWOOD EMPIRE MUNICIPAL INSUR	01/19/2023	Regular	0.00	187.44	14101
000506	SIGNS OF RANDY HARE	01/19/2023	Regular	0.00	217.50	14102
002273	STACEY MATTINA	01/19/2023	Regular	0.00	100.00	14103
002277	STANLEY A ARCHACKI	01/19/2023	Regular	0.00	100.00	14104
VEN01369	STEPHEN J FOGEL - SJF ELECTRIC	01/19/2023	Regular	0.00	262.82	14105
000099	U.S. CELLULAR	01/19/2023	Regular	0.00	456.78	14106
001540	US BANK CORPORATE PMT. SYSTEM	01/19/2023	Regular	0.00	1,552.68	14107

Bank Code AP Summary

	Payable	Payment	. .	
Payment Type	Count	Count	Discount	Payment
Regular Checks	51	28	0.00	81,491.84
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	E1	20	0.00	01 /01 0/

1/27/2023 1:12:14 PM Pag

Packet: APPKT01901- Section G, Item 3.

Fund Summary

 Fund
 Name
 Period
 Amount

 999
 Pooled Cash
 1/2023
 81,491.84

 81,491.84
 81,491.84

1/27/2023 1:12:14 PM Pag



Clearlake, CA



By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP-Account	s Payable	•			-	
000591	ACTION SANITARY	01/26/2023	Regular	0.00	195.75	14108
VEN01168	ADAM J GIORDANO	01/26/2023	Regular	0.00	400.00	14109
001911	ADAMS ASHBY GROUP INC	01/26/2023	Regular	0.00	5,860.00	14110
001138	ADVENTIST HEALTH	01/26/2023	Regular	0.00	114.00	14111
002353	ALL IN ONE AUTO	01/26/2023	Regular	0.00	6,150.00	14112
000085	ARAMARK UNIFORM SERVICES	01/26/2023	Regular	0.00	98.62	14113
001397	AT&T CALNET 3	01/26/2023	Regular	0.00	615.74	14114
001397	AT&T CALNET 3	01/26/2023	Regular	0.00	24.55	14115
001397	AT&T CALNET 3	01/26/2023	Regular	0.00	141.14	14116
001397	AT&T CALNET 3	01/26/2023	Regular	0.00	47.42	14117
001397	AT&T CALNET 3	01/26/2023	Regular	0.00	60.98	14118
001397	AT&T CALNET 3	01/26/2023	Regular	0.00	201.25	14119
002114	AXON ENTERPRISE INC	01/26/2023	Regular	0.00	3,193.00	14120
2418	BICOASTAL MEDIA, LLC	01/26/2023	Regular	0.00	815.00	14121
002162	CALIFORNIA ENGINEERING	01/26/2023	Regular	0.00	33,069.93	14122
001811	CALIFORNIA EXTERMINATORS ALLIA	01/26/2023	Regular	0.00	100.00	14123
000451	CLEARLAKE LAVA	01/26/2023	Regular	0.00	242.39	14124
000024	CLEARLAKE POLICE ASSOCIATION	01/26/2023	Regular	0.00	1,562.50	14125
002083	COUNTY OF LAKE WATER RESOURCES		Regular	0.00	3,040.00	
000447	CREATIVE FORMS & CONCEPTS	01/26/2023	Regular	0.00	149.38	
002392	DE LAGE LANDEN PUBLIC FINANCE	01/26/2023	Regular	0.00	829.68	14128
VEN01289	DIAMOND D CONSTRUCTION, LLC/DIA	01/26/2023	Regular	0.00	17,560.53	14129
000851	ENTERPRISE TOWING	01/26/2023	Regular	0.00	310.00	14130
2411	ERIN MCCARRICK	01/26/2023	Regular	0.00		14131
VEN01108	FAWN CHRISTINE WILLIAMS	01/26/2023	Regular	0.00	75.00	14132
000120	FED EX	01/26/2023	Regular	0.00	47.80	14133
000096	GOLDEN STATE WATER COMPANY	01/26/2023	Regular	0.00	320.22	14134
000096	GOLDEN STATE WATER COMPANY	01/26/2023	Regular	0.00		14135
001419	KELSEYVILLE AUTO SALVAGE	01/26/2023	Regular	0.00	14,890.00	
000108	LAKE COUNTY RECORD BEE	01/26/2023	Regular	0.00	546.15	
001760	LAKESHORE LIONS	01/26/2023	Regular	0.00	800.00	14138
002286	LISA WILSON	01/26/2023	Regular	0.00		14139
002176	MANAGEMENT CONNECTIONS	01/26/2023	Regular	0.00	1,167.72	
002250	MAURICIO BARRETO	01/26/2023	Regular	0.00	3,138.20	
000026	NATIONWIDE RETIREMENT SOLUTION		Regular	0.00	1,150.00	
VEN01191	NORTH BAY ANIMAL SERVICES	01/26/2023	Regular	0.00	31,250.00	
001913	OCCU-MED LTD	01/26/2023	Regular	0.00	746.30	
001392	OFFICE DEPOT	01/26/2023	Regular	0.00	653.95	
001843	PG&E CFM	01/26/2023	Regular	0.00	4,072.72	
	Void	01/26/2023	Regular	0.00	•	14147
001843	PG&E CFM	01/26/2023	Regular	0.00	2,726.00	
VEN01255	REDWOOD EMPIRE MUNICIPAL INSUR		Regular	0.00	1,141.68	
002215	ROBERT COKER	01/26/2023	Regular	0.00		14150
001581	SQUAD ROOM EMBLEMS	01/26/2023	Regular	0.00	113.06	
VEN01044	SWEETWATER	01/26/2023	Regular	0.00	3,871.54	
VEN01222	TERRY LEE STEWART	01/26/2023	Regular	0.00		14153
002375	THOMAS DEWALT	01/26/2023	Regular	0.00	1,000.00	
000708	VALIC LOCKBOX	01/26/2023	Regular	0.00	395.00	
000700	VALIC LOCKDOX	01, 20, 2023	ric Bului	0.00	333.00	- - 133

1/27/2023 1:11:20 PM Pag

Packet: APPKT01919-

Section G, Item 3.

Vendor NumberVendor NamePayment DatePayment TypeDiscount AmountPayment AmountNumber002264WEX BANK01/26/2023Regular0.008,429.9914156

Bank Code AP Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	80	48	0.00	151,647.62
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	80	49	0.00	151.647.62

1/27/2023 1:11:20 PM

Check Register

Section G, Item 3. Packet: APPKT01919-

Fund Summary

Fund	Name	Period	Amount
999	Pooled Cash	1/2023	151,647.62
			151.647.62

1/27/2023 1:11:20 PM



City Council

			STAFF REPORT			
SUBJECT:	Appeal of the Planning Commission's Decision on 12/13/2022 for the approval of the Hotel Development and 18 th Avenue Extension Project.			•	MEETING DATE:	February 2, 2023
SUBMITTED BY: Alan Flora – City Manager						
PURPOSE C	F REPORT:	Information only	Discussion	⊠ Actio	n Item	

WHAT IS BEING ASKED OF THE CITY COUNCIL/BOARD:

The appellant, Kronick Moskovitz Tiedemann & Girard, representatives of the KOI Nation of California are appealing the Planning Commission's decision of December 13th, 2022, for the approval of Conditional Use Permit Application, CUP 2022-02, Design Review, DR 2022-02 and corresponding environmental analysis (CEQA IS 2022-06) located at 6356 Armijo Avenue Clearlake, CA 95422 further described as Assessor's Parcel Number 042-121-25.

BACKGROUND/DISCUSSION

<u>Hotel Development</u>: The project is located within the General Commercial (GC) Land Use Zoning District, and per Table 5 of Chapter 18-18.030 (Commercial, Recreation and Amusement Uses) of the Zoning Ordinance "Hotels/Motels" is an allowed use by right.

<u>Conditional Use Permit:</u> The hotel facility is proposing to sell and consume alcoholic beverages onsite as part of its operation. Per Table 5 of Chapter 18-18.030 (Commercial, Recreation and Amusement Uses) of the Zoning Ordinance, a Conditional Use Permit is required to allow "Alcoholic Beverage Sales (onsite consumption).

<u>Design Review</u>: The hotel facility and related aesthetic improvements to the 2.8 acres site is subject to approval of Design Review in accordance with Chapter 18-33 of the Municipal Code. The purpose of design review is to assure new development and related community appearance changes will enhance the design characteristic in all neighborhoods within the City of Clearlake.

ENVIRONMENTAL DETERMINATION:

Pursuant to California Environmental Quality Act (CEQA) Guidelines, staff prepared an Initial Study to assess the potential adverse environmental effects of the proposed project. The study concludes that any potentially significant adverse environmental impacts from the project would be reduced to a level of non-significance with the incorporated Mitigation Measures/Conditions of Approval.

The Notice of Intent (NOI) for the proposed Mitigated Negative Declaration based on Initial Study, IS 2022-06, was properly noticed and circulated in accordance with CEQA State Guidelines.

- The NOI was emailed to various Federal, State, and local agencies/organizations (including Tribal Nations/Sovereign Governments); uploaded to the State Clearing House (SCH Number 2022100562); published in a local newspaper; and mailed to all property owners within 300 feet of the project parcel. The commenting period for the NOI was from October 26th, 2022, to November 30, 2022.
 - The following agencies commented on the Notice of Intent.
 - Caltrans

Section H, Item 4.

- Central Valley Regional Water Quality Control Board
- Konocti County Water District
- Lake County Health Services Department.

The City of Clearlake Planning Commission held a public hearing on the project on December 13, 2022, and with no input from the public or agencies other than that provided through the planning process, unanimously approved the project. The appeal of the Koi Nation was received within the time allowed by the Clearlake Municipal Code.

OPTIONS:

- Move to Adopt Resolution 2023-08, A Resolution of the City Council of the City of Clearlake denying Appeal Application, APCC 2022-01 and upholding the Planning Decisions of December 13th, 2022, approving the refered projects.
- 2. Move to Adopt Resolution 2023-08, A Resolution of the City Council of the City of Clearlake approving the Appeal Application, APCC 2022-01 and denying the referenced projects.
- 3. Move to continue the item and provide alternate direction to staff.
- Attachments:
- 1) Resolution 2023-08 with Conditions
- 2) Appeal Application dated 12/22/2022.
- 3) Staff Report Packet from December 13th, 2022, PC Meeting
- 4) CUP 2022 02 RFR & AB 52 Packet List of Agencies Contacted
- 5) RFR & AB 52 18th Avenue Improvement Project
- 6) Notice of Intent (NOI) for CEQA
- 7) KOI Nation/Habematolel Letters

RESOLUTION NO. 2023-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLEARLAKE, CALIFORNIA DENYING APPEAL APCC 2022-01 AND UPHOLDING THE PLANNING COMMISSION APPROVAL OF DECEMBER 13th, 2022 ADOPTING MITIGATED NEGATIVE DECLARATION (BASED ON ENVIRONMENTAL ANALYSIS - INITIAL STUDY, IS 2022-06) AND CONDITIONAL USE PERMIT, CUP 2022-02 AND DESIGN REVIEW 2022-02 FOR THE DEVELOPMENT AND OPERATION OF A HOTEL WITH MEETING HALL/EVENT CENTER AND THE EXTENSION OF 18TH AVENUE LOCATED AT 6356 ARMIJO AVENUE, CLEARLAKE, CALIFORNIA, APN: 042-121-25.

WHEREAS, Matt Patel, of MLI Associates, Inc., (Owner/Developer/Operator), applied for approval of a Mitigated Negative Declaration (Based on Environmental Analysis, IS 2022-06) and Conditional Use Permit (CUP 2022-02) and Design Review, (DR 2022-02) for the development and operation +/- 75 Bedroom hotel with meeting hall/event center, onsite sales and consumptions of alcoholic beverages on 2.8 acres located at 6356 Armijo Avenue Clearlake, CA 95422 further described as APN: 042-121-25, and;

WHEREAS, Appeal Application APCC 2022-01, filed by Kronick Moskovitz Tiedemann & Girard, representatives of the KOI Nation contesting the determination of the Planning Commission approval on December 13th, 2022 of a Mitigated Negative Declaration (Based on Environmental Analysis, IS 2022-06) and Conditional Use Permit (CUP 2022-02) and Design Review, (DR 2022-02) for the development and operation +/- 75 Bedroom Hotel with meeting hall/event center, onsite sales and consumptions of alcoholic beverages, and;

WHEREAS, the appeal and conditional use permit application has been processed in accordance withthe City's Environmental Review Guidelines; and

WHEREAS, adequate public noticing was made for the project in accordance with Section 18-28.030 theMunicipal Code; and;

WHEREAS, the City Council has considered this project, the staff report, public testimony, on this date (February 2nd, 2023) at a duly noticed public hearing, and found that the project is compatible with the surrounding area, and will not be detrimental to adjacent property owners or the public at large, and approval of the Administrative Use Permit is in the public interest; and;

WHEREAS, although not part of the conditional use and design review applications which apply only to the hotel project, the environmental document for the hotel project includes construction of extending 18th Avenue from Old Highway 53 to New Highway 53 that provides critical access to the hotel, is considered as part of the overall project; and;

WHEREAS, the project is located within the General Commercial (GC) Land Use Zoning District, and per Table 5 of Chapter 18-18.030 (Commercial, Recreation and Amusement Uses) of the Zoning Ordinance "Hotels/Motels" is an allowed use by right, and;

WHEREAS, the zoning designation is "GC" General Commercial. As conditioned, the proposed use would be consistent with the allowable uses in the GC Zoning Designation; and;

WHEREAS, the General Plan Designates the project site as "GC" General Commercial. As conditioned, the proposed use would be consistent with the General Plan; and;

WHEREAS, the project is found to comply with the Zoning Codes as conditioned (*Refer to Enclosed Exhibit A*) by this use permit; and

WHEREAS, the Conditional Use Permit, CUP 2022-02 would allow the onsite sales and consumption of Alcoholic Beverages associated with hotel and event operations; Event Facility, Banquet Hall/Dance Hall/Lodge; Special Events and/or Public Assemblies, and Outdoor Recreation, Pursuant to Section 18.18.030 of the City Municipal Code; and

WHEREAS, in accordance with Section 18.14.445 (b) of the Zoning Code the use as proposed will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity, or injurious to the property, improvements or potential development in the vicinity with respect to aspects including, but not limited to, the following:

- (a) The nature of the proposed site, including its size and shape, and the proposed size, shape, and arrangement of structures.
- (b) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic and the adequacy of proposed off-street parking and loading.
- (c) The safeguards afforded to prevent noxious of offensive emissions such as noise, glare, dust and odor;
- (d) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking areas, loading areas, service areas, lighting, and signs; and

WHEREAS, in accordance with Section 18-19.110 (D) of the Zoning Code the City Council finds that alcoholic beverage sales and consumption on the site complies with the criteria for approval of this use permit; and

WHEREAS, in accordance with Section 18-09.020-c of the Zoning Code, the City Council has reviewed the height of the proposed, approximately 50 foot tall, hotel building as part Conditional Use Permit CUP 2022-02 and has approved this height; and maximum building height in this district is 35 feet and up to 50 feet with a conditional use permit; Plans show a four-story hotel building that is approaching 50 feet in height; and

WHEREAS, in accordance with Section 18-20.090 (C) of the Zoning Code the City Council approves a reduction in the number of parking spaces from 113 to 109 spaces due to the project's mixed use and resulting shared parking demand; and

WHEREAS, the project is consisting with the provisions of Chapter 18-33, Design Review, of the City Municipal Code; and

WHEREAS, the project underwent environmental review (Initial Study, IS 2022-06) subject to the California State Environmental Quality Act (CEQA) Guidelines, and a Mitigated Negative Declaration has been prepared, and adopted; and as evidenced by the following:

- 1. The initial study and Mitigated Negative Declaration were properly noticed and circulated in compliance with the California Environmental Quality Act of 1970, and in compliance with Section 15070-15075 of the CEQA State Guidelines, by:
 - Circulation of the <u>Notice of Intent (NOI)</u> for the environmental analysis/proposed Mitigated Negative Declaration (CEQA Initial Study, IS 2022-06) was published in the Lake County Record Bee and sent to the State Clearinghouse; Various Federal, State, and local agencies/organizations for the minimum of a 30-day commenting period from October 26th, 2022, through November 30th, 2022. The document was also uploaded onto the City's Website and made available upon request.

Section H, Item 4.

• A Notice of Intent (NOI) was mailed (via USPS) to the surrounding parcels owners 300 feet of the subject property informing them of the City's decision to adopt a Mitigated Negative Declaration for the proposed use and that there is a 30-day commenting period on the environmental document from July 19th, 2022, through August 19th, 2022.

WHEREAS, environmental review (Initial Study, IS 2022-06) was prepared in accordance with the California Environmental Quality Act (CEQA), which shows substantial evidence, in light of the whole record, that the project will not result in a significant environmental impact with the incorporated Mitigation Measures/Conditions of Approval and, hereby adopts a Mitigated Negative Declaration (MND) and authorizes staff to file a Notice of Determination in compliance with CEQA.

WHEREAS, if any section, division, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

WHEREAS, on December 13th, 2022, the Planning Commission of the City of Clearlake held a duly noticed public hearing at which interested persons had the opportunity to testify and at which the Planning Commission considered the proposed development; and

WHEREAS, adequate public noticing was made for the project in accordance with the Municipal Code.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clearlake that Appeal Application APCC 2022-01 contesting the Planning Commission's decision of December 13th, 2022, is hereby **denied** and Conditional Use Permit Application CUP 2022-02, Design Review, DR 2022-02, corresponding environmental assessment/Mitigated Negative Declaration IS 2022-06 is approved.

PASSED AND ADOPTED on this **2nd day of February 2023**, by the following vote:

Mayor – City of Clearlake	
	Mayor – City of Clearlake

EXHIBIT A

City of Clearlake Conditions of Approval Conditional Use Permit, CUP 2022-02 Design Review, DR 2022-02 Pursuant to the approval of the Clearlake Planning Commission on December 13th, 2022 and the City Council on February 2nd, 2023 there is hereby granted to Matt Patel of MLI Associates, Inc., a Conditional Use Permit (CUP 2022-02), Design Review (DR 2022-02) and corresponding environmental analysis (CEQA Initial Study, IS 2022-06) with the following conditions of approval and related mitigation measures to authorize the development and operation of a Hotel with meeting hall/event center and the extension of 18th Avenue located at 6356 Armijo Avenue Clearlake, CA 95422 further described as APN: 042-121-25 is subject to the following terms and conditions of approval (excluding the extension of 18th Avenue between Old Highway 53 and New Highway 53).

SECTION A: GENERAL CONDITIONS:

- A-1. The use hereby permitted shall substantially conform to the Site Plan(s), and Project Description and any conditions of approval imposed by the above Conditional Use Permit as shown on the approved site plan for this action dated December 13th, 2022.
- A-2. Prior to operation, the permit holder shall meet and operate in full compliance with fire safety rules and regulations of the Lake County Fire District.
- A-3. Prior to operation and/or development, the applicant shall secure and maintain all required permits from the City of Clearlake (Community Development Department, Building Department, Planning, Police Department and Public Works), Lake County Fire Protection District, Lake County Air Quality Management District, Lake County Water Resources Department, Lake County Environmental Health Department, Lake County Special Districts, local water district and/or all applicable Federal, State and local agency permits. If said permit is from another agency other than the City of Clearlake, the applicant shall submit a copy of the permit(s) to verify they have fulfilled this requirement.
- A-4. Prior to Operation of the hotel and/or related facilities, the applicant shall apply and obtain a Business License from the City of Clearlake. Said application may be applied for and obtained through the City's Online Portal Application System.
- A-5. The applicant shall always retain a copy of the approved conditions of approval on premises.
- A-6. The operation shall not exceed the maximum occupancy as prescribed by the California Building Code.
- A-7. Any modifications and/or additions to a use requiring use permit approval shall itself be subject to use permit approval. The addition of an allowed use to a premise occupied by a conditionally allowed use shall require use permit approval of the type required for the existing use. The Community Development Director shall determine when such an addition and/or change is of such a minor or incidental nature that the intent of these regulations can be met without further use permit control.
- A-8. The operator shall be responsible to pay all sales, use, business and other applicable taxes, and all license, registration, and other fees and permits required under federal, state, and local laws.
- A-9. The applicant is responsible for ensuring that all project workers including third party vendors are informed of, understand, and agree to abide by the approved plans and project conditions.

- Prior to issuance of a building permit and/or commencing construction or as otherwise an Section H, Item 4. A-5. by the Community Development Director, the hotel project shall secure a water connection permit or other mechanism from Konocti county Water District that assures water availability and service will be provided to the hotel project prior to building occupancy.
- A-6. Prior to issuance of a building permit and/or commencing construction or otherwise approved by the Community Development Director, the hotel project shall secure a sewer connection permit from Lake County Special Districts that assures sewer access and service will be provided to the hotel project prior to building occupancy.
- A-7. All conditions are necessary to protect the general health, safety and welfare of the public. If any condition of this entitlement is held to be invalid by a court, the whole entitlement shall be invalid. The Director specifically declares that it would not have approved this entitlement unless all of the conditions herein are held as valid.
- The California Department of Fish & Wildlife filing fee shall be submitted as required by California A-8. Environmental Quality Act (CEQA) statute, Section 21089(b) and Fish and Game Code Section 711.4. The fee should be paid within five (5) days of approval of the mitigated negative declaration at the Lake County Clerk's Office. Once fees have been paid, the applicant shall submit a copy of all documentation to the City of Clearlake, verifying the fees have been paid. Said permit shall not become valid, vested or operative until the fee has been paid, including the issuance of any permits.

SECTION B. AESTHETICS:

- B-1. All graffiti shall be removed on any part of the property within 48 hours of its appearance.
- B-2. Prior to the issuance of development plans and/or building permits, a Final Lighting Design Plan shall be submitted to the City's Community Development Department for review and approval. All outdoor lighting shall be directed downwards and shielded onto the project site and not onto adjacent properties. All lighting shall comply and adhere to all federal, state and local agency requirements, including all requirements in darksky.org, in accordance with the City's Design Standards and Municipal Codes. (Mitigation Measure AES-1)
- B-3. Prior to issuance of a building permit and/or commencing construction the following shall be submitted for review and approval by the City:
 - A Landscaping and Irrigation Plan that complies with the City's Landscaping Regulations and Design Standards. Landscaping and irrigation shall be installed in accordance with the approved plan prior to occupancy of the hotel, unless otherwise provided in the Municipal Code.
 - Trash and Recycling plan, including trash design that comply with the City's Design Standards. The trash and recycling plan shall be completed in accordance with the approved plan prior to hotel occupancy. Trash receptacles shall be located at convenient locations outside the establishment and operators of the business.

Section H, Item 4.

- B-4. Prior to issuance of an occupancy permit for the hotel portion of the project a Section Program/Plan for shall be submitted for review and approval by the Community Development Department. The plan shall comply with the City's Sign Regulations. All signage shall be installed in accordance with the approved Program/Plan.
- B-5. Maximum building height for the hotel building shall be 50 feet in accordance with Section 18-09.020, Property Development Standards, of the Municipal Code.

SECTION C. AIR QUALITY:

- C-1. All refuse generated by the facility shall be stored in the approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis to avoid excess waste. All trash receptacles/containers shall always remain covered to prevent fugitive odors and rodent infestation.
- C-2. Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet average 5.1 percent NO_x reduction compared to the year 2023 CARB fleet average. The 5.1 percent NO_x reduction may be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment. For instance, the emissions presented in Table 4 were achieved by requiring all tractors/loaders/backhoes used for grading to be engine Tier 4. In addition, all off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturer's specifications. Idling shall be limited to 5 minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB. Clear signage regarding idling restrictions should be placed at the entrances to the construction site. (Mitigation Measure AQ-1)
- C-3. Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB. (Mitigation Measure AQ-2)
- C-4. Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods approved by the Lake County Air Quality Management District. Prior to initiating soil removing activities for construction purposes, the applicant shall pre-wet affected areas with at least 0.5 gallons of water per square yard of ground area to control dust. (Mitigation Measure AQ-3)
- C-5. Driveways, access roads and parking areas shall be surfaced in a manner so as to minimize dust. The applicant shall obtain all necessary encroachment permits for any work within the right-of-way. All improvement shall adhere to all applicable federal, State and local agency requirements. (Mitigation Measure AQ-4)
- C-6. Any disposal of vegetation removed as a result of lot clearing shall be lawfully disposed of, preferably by chipping and composting, or as authorized by the Lake County Air Quality Management District and the Lake County Fire Protection District. (Mitigation Measure AQ-5)
- C-7. During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site. (*Mitigation Measure AQ-6*)

- C-8. Grading permits shall be secured for any applicable activity from the Community Development Department, Building Division. Applicable activities shall adhere to all grading permit conditions, including Best Management Practices. All areas disturbed by grading shall be either surfaced in manner to minimize dust, landscaped or hydro seeded. All BMPs shall be routinely inspected and maintained for lifer of the project (Mitigation Measure AQ-7)
- C-9. All refuse generated by the facility shall be stored in approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis so as to avoid excess waste. All trash receptacles/containers shall remain covered at all times to prevent fugitive odors and rodent infestation. An odor control plan shall be submitted for review and approval by the City In accordance with the Zoning Code. Odor control shall be maintained to an acceptable level at all times. (Mitigation Measure AQ-8)
- C-10. Construction activities that involve pavement, masonry, sand, gravel, grading, and other activities that could produce airborne particulate should be conducted with adequate dust controls to minimize airborne emissions. A dust mitigation plan may be required should the applicant fail to maintain adequate dust controls. (Mitigation Measure AQ-9)
- C-11. If construction or site activities are conducted within Serpentine soils, a Serpentine Control Plan may be required. Any parcel with Serpentine soils must obtain proper approvals from LCAQMD prior to beginning any construction activities. Contact LCAQMD for more details. (Mitigation Measure AQ-10)
- C-12. All engines must notify LCAQMD prior to beginning construction activities and prior to engine Use. Mobile diesel equipment used for construction and/or maintenance must be in compliance with State registration requirements. All equipment units must meet Federal, State and local requirements. All equipment units must meet RICE NESHAP/ NSPS requirements including proper maintenance to minimize airborne emissions and proper record-keeping of all activities, all units must meet the State Air Toxic Control Measures for CI engines and must meet local regulations. (Mitigation Measure AQ-11)
- C-13. Site development, vegetation disposal, and site operation shall not create nuisance odors or dust. During the site preparation phase, the District recommends that any removed vegetation be chipped and spread for ground cover and erosion control. Burning of debris/construction material is not allowed on commercial property, materials generated from the commercial operation, and waste material from construction debris, must not be burned as a means of disposal. (Mitigation Measure AQ-12)
- C-14. Significant dust may be generated from increase vehicle traffic if driveways and parking areas are not adequately surfaced. Surfacing standards should be included as a requirement in the use permit to minimize dust impacts to the public, visitors, and road traffic. At a minimum, the district recommends chip seal as a temporary measure for primary access roads and parking. Paving with asphaltic concrete is preferred and should be required for long term occupancy. All areas subject to semi-truck / trailer traffic should require asphaltic concrete paving or equivalent to prevent fugitive dust generation. Gravel surfacing may be adequate for low use driveways and overflow parking areas; however, gravel surfaces require more maintenance to achieve dust control, and permit conditions should require regular palliative treatment if gravel is utilized. White rock is not suitable for surfacing (and should be prohibited in the permit) because of its tendency to

Section H, Item 4.

break down and create excessive dust. Grading and re-graveling roads should utilizing Section trucks, if necessary, reduce travel times through efficient time management and consolidating solid waste removal/supply deliveries, and speed limits. Conformance with the foregoing requirements shall be included as notes and be confirmed through review and approval of grading plans by the City of Clearlake Community Development Department. (Mitigation Measure AQ-13)

- C-15. During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site.
- C-16. Any demolition or renovation is subject to the Federal National Emissions Standard for Hazardous Air Pollutants (NESHAP) for asbestos in buildings requires asbestos inspections by a Certified Asbestos Consultant for all major renovations and all demolition. An Asbestos Notification Form with the Asbestos inspection report must be submitted to the district at least 14 days prior to beginning any demolition work. The applicant must contact the district for more details and proper approvals. Regardless of asbestos content or reporting requirements all demolition and renovation activities should use adequate water/amended water to prevent dust generation and nuisance conditions.

SECTION D - BIOLOGICAL RESOURCES:

- D-1. Prior to initiation of ground-disturbing activities on the project site, the project applicant shall retain a qualified biologist to conduct floristic surveys to identify any special-status plant species on-site. (Mitigation Measure BIO-1)
 - Floristic surveys shall be conducted in all on-site habitats that potentially support special status species during the appropriate season to identify the species, which is typically during the species' blooming period. Based upon the suite of special status plant species potentially occurring on the site, at a minimum, four surveys shall be conducted, (i.e., in March, April, June, and October) in all areas of the site within and adjacent to (within 100 feet) project development footprints that provide potential habitat for the target species. Surveys shall be conducted in conformance with the most recent version of CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities and CNPS' Botanical Survey Guidelines.
- D-2. If rare plant populations are determined to be present on the project site during the focused floristic surveys by a qualified/license biologist, the populations shall be mapped, and the number of individuals shall be estimated. A qualified plant ecologist or botanist shall determine whether project impacts to plant populations are significant. (Mitigation Measure BIO-2)
- D-3. To the extent practicable, the project shall be designed to avoid or minimize impacts to special status plant populations with a buffer determined by the qualified botanist or plant ecologist. (Mitigation Measure BIO-3)
- D-4. If the project cannot be redesigned to avoid or minimize impacts to the identified species to a less-than-significant level, then compensation measures shall include development of an onsite or off-site restoration plan for the species. At a minimum, any restoration plan shall contain the following elements: 1) location of restoration areas, 2) propagation and planting techniques to be employed for the restoration effort, 3) a timetable for implementation, 4) a monitoring plan and performance criteria, 5) an adaptive management plan should the restoration not meet interim success criteria, and 6) a site maintenance plan. The restoration plan shall be approved by the City of Clearlake Community Development Department prior to the start of project construction and

- D-5. If tree removal is required, site preparation, grading, or construction is planned to occur within the avian breeding period (i.e., between February 1 and August 31), a qualified biologist shall conduct pre-construction surveys for active nests of migratory birds within seven days of the onset of construction activities. If construction activity is planned to commence outside the breeding period, pre-construction surveys are not required for nesting birds and raptors. Survey results shall be submitted to the City of Clearlake Community Development Department. If active nests of migratory birds are not detected within the project site, further mitigation is not required. If nesting birds are detected, the applicant shall implement Mitigation Measure BIO-3. (Mitigation Measure BIO-5)
- D-6. If any active nests are discovered in or near proposed construction zones, a qualified biologist shall establish a construction-free buffer around the nest. The buffer shall be adequate to ensure the nest is not disturbed by construction activities and shall be based on the location of the nest, species of bird, sensitivity of the bird (as determined by the biologist), and proximity to and type of construction occurring near the nest. The buffer shall be identified on the ground with flagging or fencing and shall be maintained until the biologist has determined that the young have fledged. Established buffers may be altered only if a qualified biologist provides compelling biological or ecological reason to do so. Proof of compliance with this Mitigation Measure shall be provided to the City of Clearlake Community Development Department prior to recommencing construction within the buffer area. (Mitigation Measure BIO-6)
- D-7. All construction and operations workers on the project site shall be trained by a qualified biologist prior to ground disturbing activities. The tailgate training shall include a description of the Migratory Bird Treaty Act, instructions on what to do if an active nest is located, and the importance of capping pipes and pipe-like structures standing upright to avoid birds falling into the pipes and getting stuck. Proof of compliance with this Mitigation Measure shall be provided to the City of Clearlake Community Development Department. (Mitigation Measure BIO-7)
- D-8. Prior to the start of construction activities, the applicant shall retain a certified arborist to reassess the protected trees on-site and determine if any additional trees would require removal due to damage from the on-site fire. The updated report shall be submitted to the City of Clearlake Community Development Department for review and approval. (Mitigation Measure BIO-8)
 - A native tree protection and removal permit, waiver, or similar approval shall be secured prior to impacting trees protected under the City ordinance. The project applicant shall mitigate for the removal of Protected Trees located within the project site, as identified in the Arborist Report prepared for the proposed project, by preparing a Tree Replacement Plan to ensure on-site replacement planting or the payment of in-lieu fees, or a combination of both.
 - For the Protected Trees to be preserved as part of the project, the project applicant shall implement the Tree Protection Measures and Performance Standards included in the Arborist Report prepared for the proposed project, including requirements related to: tree removal, tree protection fencing, trenching, tree protection training, tree protection measure monitoring, and other general provisions.
 - The above measures shall be included in the notes on construction drawings, subject to review and approval by the City of Clearlake Community Development Department, prior to initiation of construction activities.

SECTION E - CULTURAL/TRIBAL RESOURCES:

- E-1. During construction activities, if any subsurface archaeological remains are uncovered, all work shall be halted within 100 feet of the find and the owner shall utilize a qualified cultural resources consultant to identify and investigate any subsurface historic remains and define their physical extent and the nature of any built features or artifact-bearing deposits. (Mitigation Measure CUL-1)
- E-2. The cultural resource consultant's investigation shall proceed into formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists – e.g., there is an intact feature with a large and varied artifact assemblage – it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project. (Mitigation Measure CUL-2)
- E-3. If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Lake County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Lake County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the "most likely descendant(s)", The landowner shall engage in consultations with the most likely descendant (MLD). The MLD will make recommendations concerning the treatment of the remains within 48 hours as provided in Public Resources Code 5097.98. (Mitigation Measure CUL-3)
- E-4. On or prior to the first day of construction the owner shall organize cultural sensitivity training for contractors involved in ground disturbing activities. (Mitigation Measure CUL-4)
- E-5. The developer/landowner shall relinquish ownership of all sacred items, burial goods and all archaeological artifacts that are found on the project area to the most likely decedent (MLD) for proper treatment and disposition.

SECTION F - GEOLOGY & SOILS:

- F-1. Prior to approval of any grading permits, a Geotechnical Analysis shall be conducted by a California Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following: (Mitigation Measure GEO-1)
 - I. Road, pavement, and parking area design.
 - II. Structural foundations, including retaining wall design (if applicable).
 - III. Grading practices.

- IV. Erosion/winterization.
- V. Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and
- VI. Slope stability.
- F-2. All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official/Building Inspector, and a licensed/qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design. (Mitigation Measure GEO-2)
- F-3. Prior to any ground disturbance and/or operation, the applicant shall submit Erosion Control and Sediment Plans to the Community Development Department for review and approval. The project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. (Mitigation Measure GEO-3)
- F-4. Prior to any ground disturbance, the project applicant shall submit and obtain a Grading Permit from the Community Development in accordance with the City of Clearlake Municipal Code. (Mitigation Measure GEO-4)
- F-5. The project applicant shall monitor the site during the rainy season including post-installation, application of BMPs, erosion control maintenance, and other improvements as needed. Measures shall be maintained for life of the project and replaced/repaired when necessary. (Mitigation Measure GEO-5)

SECTION G- HAZARD & HAZARDOUS MATERIALS:

- G-1. All hazardous waste shall not be disposed of on-site without review or permits from Environmental Health Department, the California Regional Water Control Board, and/or the Air Quality Board. Collected hazardous or toxic waste materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such material.
- G-2. The storage of potentially hazardous materials shall be located at least 100 feet from any existing water well. These materials shall not be allowed to leak into the ground or contaminate surface waters. Collected hazardous or toxic materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such materials.
- G-3. Any spills of oils, fluids, fuel, concrete, or other hazardous construction material shall be immediately cleaned up. All equipment and materials shall be stored in the staging areas away from all known waterways.
- G-4. The storage of hazardous materials equals to or greater than fifty-five (55) gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, then a Hazardous Materials Inventory Disclosure Statement/Business Plan shall be submitted and maintained in compliance with requirements of Lake County Environmental Health Division. Industrial waste shall not be disposed of on site without review or permit from Lake County Environmental Health Division or the California Regional Water Quality Control Board. The permit holder shall comply with petroleum fuel storage tank regulations if fuel is to be stored on site.

Section H, Item 4.

- G-5. All equipment shall be maintained and operated in a manner that minimizes any spill or hazardous materials. Hazardous materials and contaminated soil shall be stored, transported, and disposed of consistent with applicable local, state, and federal regulations
- G-6. Hazardous Waste must be handled according to all Hazardous Waste Control Laws. Any generation of a hazardous waste must be reported to Lake County Environmental Health within thirty days.
- G-7. All employees and/or staff members shall be properly trained in and utilize Personnel Protective Equipment in accordance with all federal, state and local regulations regarding handling any biological and/or chemical agents.
- G-8. Hazardous waste must be handled according to all Hazardous Waste Control and Generator regulations. Waste shall not be disposed of onsite without review or permits from EHD, the California Regional Water Control Board, and/or the Air Quality Board. Collected hazardous or toxic waste materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such material.

SECTION H -NOISE/VIBRATIONS:

- H-1. Permanent potential noise sources such as, generators used for power shall be designed and located to minimize noise impacts to surrounding properties. (*Mitigation Measure NOI-1*)
- H-2. During construction noise levels shall not exceed 65 decibels within fifty (50) feet of any dwellings or transient accommodations between the hours of 7:00 AM and 6:00 PM. This threshold can be increased by the Building Inspector or City Engineer have approved an exception in accordance with Section 5-4.4(b)(1) of the City Code. An exception of up to 80 decibels may be approved within one hundred (100) feet from the source during daylight hours. Project is expected to result in less than significant impacts with regards to noise and vibration. (Mitigation Measure NOI-2)

SECTION I – TRANSPORTATION & TRAFFIC:

- H-1. Prior to building permit issuance and/or commencing construction, the following shall be submitted for review and approval by the City:
 - I. Subject to City Engineer approval, <u>Civil Site plans</u> identifying existing and proposed storm drains, drainage ditches, curbs, sidewalks, gutters, and striping, as regulated by the City's Design/Construction Standards, Off-Street Parking Regulations, and Parking Design Standards. Said design shall be found compliance with all other applicable local/federal/state laws (including ADA and CASP requirements). Said curb, gutter, sidewalks, etc. shall be installed in accordance with the City Municipal Codes.
- H-2. Prior to operation, all handicap parking areas, routes of travel, building access and bathrooms shall meet American with Disabilities Act (ADA) requirements and be subject to review and approval of a Certified Accessibility Access Specialist (CASP).
- H-3. Prior to issuance of a building permit and/or commencing construction of the hotel project, an encroachment permit for the new driveway onto 18th Avenue shall be secured from the City. Prior to occupancy of the hotel project access to the project via 18th Avenue shall be provided through a coordinated process with the City.

SECTION J-TIMING AND MONITORING

J-1. If the approved use permit is not established within two (2) years of the date of approval or such longer time as may be stipulated as a condition of approval, the use permit shall expire.

- J-2. If a structure(s) or associated site development authorized by use permit is not issued building permits (if building permits ae required) within three (3) years of the date of approval, the use permit shall expire.
- J-3. Upon written request received prior to expiration, the Community Development Director may grant renewals of use permit approval for successive periods of not more than one (1) year each.
 - I. Approvals of such renewals shall be in writing and for a specific period.
 - II. Renewals may be approved with new or modified conditions upon a finding that the circumstances under which the use permit was originally approved have substantially changed.
 - III. Renewal of a use permit shall not require public notice or hearing unless the renewal is subject to new or modified conditions. To approve a renewal, the Community Development Director must make the findings required for initial approval.
- J-4. The use permit may be transferred to new owners at the same location/use upon notifying the City Planning Department of said ownership transfer and upon the new owner's written agreement to maintain all conditions of approval.
- J-5. Any conditions established pursuant to these regulations shall be met before the use is established, except that the Director, Planning Commission or on appeal, the City Council, may establish a schedule for certain conditions to be met after establishment of the use. Continuance of the use shall then be contingent on complying with the schedule for meeting deferred conditions.
- J-6. This Conditional Use Permit does not abridge or supersede the regulatory powers and permit requirements of any federal, state, or local agency requirements, which may retain a regulatory or advisory function as specified by statute or ordinance. The applicant shall obtain and maintained permits as may be required from each agency.
- J-7. The applicant shall agree to indemnify, defend, and hold harmless the City or its agents, officers and employees from and against any and all claims, actions, demands or proceeding (including damage, attorney fees, and court cost awards) against the City or its agents, officers, or employees to attach, set aside, void, or annul an approval of the City, advisory agency, appeal board, or legislative body concerning the permit or entitlement when such action is brought within the applicable statute of limitations. In providing any defense under this Paragraph, the applicant shall use counsel reasonably acceptable to the City. The City shall promptly notify the applicant of any claim, action, demands or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold the City harmless as to that action. The City may require that the applicant post a bond, in an amount determined to be sufficient, to satisfy the above indemnification and defense obligation. Applicant understands and acknowledges that City is under no obligation to defend any claim, action, demand or proceeding challenging the City's actions with respect to the permit or entitlement.
- J-8. The Planning Commission may revoke or modify the use permit in the future if the Commission finds that the use to which the permit allows is detrimental to health, safety, comfort, general welfare of the public; constitutes a public nuisance; if the permit was obtained or is being used by fraud; and/or if one or more the conditions upon which a permit was granted are in

noncompliance or have been violated. Applicant shall be notified of potential violations of permit prior to action taken by the Planning Commission.

Section H, Item 4.

- J-9. Said Use Permits shall be subject to revocation or modification by the Planning Commission if the Commission finds that there has been:
 - I. Noncompliance with any of the foregoing conditions of approval; or
 - II. The Planning Commission finds that the use for which this permit is hereby granted is so exercised as to be substantially detrimental to persons or property in the neighborhood of the use. Any such revocation shall be preceded by a public hearing noticed and heard pursuant to the City of Clearlake Municipal Code.

To Be Complete	ed by Authorized City Staff
Staff Name (Print)	Staff Signature
Date (signed):	
	ACCEPTANCE
	litional Use Permit and agree to each term and condition of nitigation measure(s) thereof.
Name of Applicant/Authorized Agent (Print Name)	Signature of Applicant/Authorized Agent
Date:	

Project # Appeal CC 2000-01



City of Clearlake

14050 Olympic Drive, Clearlake, California 95422 (707) 994-8201 Fax (707) 995-2653

Planning Application Appeal to CC

RECEIVED

DEC 2 2 2022

OFFICE USE ONLY	INITIAL FEES	
Clearance Fee	880.00	
Categorical Exemption Fee	N.A.	
General Plan Maintenance Fee	25.00	
Technology Fee (2%)	18.10	
Subtotal	923.10	
3% CC/DC Processing Fee (\$27.69)		
Total		
Received By:		
Date: 12-22-20	12-22-2022	
eceipt Number: R0004775		
File Number: AC 20	_	

CITY OF CLEARLAKE

APPLICANT	PROPERTY OWNER (IF NOT APPLICANT)
NAME: Appellant - Koi Nation of Northern Cal.	NAME: n/a
MAILING ADDRESS: P.O. Box 392	MAILING ADDRESS:
CITY: Santa Rosa	CITY:
STATE: CA ZIP CODE: 95402	STATE: ZIP CODE:
PRIMARY PHONE: 707-572-5586	PRIMARY PHONE:
MAIL: rgeary@hpultribe-nsn.gov	EMAIL:
SIGNATURE: Wanter After	SIGNATURE:
ASSOCIATION OF THE PROPERTY OF	(XXX) Reclare under penalty of perjury that I am the owner of said property or have written authority for the property owner to file this application. I certify that all the submitted information is true and corre to the best of my knowledge and belief. I understand that any misrepresentation of submitted data m invalidate any approval of this application.
PROJECT LOCATION	OFFICE USE ONLY
ADDRESS: _6356 Armijo Avenue, City of Clearlake, CA	ZONING DISTRICT:
ASSESSOR PARCEL NUMBERS: 042-121-25	GENERAL PLAN DESIGNATION:
	RELATED FILE NUMBERS:
PRESENT USE OF LAND:	
NATER SUPPLY: PUBLIC GROUNDWATER WELL	NOTES:
SANITATION: D PUBLIC SEWER D SEPTIC SYSTEM	
ELOOD ZONE:	APPROVED: DATE:
and the difference of the second of the seco	
Detailed Reason for Appeal (All material must be submitted as	
See Attached letter to Mayor and City Councilmembe	ers.



HOLLY ROBERSON hroberson@kmtg.com

RECEIVED

DEC 2 2 2022

KRONICK MOSKOVITZ TIEDEMANN & GIRARD

December 22, 2022

CITY OF CLEARLAKE

VIA E-MAIL AND U.S. MAIL

Hon. Dirk Slooten, Mayor And City Councilmembers Clearlake City Council City of Clearlake 14050 Olympic Drive Clearlake, CA 95422

ATTN: Melissa Swanson, City Clerk Email: mswanson@clearlake.ca.us

Re: Appeal of Planning Commission Decision

Approval of Airport Hotel and 18th Street Extension Project and Related MND

Dear Mayor Slooten and City Councilmembers:

While the Koi Nation of Northern California ("Koi Nation" or "Tribe") continues to support responsible development within the City of Clearlake ("City"), the City must follow the law in approving such development. Unfortunately, despite numerous warnings by the Tribe, the City continues to ignore its legal responsibilities. This particular matter before the Council on appeal from the Planning Commission's December 13, 2022, approval of the Airport Hotel and 18th Street Extension Project ("Project"), and accompanying Mitigated Negative Declaration ("MND"), and is an example of the City approving of a project based upon faulty environmental compliance documents in disregard of its obligations under the California Environmental Quality Act, Public Resources Code section 21000, et seq. ("CEQA"). The City's Municipal Code, at section 18-36.030, provides for appeals to the City Council of decisions by the City Planning Commission, and Code section 18.36-010 instructs that any person may appeal the decision of any official body.

The Project is on property containing significant tribal cultural resources ("TCR"). The Tribe has already lost many important sacred sites and suffered culturally from the City's development occurring without taking into account the impacts on Ancestors, their cultural items, and the Tribe's TCR. This aggressive approach to development is both illegal and unethical. It has to stop, and you have the power to stop it.

Proceeding with the Project, with its flawed MND, will expose the City to needless delay, expense, and if necessary, litigation. The Tribe is proceeding with this appeal as to this Project because there is a better way. The City should continue and reinstitute the tribal consultation required by CEQA and prepare and approve an Environmental Impact Report ("EIR") for the Project, which includes a meaningful consideration of Project alternatives and adoption of feasible mitigation measures to reduce the impacts of the Project on the environment and TCR. (See Protect Niles v. City of Fremont (2016) 25 Cal.App.5th 1129, 1134 [holding that an EIR is required rather than a MND when substantial evidence supports a fair argument that there will be adverse environmental impacts from a project.].)

Complying with CEQA by fully engaging in and completing consultation with the Tribe, and by preparing an EIR, will allow the Project to move forward in a respectful manner that is cognizant of the original people of this land who have been here since time immemorial. The Project is within the aboriginal territories of the Tribe, and the Tribe has a cultural interest and authority in the proposed Project area. Development to improve the community can continue, but such development must have sufficient analysis of TCR to facilitate avoidance and preservation in place to the extent feasible, as required by law. If avoidance or preservation in place is not feasible, then prudent mitigation measures developed through consultation and the EIR must be included so that such development does not irreparably destroy TCR.

The Tribe remains open to consultation with the City to resolve this matter, and respectfully requests that the City Council appoint an ad hoc committee for government-to-government consultation between the Tribe and the City. We remain committed to resolving this dispute. Until this dispute is resolved, however, the Tribe is prepared to take all necessary legal steps to protect the Ancestors, the TCR, and this culturally relevant site.

The City's Tribal Consultation Process Violates CEQA

Through this appeal, the Tribe highlights a significant violation of CEQA which is the City's disrespectful and continued disregard of its obligations under Assembly Bill 52 ("AB 52") (2014 Stats, ch. 532.) According to Public Resources Code section 21080.3.1, as enacted through AB 52,

- (a) The Legislature finds and declares that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources.
- (b) Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Government Code section 65352.4 provides that:

"consultation" means the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance.

Public Resources Code section 21080.3.2(b) provides that consultation is concluded if: "(1) The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource" or "(2) A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached."



According to Public Resources Code section 21082.3(d),

- . . . the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if one of the following occurs:
- (1) The consultation process between the California Native American tribe and the lead agency has occurred as provided in Sections 21080.3.1 and 21080.3.2 and concluded pursuant to subdivision (b) of Section 21080.3.2.
- (2) The California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage, in the consultation process.
- (3) The lead agency has complied with subdivision (d) of Section 21080.3.1 and the California Native American tribe has failed to request consultation within 30 days.

In the present case, the City emailed to Robert Geary, Tribal Cultural Resources Director/Tribal Historic Preservation Officer, on February 16, 2022, advising of an opportunity to consult with it on potential impacts the Project may have on TCR.¹ As the City acknowledged:

The purposes of tribal consultation under AB52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within a project area, and if so, whether or not those resources will be significantly impacted by the project. If tribal cultural resources may be significantly impacted, then consultation (if requested) will help to determine the most appropriate way to avoid or mitigate those impacts.

In response, Mr. Geary stated in a February 23, 2022, letter to the City: "The Habematolel Pomo Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project areas and would like to initiate a formal consultation with the lead agency." Mr. Geary further requested that the City provide a project timeline, detailed ground disturbance plan and the latest cultural resources study for the project. The Tribe and the Habematolel Pomo of Upper Lake have entered into an Intergovernmental Agreement for cooperation including that Mr. Geary, as Tribal Historic Preservation Officer, will respond to notices jointly as lead for both the Tribe and the Habematolel.

111

///

¹ Mr. Geary did request in a February 16, 2022, letter to the City that all notices be sent via certified U.S. Mail, with a return receipt requested. This request for notice via certified U.S. Mail, with a return receipt requested, was reiterated in a December 20, 2022, letter from the Tribe's Chair to the City. Mr. Geary has advised the City that certified mail allows the Tribe to keep track of projects and respond in a timely manner. Unfortunately, the City has continually ignored this request and relied solely on email notices, including notice of the subject approval and MND, which impedes actual notice to the Tribe and its ability to provide necessary responses.



Adeline Brown and Mark Roberts, on behalf of the City, then met with Mr. Geary on March 9, 2022, for purposes of AB52 Consultation for, in part, the Project. After the meeting, Mr. Geary sent a letter to the City stating:

Thank you for your project consultation dated, March 9, 2022, regarding cultural information on or near the proposed 18th Ave. Between SR53 and Old Hwy. 53, Clearlake, Lake County. We appreciate your effort to contact us and consult with our department.

The Habematolel Pomo Cultural Resources Department has reviewed the project with your agency and concluded that it is within the aboriginal territories of the Koi Nation and Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided at the above scheduled consultation, the Tribe has concerns that the project could impact known cultural resources. We request including cultural monitors during development and all ground disturbance activities. Additionally, we request that you incorporate Habematolel Pomo of Upper Lake's Treatment Protocol into the mitigation measures for this project and recommend cultural sensitivity training for any pre-project personnel on the first day of construction activities.

The letter requested that the City contact Mr. Geary to set up a monitoring agreement.

Thus, the Tribe requested consultation, and a meeting occurred on March 9, 2022. However, the consultation is not complete according to the statutory criteria. Therefore adoption of an EIR or MND is premature under section 21082.3. There has certainly been no agreement on culturally appropriate mitigation measures to avoid, preserve, or mitigate impacts to TCR for the Project. Full and complete consultation is required in order to fully understand the TCR impacted by the Project and to develop meaningful and culturally appropriate mitigation measures. The lack of full and complete consultation as required by AB 52 will result in an invalid MND, and the Project cannot proceed absent CEQA compliance.

During the hearing before the Planning Commission, Commissioner McCarrick asked staff whether consultation under AB 52 had occurred. Staff did not admit that such consultation had occurred. However, the Tribe did in fact engage with the City in AB 52 consultation in good faith. The City never responded to the Tribe's identification of TCR and recommended mitigation measures. Consultation was never closed. Notwithstanding this open consultation, the City did not provide proper notice to the Tribe of the Project moving forward in the CEQA process.

Instead, staff noted at the Planning Commission hearing that the initial study was sent out for 30-day review by local agencies, and no local tribal "organization" provided comments or raised concerns. Tribal Nations are sovereign governments, not "organizations". They have unique standing in the government-to-government process required by AB 52 and CEQA. This statement erroneously suggests the City fully engaged in the AB 52 consultation process requested by the Tribe and that this process has been concluded. It has not. This response also improperly equates the ability of local agencies to comment on a proposed CEQA document with the government-to-government consultation required under AB 52. AB 52 expressly establishes a consultation process rather than simply an opportunity to comment upon a proposed document identical to the opportunity available to any agency or interested member of the public.

This consultation process does not end simply because the agency moves to adopt or approves a MND. Public Resources Code section 21082.3(d) mandates that consultation must occur until: (1) The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. Certainly, no agreement has been reached as to the current Project. The City has failed to comply with section 21082.3(d) and for this reason alone the MND is inadequate, and the City should re-engage the Tribe in meaningful consultation.

The City Must Fully Address Tribal Cultural Impacts As Part Of Its CEQA Analysis

The City staff may assert that the Planning Commission properly adopted the MND and approved the Project because there is no impact on TCR. False. There is an impact on TCR from this Project, and the Tribe would provide, through meaningful consultation, substantial evidence of an impact on TCR. Ignoring it does not make it go away. As there is uncertainty about the extent of TCR on the site, how can the City be sure that the mitigation measures in the MND actually reduce the level of impact to less than significant? It cannot. Therefore, the City re-engage in consultation and must ultimately prepare an EIR on this Project. (See Save the Agoura Cornell Knoll v. City of Agoura Hills (2020) 46 Cal.App.5th 665 ("Agoura Hills").)

The Tribe appreciates the archaeological research that was done on this site, but it does not take the place of the TCR knowledge and evidence that the Tribe can provide through its Tribal Historic Preservation Officer Robert Geary, via a tribal cultural resources survey and robust, good faith consultation. The Tribe can provide maps, cultural knowledge, and oral testimony to explain why this site requires further analysis prior to any MND adoption. The specific consideration of Tribal information is crucial since the area is culturally sensitive, and there are registered CHRIS center sites in proximity to the Project area.

While helpful as a starting point, merely relying upon or cross-referencing archeological studies is not sufficient under AB 52 and CEQA. This archaeological information may inform a tribal cultural resources assessment, but it is no substitute for input from the California Native American Tribal government which is traditionally and culturally affiliated with the area. (See AB 52, § 1 ["California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated.]; Confederated Tribes and Bands of Yakama Nation v. Klichitat County (9th Cir. 2021) 1 F.4th 673, 682 fn. 9 [noting the importance of tribal oral history and traditions in interpreting information].) Addressing the category of Cultural Resources together with the distinct category of Tribal Cultural Resources by simply cross-referencing its prior cultural resources analysis without tribal input obtained through the AB 52 consultation process has been illegal since July 1, 2015, when AB 52 went into effect. However, comments by City staff at the Planning Commission meeting indicate this is exactly what the City did through the defective MND. In fact, the City not only failed to include TCR information, but actively rejected the opportunity to receive this information when it proceeded without engaging the Tribe in the consultation required by AB 52.

The relevant tribal government and tribal cultural practitioners, such as Mr. Geary, can shed more light on these tribal cultural resources beyond simply an archeological analysis. Appropriate tribal consultation would elucidate the tribal cultural landscape and specific cultural context in which the known artifacts and other tribal cultural resources on the Project site exist. Meaningful consultation will ultimately inform the local agency's CEQA determinations. According to Public Resources Code section 21082.3(b)

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:

- (1) Whether the proposed project has a significant impact on an identified tribal cultural resource.
- (2) Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.

To the extent that any impact would be significant, the City must also discuss how adverse any impacts would be. (Santiago County Water District v. County of Orange (1981) 118 Cal.App.3d 818, 831.)

Meaningful consultation would inform numerous concerns about the Project that the City needs to address through an EIR including:

- (1) Lack of appropriate inclusion and analysis of Archeological and Tribal Cultural Resources sites in and near the Project Area of Potential Effect;
- (2) Lack of incorporation of the Tribe's Tribal Cultural Resources Treatment Protocols into project Mitigation Measures;
- (3) Lack of inclusion of a Tribal Monitor for all ground disturbance activities based upon a signed tribal monitoring agreement; and
- (4) Absence of necessary Cultural Sensitivity Training, after consultation and in conjunction with the Tribe, for all project personnel on the first day of construction prior to work starting. Training on tribal cultural resources must come from the Tribe.
- (5) Given the existence of tribal cultural artifacts and resources throughout numerous sites within the City, simply halting work upon TCR discovery while some unspecified analysis will then occur is not sufficient. (See Golden Door Properties, LLC v. County of San Diego (2020) 50 Cal.App.5th 467, 520-521 [deferral of mitigation without objective and measurable standards or reasonable assurance an impact will be reduced is an error].) Although CEQA provisions potentially allow for deferral of analysis in cases of "accidental discovery" (see Pub. Resources Code § 21083.2(i)), information produced by both the City and the Tribe all but guarantees that the discovery of cultural artifacts and resources on the site will not be "accidental," and mitigation must therefore be put in place prior to any ground disturbing activities. Such mitigation must include consultation with relevant Tribe representatives, adoption of the Tribe's Tribal Cultural Resources Treatment Protocols into project Mitigation Measures, and Cultural Sensitivity Training before any ground disturbing activities occur; and
- (6) To the extent ground disturbing activities such as tree removal, disturbance of creek banks and importation of fill occurs, the impact of such activities must be analyzed. The creek banks, the oaks, the trees which are a known and documented Indigenous food source, and culturally significant plant, and other botanicals traditionally used for food, fiber, medicine, and tribal cultural purposes, are all TCR. There must also be a discussion as to the source of any fill and its composition. Any site disturbance for fill purposes could



have a significant impact given the potential distribution of TCR and artifacts on the site. Additionally, as noted above, the extent of any tribal cultural site subject to protection under proposed mitigation measures must be documented and determined in light of additional information presented by the Tribe. Upon determination, concrete measures such as cap and fill to delineate and specify protective measures must be implemented rather than generalized directives that disturbance should be avoided.

The failure to analyze the Project's impacts on tribal cultural resources violates CEQA's mandate to analyze all of the Project's impacts. (See CEQA Guidelines § 15064(d); see also id. §§ 15065(a)(4), 15358(a); Pub. Resources Code § 21065.3; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th 1099, 1109.)

In addition to its general concern about ground disturbing activities on the site, the Tribe has particular concerns about this specific site. The Tribe is aware that the City has a pattern and practice of depositing and storing at the airport site cultural soil containing TCR removed from other nearby project sites that are culturally sensitive. Notwithstanding the presences of extensive TCR in and around the City, such soil removal occurred without any tribal monitoring or protocols in place. The soil was not screened prior to removal and was subsequently determined to contain extensive TCR. The City compounded the unlawful and disrespectful handling of known TCR by then using and/or allowing the soil to taken from the airport site and used as fill for other nearby projects. Since the City has engaged in an egregious. hurtful, and deeply insulting pattern and practice of not protecting culturally significant soils from other significant cultural sites and allowing that soil to be used on other projects which creates archaeological confusion and spreads tribal cultural resources around the City without context and without respect, the City must expressly ensure through any MND or EIR that any cultural soils from this site remain on site without being disturbed, and that any fill brought in is clean, engineered fill. The current MND does not provide these necessary assurances. The City also needs to ensure that the Project does not encroach on the new cultural site created by storing culturally significant soils at the airport. The Tribe can work with the City, through the consultation process, to determine appropriate treatment protocols for the spoils piles at the airport.

In order to best address these concerns, an EIR is the appropriate vehicle for any review and must include the following avoidance, preservation in place, and mitigation measures for tribal cultural resources:

- (1) Avoidance: Change the Project design to avoid sensitive areas including existing soil storage sites, to the extent feasible and if avoidance is not feasible, the environmental documentation must explain what options were considered and why they were rejected;
- (2) Preservation in Place: Use capping with culturally appropriate materials such as clean, engineered fill to cover the entire project site and protect Tribal Cultural Resources and leave them in place, which is the preferred preservation method unless other methods would be more protective, and should be identified as such in the CEQA documents (see CEQA Guidelines, § 15126.4(b)). The EIR must discuss the mechanisms used to achieve the required mitigation measures;
- (3) Decisions about Tribal Cultural Resources must be made by the Tribe's Historic Preservation Officer, in consultation with the Project Archaeologist;
- (4) A signed Tribal Cultural Resources Treatment Protocol must be in place before construction begins, which includes a Tribal Monitoring agreement;



- (5) A reburial location for Tribal Cultural Resources on site must be identified in advance of project construction, in a place not subject to further disturbance and upon consultation with the Tribe; and
- (6) All Tribal Cultural Resources must be recorded on the appropriate DPR forms and submitted to the CHRIS center within 90 days of project completion.

Because of terrible and traumatic past experiences with projects undertaken by the City, the Tribe now has to forcefully advocate for having TCR treatment protocols and a tribal monitoring agreement in place for projects on potentially sensitive sites such as this one, to avoid a repeat of the prior actions which caused, and continue to cause, significant negative impacts to TCR. For example, the treatment protocol would require that the City not remove cultural soils from the Project site, which is a standard practice throughout the state but which the City ignores.

The City must analyze potential impacts of the proposed Project for their significance and assess whether there may be tribal culturally significant impacts. If there are, then robust mitigation measures are required after complete analysis through an EIR. Fully utilizing the consultation process with the Tribe which is traditionally and culturally affiliated with the area is key to avoiding impacts to these environmental resources to the extent feasible, as CEQA requires. This will allow the City to obtain more relevant information about the impacts of the Project on TCR and allow the City to set in place culturally appropriate mitigation measures for those impacts. It is impermissible under CEQA for the City to make an impact determination without first determining the extent of the resource, and whether avoidance of the resource is feasible. (See Save the Agoura Cornell Knoll v. City of Agoura Hills (2020) 46 Cal.App.5th 665 ("Agoura Hills").)

In Agoura Hills, similar to this Project, the City of Agoura Hills failed to identify and analyze a prehistoric archaeological site which was also a tribal cultural resource, as a TCR, despite being notified by public comments that fairly apprised the City of the concern that it had failed to adequately address project alternatives or mitigation measures that could preserve TCR. As a result, the City was sued, and it lost. After considerable expense and a lengthy delay of the project, the City was required by the Court of Appeal to prepare an EIR. The better course for this Project is for the City to proceed immediately with the required EIR and avoid unnecessary expense and delay.

The City Must Also Analyze Cumulative Impacts On Tribal Cultural Resources

In enacting AB 52, the Legislature acknowledged that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment," and consequently it sought to "[r]ecognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to [CEQA]." The substantial change to TCR and need for tribal participation in the environmental review process for projects involving artifacts, remains and ancestral lands is significant as to one project and this significance is amplified when numerous projects within the relatively small municipal boundaries of the City involve the same or similar tribal cultural resources impacts. As courts recognize, "[c]umulative impact analysis is necessary because the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact." (Communities for a Better Environment v. California Resources Agency (2002) 103 Cal.App.4th 98, 114, disapproved on other grounds.) Impacts



Clearlake City Council December 22, 2022 Page 9

are cumulatively considerable if the effects of a project are significant when viewed in connection with the effect of past projects, other current projects and probable future projects. (Pub. Resources Code § 21083(b)(2).) An EIR is required if a Project will involve cumulatively significant impacts. (Pub. Resources Code § 21083(b).)

The City is located within the aboriginal territory of the Tribe, and it contains numerous documented and undocumented sites used and inhabited by Ancestors of Tribal members. Some of these sites are the oldest in California. This specific site was historically used by acknowledged Tribal healing practitioners which increases its cultural significance and could lead to its designation within the California Register of Historical Resources. (See Pub. Res. Code § 5024.1.) Lake County in general, and the City of Clearlake area in particular, are incredibly archaeologically, historically, culturally, and tribal culturally significant. Many of these sites have been, are currently, or will be subject to City projects including the present Project. These projects have resulted in, and will likely continue to result in, the discovery of Native American human remains and a significant number of artifacts associated with the Tribe such as occurred at the recent Austin Park Splash Pad project and as have been document on the proposed recreation facility site. The City's pattern and practice of engaging in development projects without meaningful good faith tribal consultation, and in engaging in improper soil and TCR handing, is creating a cumulative impact to TCR which violates CEQA, and which is unethical and disrespectful to the Ancestors of people who are part of the Clearlake community. Thus, the City must fully examine such cumulatively considerable cultural impacts within the context of an EIR for this Project.

Conclusion

Here, the City can avoid the mistake that other public entities have made by taking the public comments and tribal consultation seriously, reaching out to the tribal government again for information, and properly analyzing the cultural and archaeological sites as tribal cultural resources prior to the adoption of an EIR. (See Pub. Resources Code § 21074(a), 21082.3(b).). Before proceeding with this Project, and accompanying MND, the City must fully consult the Tribe about opportunities for avoidance, preservation in place, or mitigation of TCR if avoidance and preservation in place is infeasible. Any development in tribal culturally sensitive areas, such as this site, must be done based upon the required EIR in a way that is respectful of TCR and seeks to avoid, protect, preserve in place, or mitigate impacts to those resources as required by CEQA including AB 52.

The Tribe remains willing to consult and collaborate with the City to accomplish these goals. The tribal cultural heritage of Lake County is rich and diverse. Impacting and damaging these important TCR impacts the Tribe's cultural practices and its religious practices, as well as the cultural, archaeological, and historic heritage of the Tribe and California. (See, e.g., American Indian Religious Freedom Act.) Such impacts are significant and the City must address them through the CEQA process including the re-engaging in the processes of AB 52. Absent meaningful consultation and cultural resource analysis, a potentially beneficial project cannot proceed since the City cannot simply ignore or shortcut its legal obligations under CEQA and blindly undertake project development. (See Agoura Hills, supra. 46 Cal.App.5th at 690.)

The Tribe also remains available to offer the City, members of the City Council, City Planning Commission, and City staff free training on TCR, CEQA and AB 52 consultation. This training will help the City to avoid CEQA procedural violations and improve protection of TCR which are very important and culturally significant to the Tribe.

37

Clearlake City Council December 22, 2022 Page 10

In conclusion, we sincerely hope that the Council will not affirm approval of the Project and its defective MND at this time. Instead, the Council should appoint an ad hoc committee to consult with the Tribe in good faith government to government consultation, and collaborate with the Tribe to develop avoidance, preservation in place, and mitigation measures which avoid significant impacts to TCR. That information should be included in an EIR, or at a minimum, in a revised and recirculated MND.

Very truly yours,

KRONICK, MOSKOVITZ, TIEDEMANN & GIRARD A Professional Corporation

H. Roberson

HOLLY ROBERSON





Planning Commission

STAFF REPORT					
SUBJECT:	Airport Ho	tel and 18th Avenue Ext	ension Project	MEETING DATE:	12/13/2022
SUBMITTED BY: Mark Roberts, Senior Planner					
PURPOSE O	F REPORT:	☐ Information only	Discussion	Action Item	

WHAT IS BEING ASKED OF THE CITY COUNCIL/BOARD:

The Planning Commission is being asked to consider Conditional Use Permit Application CUP 2022-02 and Design Review, (DR 2022-02) for the development and operation of a +/- 75 Bedroom Hotel with meeting hall/event center, onsite sales and consumptions of alcoholic beverages on 2.8 acres at 6356 Armijo Avenue Clearlake, CA 95422 further described as further described as Assessor's Parcel Number 042-121-25.

Although not part of these planning applications, the overall project which was evaluated under the related environmental document includes construction of extending 18th Avenue from Old Highway 53 to New Highway 53 which provides critical access to the hotel.



Aerial Project Location Map

Page 1 of 7

BACKGROUND/DISCUSSION:

<u>Conditional Use Permit:</u> Hotel, dining, event centers are allowed by right on the site's GC, General Commercial, Zoned site. However, the hotel facility is proposing to sell alcoholic beverages as part of its operation. Section 18-19-110, Alcoholic Beverage Regulations, requires a conditional use permit from the Planning Commission. This section provides required findings and performance standards that need to be met for this use. Additional discussion is offered for the Zoning Ordinance Regulations discussion section below.

<u>Design Review</u>: The hotel facility and related physical improvements to the 2.8 acres site is subject to approval of Design Review in accordance with Chapter 18-33 of the Municipal Code. The purpose of design review is to assure new development and related community appearance changes will enhance the design characteristic in all neighborhoods within the City of Clearlake. Additional discussion is offered under the Design Review section of this report below.

<u>Environmental Review</u>: Adopt, However, since the environmental document is subject to approval by the Planning Commission, the Commission's purview of this road project is limited to evaluating the adequacy of the environmental document. Additional discussion is offered under the Environmental Review section of this report below.

<u>Access to Site</u>: Site access would be from a single driveway off the new 18th Avenue Extension. This access provides sufficient capacity to serve the hotel facility with related circulation improvements including a parking lot along the north, south and east sides of the site.

Water Availability Analysis/Usage: The project would be served potable water from the Konocti County Water District which has indicated that they have sufficient water to serve the project (see environmental document and their related comments). The hotel will be served by a services lateral connected to the main line to the north of the hotel site, in Victor Street. Utilities developed as part of the proposed roadway extension would include extension of a 10-inch water line, along the 18th Avenue Extension project. This water main will be connected to Highlands Mutual Water system, which will service future development to the south of 18th Avenue. 18th Avenue is the north/south dividing line between the two districts. A condition of the use permit requires that water service be made available prior to occupancy. Although the water district has indicated that it has capacity to serve this project, it has implanted a conservation plan to reduce water use by 35% to address the current drought situation.

Water usage for hotels can vary considerably from one hotel type to the next. However, based on review of other water usage date for similar hotels, for the 75-room hotel with facilities, it is expected that the hotel project would use about 15,000 gallons of water per day (at about 200 gallons per room) during peak demand (including the event center). Normal occupancy of the hotel would reduce this to less than 10,000 gallons per day. This usage is considered to have a minimal impact of water supplies in the City based on the environmental document. Section 14-b of this document notes that because this project was included in the regional water demand forecasts from the Lake County Water Protection District and is less than this forecast referenced in the General Plan EIR, the project would not result in a significant impact to water usage and availability. Also, the project would comply with Section 18-20.130 of the City's Municipal Code, which contains the City's Water Efficient Landscape Ordinance.

Page 2 of 7

General Plan Consistency, and Zoning and Design Standards

Related General Plan Policies for the Hotel Project:

Economic Development Element:

- The City shall allow the use of the former airport area for additional regional retail and commercial expansion.
- The City should approve development proposals suitable for business districts with specific functional uses including office, commercial, retail, and applicable industry.
- The City shall support a healthy mix of businesses.
- Provide high-quality municipal services, facilities, and economic development assistance for business growth and expansion.
- The City should reduce obstacles and barriers for business establishment and development.
- Enhance services and amenities for tourist-serving purposes.

Land Use Element:

- Provide opportunity for regional shopping.
- The City shall consider land use compatibility between residential and non-residential uses to adequately mitigate health risk impacts.
- Locate commercial development to complement neighboring land uses.

<u>Community Design Element:</u> See Design Review section of this report which cites some design consistency policies in the General Plan.

<u>Related General Plan Policies for the Road Extension Project:</u> Since the hotel project requires access and the project does involve development of the 18th Avenue Extension that will improve access from Old Highway 53 to New Highway 54, the project will certainly improve economic development opportunities in the Airport Commercial Area and the southwest portions of the City. Therefore, other related General Plan policies related to the road extension project include:

Circulation Element:

- New development should incorporate connected street and pedestrian/bicycle networks, with many connections between new and older neighborhoods and between neighborhood and commercial areas.
- The planning, alignment, and improvement of the street network will reflect the proposed land use pattern of the General Plan.

Safety Element:

- Designate emergency evacuation routes to provide a means to evacuate the community.
- The City shall require adequate emergency transportation access to new developments.

Page 3 of 7

Zoning Code Land Use Compatibility: In accordance with Section 18.14.445 (b) of the Zonin Code the Planning Commission needs to find that the hotel and event center will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity, or injurious to the property, improvements, or potential development in the vicinity. In this case the Commission should evaluate the compatibility of the project with the neighborhood, which consists of primarily vacant land (future commercial uses to the south, some industrial uses to the southwest, and a couple of houses to the west. Approximately one-third of the site to the west of the hotel project consists of vacant land which previously contained a number of trees (some have been burned from a recent fire). As discussed in the environmental document, the proposed project would not result in any significant environmental effects that cannot be mitigated to a less-than-significant level by the mitigation measures. The project appears to be compatible with the neighborhood and should be found to meet the required Planning Commission findings under this provision of the Code.

On-Site Alcoholic Beverage Sales: Section 18-19.110 of the Zoning Code requires a use permit from the Planning Commission for businesses whose floor space is primarily devoted to the sale of beer, wine or other alcoholic beverages for on-premises consumption and which requires a license under state regulations. Specific criteria for approving the alcoholic beverage use permit for the hotel and event center include making sure this activity is compatible with the neighborhood and safe to the public. Specific operational standards are provided in the regulations when the Police Chief issues the alcoholic beverage license.

<u>Timing of the Conditional Use Permit and Design Review Approvals:</u> Section 18-28.030 of the Zoning Code provides for a one-year approval for projects unless otherwise provided by the Planning Commission. Given the project is large and there is a need to complete road improvements with other required permits from other agencies, such as Konocti County Water District, Lake County Special Districts, and CalTrans, the recommended conditions of approval provide for a two-year approval. Furthermore, staff has the authority to grant extensions to the use permit and design review.

Zoning Code Property Development Standards:

<u>Building Coverage and Height:</u> There is no maximum or minimum lot coverage requirements in the General Commercial Zone. In accordance with Section 18-09.020-c of the Zoning Code, the maximum building height in this district is 35 feet and up to 50 feet with a conditional use permit. Plans show a four-story hotel building that is approaching 50 feet in height. The Planning Commission should evaluate the building heigh and massing of the building in relation to the surrounding neighborhood and planned commercial center in the Airport Area. The building would, in staff's opinion, be an attractive architectural enhancement to the neighborhood and it heigh is needed to take advantage of the dramatic views of the lake. A condition has been included to make sure the building does not exceed a height of 50 feet.

<u>Off-Street Parking</u>: The project proposes 109 off-street parking spaces. Based on the City's Zoning Code the minimum number of required spaces is 113 (see Table 14 from the Project Traffic Study). As noted in this study, the project should have sufficient parking even though the project is short four spaces (see Appendix C, Traffic Impact Study from the environmental document). Section 18-20.090 (C) of the Zoning Code allows the Planning Commission to grant

42

Section H, Item 4.

an exception for mixed uses to allow up to a 10% reduction of the required parking whick would be up to 11 spaces. Findings for this exception are included in the recommended project approval.

Table 14 – Parking Analysis Summary					
Land Use	Units	City Requirements			
		Rate	Spaces Required		
Hotel (Guest Rooms)	75 rms	1.2 spaces per room	90		
Meeting Space	2,300 sf	1 space per 100 sf	23		
Supply Required per Cod	de		113		
Proposed Supply			109		

Notes: rms = rooms; sf = square feet

<u>Tree Removal:</u> Chapter 18-40 of the Zoning Code defines Protected Trees as native oak trees, such as Blue Oak, Valley Oak, Interior Live Oak, California Black Oak, Canyon Live Oak, and Oregon White Oak with a greater than six-inch diameter at breast height (DBH).

An Arborist Report was prepared to evaluate the health and structural condition of the trees within the project area, determine which trees could be preserved and removed, and provide guidelines for tree preservation during the design, construction, and maintenance phases of development (refer to Appendix B of the environmental document). However, in July 2022, after the tree survey was conducted, a fire occurred that potentially damaged, injured, and/or killed some of the existing protected trees. As such, a Post-Fire Tree Assessment was prepared by Live Oak Associates (LOA), which provided recommendations to determine the health status of each tree. As referenced in the conditions of approval a tree removal permit will be required which may include replacement trees for trees removed by the project or payment of in-lieu fees as provided in the regulations. Mitigation Measure BIO-5, in the environmental document requires adequate mitigation of tree removal. It is noted that the preliminary landscaping plans show the planting of over 35 trees that should be used to apply for replacement trees. Additional tree planting could occur along the 18th Avenue Extension project as determined appropriate by staff.

<u>Design Standards</u>: The Zoning Code references a number of design standards that new development is subject to, such as exterior lighting, signage, and landscaping. These are discussed further in the Design Review section of this report.

<u>Design Review:</u> The project is subject to Design Review approval in accordance with Chapter 18-33 of the Zoning Code because it is a new development. The purpose of Design Review is to make sure new development provides for an acceptable community appearance and enhances the design characteristic in the neighborhood.

The project proposes a four-story hotel building, a restaurant/event center, parking, landscaping, lighting, and other related improvements that should be reviewed by the Planning Commission to assure the project meets the purpose of Design Review. The building would incorporate cement type siding with in various brown, beige, and grey tones. Both buildings would incorporate flat roofs with parapets to hide roof mounted mechanical equipment, such as HVAC units. Overall, the project would appear to meet the purposed of Design Review.

43

The City, through the Zoning Code, has adopted several design standards for many of these components, but has not yet prepared a Design Manual. Consequently, this review should look at the overall project and review for compliance with specific design standard categories discussed in more detail below.

<u>Landscaping:</u> Project plans provide a preliminary landscaping plan that appears to meet the City's Landscaping and Irrigation Standards. It is noted that the planting list presents a wide range of plant types, many which are referenced in the City's plant palette list in the City's standards. However, the final plans will need to be more specific. Also, there are no irrigation plans in the plan package. Recommended conditions of approval requires submittal and approval by staff of detailed landscaping and irrigation plans that complies with these standards

<u>Exterior Lighting:</u> The project plan package does not include any exterior lighting details of the project. As a condition of approval, a detailed lighting plan will need to be submitted to staff for approval that demonstrates compliance with the City's lighting standards.

<u>Signage:</u> The project plan package does not include any details of any new signage. As a condition of approval, a detailed sign program will need to be submitted for staff approval that demonstrates compliance with the City's Sign Regulations.

<u>Trash/Recycling Containment:</u> The project plan package shows location and construction of a trash enclosure at the northeast corner of the parking lot. It would have good access for servicing. As a condition of approval, a detailed trash/recycling enclosure plan will need to be submitted to staff for approval that demonstrates compliance with the City's Trash/Recycling Enclosure Requirements and Design Standards.

Other Considerations/Coordinated Road and Utility Improvements: The City is responsible for constructing the roadway improvements for the 18th Avenue Extension. This includes obtaining the necessary encroachment permit from Caltrans for improvements to the intersection at Highway 53. Also, other City coordination will involve Konocti County Water District for water line and system improvements, Lake County Special Districts for sewer line and system improvements, and other agencies for gas, electrical and other dry utilities. Staff will be coordinating this work as the hotel project is being constructed, however, the only requirements by the hotel project applicant will be to obtain an encroachment permit from the City for the driveway connection between the hotel and 18th Avenue.

Environmental Review (CEQA):

In accordance with CEQA requirements, an Environmental Assessment/Initial Study has been prepared for the proposed project with the conclusion that a Mitigated Negative Declaration (MND) is the appropriate document per CEQA regulations and the City's Environmental Guidelines. The Final Initial Study/Proposed MND concludes that any potentially significant adverse environmental impacts from the project would be reduced to a level of non-significance subject to 33 mitigation measures. Technical reports that were included in this environmental document include air quality impact, biological, and traffic impact studies (Appendix A, B, and C). Specifically, mitigation measures are proposed for Aesthetics, Air Quality, Biological Resources, Cultural Resources and Tribal Cultural Resources, Geology and Soils, and Noise. The project designer worked directly with the Traffic consultant on this project to redesign roadway design to mitigate traffic impacts. The draft Initial Study was circulated for public review between October 26th, 2022, through November 30th, 2022.

Page 6 of 7

The City received written public agency comments on the Draft environmental document from Caltrans, Central Valley Regional Water Quality Control Board, Konocti County Water District, and Lake County Health Services Department. A Final environmental document was prepared addressing these comments on December 5, 2022 (see attachment). The Final environmental document was not significantly changed to require recirculation and, therefore, becomes the final environmental determination for the project. In accordance with CEQA, the Planning Commission will need to concur with the adequacy of the Final Initial Study and proposed mitigated negative declaration before taking action to approve the project. Specific findings for this noticing have been included in the project findings for approval.

PUBLIC HEARING LEGAL NOTICE

The public hearing was noticed at least ten (10) days in advance in an electronic publication with the Lake County Record Bee on *Saturday, December 3rd, 2022*; and mailed (via USPS) to all surrounding property owners within 600 feet of the subject parcel(s) as required pursuant to the Clearlake Municipal Code.

• All mailing address are drawn from the electronic database supplied by the Lake County Assessor/Recorders Office Database.

OPTIONS:

- 1. Move to Adopt Resolution PC 2022-26, A Resolution of the Planning Commission of the City of Clearlake Approving Conditional Use Permits CUP 2022-02, Design Review DR 2022-02 and recommending approval of a Mitigated Negative Declaration based on Initial Study 2022-06 for the development and operation of a +/- 75 Bedroom Hotel with meeting hall/event center, onsite sales and consumptions of alcoholic beverages on 2.8 acres at 6356 Armijo Avenue Clearlake, CA 95422.
- 2. Move to Deny Resolution PC 2022-26 and direct Staff to Prepare the Appropriate Findings.
- 3. Move to continue the items and provide alternate direction to staff.
- Attachments:
- 1. Resolution with Conditions of Approval
- 2. Hotel Site and Architectural Plans
- 3. 18th Avenue Diagram
- 4. Agency Comments
- 5. Final CEQA IS 2022-06
- 6. Copy of Public Notices

Page 7 of 7

RESOLUTION NO. PC 2022-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLEARLAKE, CALIFORNIA ADOPTING MITIGATED NEGATIVE DECLARATION (BASED ON ENVIRONMENTAL ANALYSIS - INITIAL STUDY, IS 2022-06) AND CONDITIONAL USE PERMIT, CUP 2022-02 AND DESIGN REVIEW 2022-02 FOR THE DEVELOPMENT AND OPERATION OF A HOTEL WITH MEETING HALL/EVENT CENTER AND THE EXTENSION OF 18TH AVENUE LOCATED AT 6356 ARMIJO AVENUE, CLEARLAKE, CALIFORNIA, APN: 042-121-25.

WHEREAS, Matt Patel, of MLI Associates, inc., (Owner/Developer/Operator), applied for approval of a Mitigated Negative Declaration (Based on Environmental Analysis, IS 2022-06) and Conditional Use Permit (CUP 2022-02) and Design Review, (DR 2022-02) for the development and operation +/- 75 Bedroom Hotel with meeting hall/event center, onsite sales and consumptions of alcoholic beverages on 2.8 acres located at 6356 Armijo Avenue Clearlake, CA 95422 further described as APN: 042-121-25, and

WHEREAS, Although not part of the conditional use and design review applications which apply only to the hotel project, the environmental document for the hotel project includes construction of extending 18th Avenue from Old Highway 53 to New Highway 53 that provides critical access to the hotel, is considered as part of the overall project; and

WHEREAS, the zoning designation is "GC" General Commercial. As conditioned, the proposed use would be consistent with the allowable uses in the GC Zoning Designation; and

WHEREAS, the General Plan Designates the project site as "GC" General Commercial. As conditioned, the proposed use would be consistent with the General Plan; and

WHEREAS, the project is found to comply with the Zoning Codes as conditioned (*Refer to Enclosed Exhibit A*) by this use permit; and

WHEREAS, the Conditional Use Permit, CUP 2022-02 would allow the onsite sales and consumption of Alcoholic Beverages associated with hotel and event operations; Event Facility, Banquet Hall/Dance Hall/Lodge; Special Events and/or Public Assemblies, and Outdoor Recreation, Pursuant to Section 18.18.030 of the City Municipal Code; and

WHEREAS, in accordance with Section 18.14.445 (b) of the Zoning Code the use as proposed will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity, or injurious to the property, improvements or potential development in the vicinity with respect to aspects including, but not limited to, the following:

- (a) The nature of the proposed site, including its size and shape, and the proposed size, shape, and arrangement of structures.
- (b) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic and the adequacy of proposed off-street parking and loading.
- (c) The safeguards afforded to prevent noxious of offensive emissions such as noise, glare, dust and odor;

Section H, Item 4.

(d) Treatment given, as appropriate, to such aspects as landscaping, screening spaces, parking areas, loading areas, service areas, lighting, and signs; and

WHEREAS, in accordance with Section 18-19.110 (D) of the Zoning Code the Planning Commission finds that alcoholic beverage sales and consumption on the site complies with the criteria for approval of this use permit; and

WHEREAS, in accordance with Section 18-09.020-c of the Zoning Code, the Planning Commission has reviewed the height of the proposed, approximately 50 foot tall, hotel building as part Conditional Use Permit CUP 2022-02 and has approved this height; and maximum building height in this district is 35 feet and up to 50 feet with a conditional use permit; Plans show a four-story hotel building that is approaching 50 feet in height; and

WHEREAS, in accordance with Section 18-20.090 (C) of the Zoning Code the Planning Commission approves a reduction in the number of parking spaces from 113 to 109 spaces due to the project's mixed use and resulting shared parking demand; and

WHEREAS, the project is consisting with the provisions of Chapter 18-33, Design Review, of the City Municipal Code; and

WHEREAS, the project underwent environmental review (Initial Study, IS 2022-06) subject to the California State Environmental Quality Act (CEQA) Guidelines, and a Mitigated Negative Declaration has been prepared, and adopted; and as evidenced by the following:

- The initial study and Mitigated Negative Declaration were properly noticed and circulated in compliance with the California Environmental Quality Act of 1970, and in compliance with Section 15070-15075 of the CEQA State Guidelines, by:
 - Circulation of the <u>Notice of Intent (NOI)</u> for the environmental analysis/proposed Mitigated Negative Declaration (CEQA Initial Study, IS 2022-06) was published in the Lake County Record Bee and sent to the State Clearinghouse; Various Federal, State, and local agencies/organizations for the minimum of a 30-day commenting period from October 26th, 2022, through November 30th, 2022. The document was also uploaded onto the City's Website and made available upon request.
 - A Notice of Intent (NOI) was mailed (via USPS) to the surrounding parcels owners within 300 feet of the subject property informing them of the City's decision to adopt a Mitigated Negative Declaration for the proposed use and that there is a 30-day commenting period on the environmental document from July 19th, 2022, through August 19th, 2022.
 - Additional mitigation measures have been added in order to reconfirm the protocols for avoidance and capping of the sensitive sites. These mitigation measures do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect. Thus, pursuant to CEQA Guidelines section 15073.5, recirculation of the MND is not required

WHEREAS, environmental review (Initial Study, IS 2022-06) was prepared in accordance with the California Environmental Quality Act (CEQA), which shows substantial evidence, in light of the whole record, that the project will not result in a significant environmental impact with the

incorporated Mitigation Measures/Conditions of Approval and, hereby adopts a Mit Section H, Item 4. Negative Declaration (MND) and authorizes staff to file a Notice of Determination in compliance with CEQA.

WHEREAS, if any section, division, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

WHEREAS, on December 13th, 2022, the Planning Commission of the City of Clearlake held a duly noticed public hearing at which interested persons had the opportunity to testify and at which the Planning Commission considered the proposed development; and

WHEREAS, adequate public noticing was made for the project in accordance with the Municipal Code.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Clearlake that the project is hereby approved, subject to the following conditions being satisfied:

PASSED AND ADOPTED on this 13th day of December 2022, by the following vote:

Planning	AYES	NOES	ABSENT	ABSTAIN
Commissioner				
Chair Lisa Wilson	Х			
Vice Chair Robert	Х			
Coker				
Fawn Williams	X			
Erin McCarrick	Х			
Terry Stewart	Х			

	Chairperson, Planning Commission
ATTEST:	
	_
City Clerk, Planning Commission	_

EXHIBIT A

City of Clearlake **Conditions of Approval**

Conditional Use Permit, CUP 2022-02 Design Review, DR 2022-02 Initial Study, IS 2022-06

Pursuant to the approval of the Clearlake Planning Commission on December 13, 2022 there is hereby granted to Matt Patel of MLI Associates, Inc., a Conditional Use Permit (CUP 2022-02), Design Review (DR 2022-02) and corresponding environmental analysis (CEQA Initial Study, IS 2022-06) with the following conditions of approval and related mitigation measures to authorize the development and operation of a Hotel with meeting hall/event center and the extension of 18th Avenue located at 6356 Armijo Avenue Clearlake, CA 95422 further described as APN: 042-121-25 is subject to the following terms and conditions of approval (excluding the extension of 18th Avenue between Old Highway 53 and New Highway 53).

SECTION A: GENERAL CONDITIONS:

- A-1. The use hereby permitted shall substantially conform to the Site Plan(s), and Project Description and any conditions of approval imposed by the above Conditional Use Permit as shown on the approved site plan for this action dated December 13th, 2022.
- A-2. **Prior to operation**, the permit holder shall meet and operate in full compliance with fire safety rules and regulations of the Lake County Fire District.
- A-3. **Prior to operation and/or development**, the applicant shall secure and maintain all required permits from the City of Clearlake (*Community Development Department*, *Building Department*, *Planning, Police Department and Public Works*), Lake County Fire Protection District, Lake County Air Quality Management District, Lake County Water Resources Department, Lake County Environmental Health Department, Lake County Special Districts, local water district and/or all applicable Federal, State and local agency permits. *If said permit is from another agency other than the City of Clearlake, the applicant shall submit a copy of the permit(s) to verify they have fulfilled this requirement*.
- A-4. **Prior to Operation of the hotel and/or related facilities**, the applicant shall apply and obtain a Business License from the City of Clearlake. Said application may be applied for and obtained through the City's Online Portal Application System.
- A-5. The applicant shall always retain a copy of the approved conditions of approval on premises.
- A-6. The operation shall not exceed the maximum occupancy as prescribed by the California Building Code.
- A-7. Any modifications and/or additions to a use requiring use permit approval shall itself be subject to use permit approval. The addition of an allowed use to a premise occupied by a conditionally allowed use shall require use permit approval of the type required for the existing use. The Community Development Director shall determine when such an addition and/or change is of such a minor or incidental nature that the intent of these regulations can be met without further use permit control.

- A-8. The operator shall be responsible to pay all sales, use, business and other applicable taxes, and all license, registration, and other fees and permits required under federal, state, and local laws.
- A-9. The applicant is responsible for ensuring that all project workers including third party vendors are informed of, understand, and agree to abide by the approved plans and project conditions.
- A-5. **Prior to issuance of a building permit and/or commencing construction** or as otherwise approved by the Community Development Director, the hotel project shall secure a water connection permit or other mechanism from Konocti county Water District that assures water availability and service will be provided to the hotel project prior to building occupancy.
- A-6. **Prior to issuance of a building permit and/or commencing construction** or otherwise approved by the Community Development Director, the hotel project shall secure a sewer connection permit from Lake County Special Districts that assures sewer access and service will be provided to the hotel project prior to building occupancy.
- A-7. All conditions are necessary to protect the general health, safety and welfare of the public. If any condition of this entitlement is held to be invalid by a court, the whole entitlement shall be invalid. The Director specifically declares that it would not have approved this entitlement unless all of the conditions herein are held as valid.
- A-8. The California Department of Fish & Wildlife filing fee shall be submitted as required by California Environmental Quality Act (CEQA) statute, Section 21089(b) and Fish and Game Code Section 711.4. The fee should be paid within five (5) days of approval of the mitigated negative declaration at the Lake County Clerk's Office. Once fees have been paid, the applicant shall submit a copy of all documentation to the City of Clearlake, verifying the fees have been paid. Said permit shall not become valid, vested or operative until the fee has been paid, including the issuance of any permits.

SECTION B. AESTHETICS:

- B-1. All graffiti shall be removed on any part of the property within 48 hours of its appearance.
- B-2. **Prior to the issuance of development plans and/or building permits,** a Final Lighting Design Plan shall be submitted to the City's Community Development Department for review and approval. All outdoor lighting shall be directed downwards and shielded onto the project site and not onto adjacent properties. All lighting shall comply and adhere to

all federal, state and local agency requirements, including all requirements in darks Section H, Item 4. in accordance with the City's Design Standards and Municipal Codes. (Mitigation Measure <u> AES-1)</u>

- Prior to issuance of a building permit and/or commencing construction the following shall be submitted for review and approval by the City:
 - A Landscaping and Irrigation Plan that complies with the City's Landscaping Regulations and Design Standards. Landscaping and irrigation shall be installed in accordance with the approved plan prior to occupancy of the hotel, unless otherwise provided in the Municipal Code.
 - Trash and Recycling plan, including trash design that comply with the City's Design Standards. The trash and recycling plan shall be completed in accordance with the approved plan prior to hotel occupancy. Trash receptacles shall be located at convenient locations outside the establishment and operators of the business.
- B-4. Prior to issuance of an occupancy permit for the hotel portion of the project a Signage Program/Plan for shall be submitted for review and approval by the Community Development Department. The plan shall comply with the City's Sign Regulations. All signage shall be installed in accordance with the approved Program/Plan.
- B-5. Maximum building height for the hotel building shall be 50 feet in accordance with Section 18-09.020, Property Development Standards, of the Municipal Code.

SECTION C. AIR QUALITY:

- C-1. All refuse generated by the facility shall be stored in the approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis to avoid excess waste. All trash receptacles/containers shall always remain covered to prevent fugitive odors and rodent infestation.
- C-2. **Prior to approval of any grading plans**, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet average 5.1 percent NOx reduction compared to the year 2023 CARB fleet average. The 5.1 percent NO_X reduction may be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment. For instance, the emissions presented in Table 4 were achieved by requiring all tractors/loaders/backhoes used for grading to be engine Tier 4. In addition, all off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturer's specifications. Idling shall be limited to 5 minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB. Clear signage regarding idling restrictions should be placed at the entrances to the construction site. (Mitigation Measure AQ-1)

- Portable equipment over 50 horsepower must have either a valid District Per Section H, Item 4. C-3. Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB. (Mitigation Measure AQ-2)
- C-4. Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods approved by the Lake County Air Quality Management District. Prior to initiating soil removing activities for construction purposes, the applicant shall pre-wet affected areas with at least 0.5 gallons of water per square yard of ground area to control dust. (Mitigation Measure AQ-3)
- C-5. Driveways, access roads and parking areas shall be surfaced in a manner so as to minimize dust. The applicant shall obtain all necessary encroachment permits for any work within the right-of-way. All improvement shall adhere to all applicable federal, State and local agency requirements. (Mitigation Measure AQ-4)
- C-6. Any disposal of vegetation removed as a result of lot clearing shall be lawfully disposed of, preferably by chipping and composting, or as authorized by the Lake County Air Quality Management District and the Lake County Fire Protection District. (Mitigation Measure <u>AQ-5)</u>
- C-7. During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site. (Mitigation Measure AQ-6)
- C-8. Grading permits shall be secured for any applicable activity from the Community Development Department, Building Division. Applicable activities shall adhere to all grading permit conditions, including Best Management Practices. All areas disturbed by grading shall be either surfaced in manner to minimize dust, landscaped or hydro seeded. All BMPs shall be routinely inspected and maintained for lifer of the project (Mitigation Measure AQ-7)
- C-9. All refuse generated by the facility shall be stored in approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis so as to avoid excess waste. All trash receptacles/containers shall remain covered at all times to prevent fugitive odors and rodent infestation. An odor control plan shall be submitted for review and approval by the City In accordance with the Zoning Code. Odor control shall be maintained to an acceptable level at all times. (Mitigation Measure AQ-8)
- C-10. Construction activities that involve pavement, masonry, sand, gravel, grading, and other activities that could produce airborne particulate should be conducted with adequate dust controls to minimize airborne emissions. A dust mitigation plan may be required should the applicant fail to maintain adequate dust controls. (Mitigation Measure AQ-9)
- C-11. If construction or site activities are conducted within Serpentine soils, a Serpentine Control Plan may be required. Any parcel with Serpentine soils must obtain proper

approvals from LCAQMD prior to beginning any construction activities. Contact LQ for more details. (Mitigation Measure AQ-10)

- C-12. All engines must notify LCAQMD prior to beginning construction activities and prior to engine Use. Mobile diesel equipment used for construction and/or maintenance must be in compliance with State registration requirements. All equipment units must meet Federal, State and local requirements. All equipment units must meet RICE NESHAP/ NSPS requirements including proper maintenance to minimize airborne emissions and proper record-keeping of all activities, all units must meet the State Air Toxic Control Measures for CI engines and must meet local regulations. (Mitigation Measure AQ-11)
- C-13. Site development, vegetation disposal, and site operation shall not create nuisance odors or dust. During the site preparation phase, the District recommends that any removed vegetation be chipped and spread for ground cover and erosion control. Burning of debris/construction material is not allowed on commercial property, materials generated from the commercial operation, and waste material from construction debris, must not be burned as a means of disposal. (Mitigation Measure AQ-12)
- C-14. Significant dust may be generated from increase vehicle traffic if driveways and parking areas are not adequately surfaced. Surfacing standards should be included as a requirement in the use permit to minimize dust impacts to the public, visitors, and road traffic. At a minimum, the district recommends chip seal as a temporary measure for primary access roads and parking. Paving with asphaltic concrete is preferred and should be required for long term occupancy. All areas subject to semi-truck / trailer traffic should require asphaltic concrete paving or equivalent to prevent fugitive dust generation. Gravel surfacing may be adequate for low use driveways and overflow parking areas; however, gravel surfaces require more maintenance to achieve dust control, and permit conditions should require regular palliative treatment if gravel is utilized. White rock is not suitable for surfacing (and should be prohibited in the permit) because of its tendency to break down and create excessive dust. Grading and re-graveling roads should utilizing water trucks, if necessary, reduce travel times through efficient time management and consolidating solid waste removal/supply deliveries, and speed limits. Conformance with the foregoing requirements shall be included as notes and be confirmed through review and approval of grading plans by the City of Clearlake Community Development Department. (Mitigation Measure AQ-13)
- C-15. **During construction activities,** the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site.
- C-16. Any demolition or renovation is subject to the Federal National Emissions Standard for Hazardous Air Pollutants (NESHAP) for asbestos in buildings requires asbestos inspections by a Certified Asbestos Consultant for all major renovations and all demolition. An Asbestos Notification Form with the Asbestos inspection report must be submitted to the district at least 14 days prior to beginning any demolition work. The applicant must contact the district for more details and proper approvals. Regardless of asbestos content or reporting

SECTION D - BIOLOGICAL RESOURCES:

- D-1. **Prior to initiation of ground-disturbing activities on the project site**, the project applicant shall retain a qualified biologist to conduct floristic surveys to identify any special-status plant species on-site. (*Mitigation Measure BIO-1*)
 - Floristic surveys shall be conducted in all on-site habitats that potentially support special status species during the appropriate season to identify the species, which is typically during the species' blooming period. Based upon the suite of special status plant species potentially occurring on the site, at a minimum, four surveys shall be conducted, (i.e., in March, April, June, and October) in all areas of the site within and adjacent to (within 100 feet) project development footprints that provide potential habitat for the target species. Surveys shall be conducted in conformance with the most recent version of CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities and CNPS' Botanical Survey Guidelines.
- D-2. If rare plant populations are determined to be present on the project site during the focused floristic surveys by a qualified/license biologist, the populations shall be mapped, and the number of individuals shall be estimated. A qualified plant ecologist or botanist shall determine whether project impacts to plant populations are significant. (Mitigation Measure BIO-2)
- D-3. To the extent practicable, the project shall be designed to avoid or minimize impacts to special status plant populations with a buffer determined by the qualified botanist or plant ecologist. (Mitigation Measure BIO-3)
- D-4. If the project cannot be redesigned to avoid or minimize impacts to the identified species to a less-than-significant level, then compensation measures shall include development of an onsite or off-site restoration plan for the species. At a minimum, any restoration plan shall contain the following elements: 1) location of restoration areas, 2) propagation and planting techniques to be employed for the restoration effort, 3) a timetable for implementation, 4) a monitoring plan and performance criteria, 5) an adaptive management plan should the restoration not meet interim success criteria, and 6) a site maintenance plan. The restoration plan shall be approved by the City of Clearlake Community Development Department prior to the start of project construction and shall, where feasible, occur in the immediate vicinity of the identified population(s). (Mitigation Measure BIO-4)
- D-5. If tree removal is required, site preparation, grading, or construction is planned to occur within the avian breeding period (i.e., between February 1 and August 31), a qualified biologist shall conduct pre-construction surveys for active nests of migratory birds within seven days of the onset of construction activities. If construction activity is planned to commence outside the breeding period, pre-construction surveys are not required for

nesting birds and raptors. Survey results shall be submitted to the City of Cle Section H, Item 4. Community Development Department. If active nests of migratory birds are not detected within the project site, further mitigation is not required. If nesting birds are detected, the applicant shall implement Mitigation Measure BIO-3. (Mitigation Measure BIO-5)

- D-6. If any active nests are discovered in or near proposed construction zones, a qualified biologist shall establish a construction-free buffer around the nest. The buffer shall be adequate to ensure the nest is not disturbed by construction activities and shall be based on the location of the nest, species of bird, sensitivity of the bird (as determined by the biologist), and proximity to and type of construction occurring near the nest. The buffer shall be identified on the ground with flagging or fencing and shall be maintained until the biologist has determined that the young have fledged. Established buffers may be altered only if a qualified biologist provides compelling biological or ecological reason to do so. Proof of compliance with this Mitigation Measure shall be provided to the City of Clearlake Community Development Department prior to recommencing construction within the buffer area. (Mitigation Measure BIO-6)
- D-7. All construction and operations workers on the project site shall be trained by a qualified biologist prior to ground disturbing activities. The tailgate training shall include a description of the Migratory Bird Treaty Act, instructions on what to do if an active nest is located, and the importance of capping pipes and pipe-like structures standing upright to avoid birds falling into the pipes and getting stuck. Proof of compliance with this Mitigation Measure shall be provided to the City of Clearlake Community Development Department. (Mitigation Measure BIO-7)
- D-8. Prior to the start of construction activities, the applicant shall retain a certified arborist to reassess the protected trees on-site and determine if any additional trees would require removal due to damage from the on-site fire. The updated report shall be submitted to the City of Clearlake Community Development Department for review and approval. (Mitigation Measure BIO-8)
 - A native tree protection and removal permit, waiver, or similar approval shall be secured prior to impacting trees protected under the City ordinance. The project applicant shall mitigate for the removal of Protected Trees located within the project site, as identified in the Arborist Report prepared for the proposed project, by preparing a Tree Replacement Plan to ensure on-site replacement planting or the payment of in-lieu fees, or a combination of both.
 - For the Protected Trees to be preserved as part of the project, the project applicant shall implement the Tree Protection Measures and Performance Standards included in the Arborist Report prepared for the proposed project, including requirements related to: tree removal, tree protection fencing, trenching, tree protection training, tree protection measure monitoring, and other general provisions.
 - The above measures shall be included in the notes on construction drawings, subject to review and approval by the City of Clearlake Community Development Department, prior to initiation of construction activities.

SECTION E - CULTURAL/TRIBAL RESOURCES:

- E-1. During construction activities, if any subsurface archaeological remains are uncovered, all work shall be halted within 100 feet of the find and the owner shall utilize a qualified cultural resources consultant to identify and investigate any subsurface historic remains and define their physical extent and the nature of any built features or artifact-bearing deposits. (Mitigation Measure CUL-1)
- E-2. The cultural resource consultant's investigation shall proceed into formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists - e.g., there is an intact feature with a large and varied artifact assemblage - it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project. (Mitigation Measure CUL-2)
- E-3. If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Lake County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Lake County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the "most likely descendant(s)", The landowner shall engage in consultations with the most likely descendant (MLD). The MLD will make recommendations concerning the treatment of the remains within 48 hours as provided in Public Resources Code 5097.98. (Mitigation Measure CUL-3)
- E-4. On or prior to the first day of construction the owner shall organize cultural sensitivity training for contractors involved in ground disturbing activities. (Mitigation Measure CUL-4)
- E-5. The developer/landowner shall relinquish ownership of all sacred items, burial goods and all archaeological artifacts that are found on the project area to the most likely decedent (MLD) for proper treatment and disposition.

SECTION F - GEOLOGY & SOILS:

- F-1. **Prior to approval of any grading permits**, a Geotechnical Analysis shall be conducted by a California Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following: (Mitigation Measure GEO-1)
 - I. Road, pavement, and parking area design.
 - II. Structural foundations, including retaining wall design (if applicable).
 - III. Grading practices.
 - IV. Erosion/winterization.
 - V. Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and
 - VI. Slope stability.
- F-2. All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official/Building Inspector, and a licensed/qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design. (Mitigation Measure GEO-2)
- F-3. **Prior to any ground disturbance and/or operation**, the applicant shall submit Erosion Control and Sediment Plans to the Community Development Department for review and approval. The project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. (Mitigation Measure GEO-3)
- F-4. **Prior to any ground disturbance**, the project applicant shall submit and obtain a Grading Permit from the Community Development in accordance with the City of Clearlake Municipal Code. (*Mitigation Measure GEO-4*)
- F-5. The project applicant shall monitor the site during the rainy season including post-installation, application of BMPs, erosion control maintenance, and other improvements as needed. Measures shall be maintained for life of the project and replaced/repaired when necessary. (Mitigation Measure GEO-5)

SECTION G- HAZARD & HAZARDOUS MATERIALS:

- G-1. All hazardous waste shall not be disposed of on-site without review or permits from Environmental Health Department, the California Regional Water Control Board, and/or the Air Quality Board. Collected hazardous or toxic waste materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such material.
- G-2. The storage of potentially hazardous materials shall be located at least 100 feet from any existing water well. These materials shall not be allowed to leak into the ground or

contaminate surface waters. Collected hazardous or toxic materials shall be recy | Section H, Item 4. disposed of through a registered waste hauler to an approved site legally authorized to accept such materials.

- G-3. Any spills of oils, fluids, fuel, concrete, or other hazardous construction material shall be immediately cleaned up. All equipment and materials shall be stored in the staging areas away from all known waterways.
- G-4. The storage of hazardous materials equals to or greater than fifty-five (55) gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, then a Hazardous Materials Inventory Disclosure Statement/Business Plan shall be submitted and maintained in compliance with requirements of Lake County Environmental Health Division. Industrial waste shall not be disposed of on site without review or permit from Lake County Environmental Health Division or the California Regional Water Quality Control Board. The permit holder shall comply with petroleum fuel storage tank regulations if fuel is to be stored on site.
- G-5. All equipment shall be maintained and operated in a manner that minimizes any spill or leak of hazardous materials. Hazardous materials and contaminated soil shall be stored, transported, and disposed of consistent with applicable local, state, and federal regulations
- G-6. Hazardous Waste must be handled according to all Hazardous Waste Control Laws. Any generation of a hazardous waste must be reported to Lake County Environmental Health within thirty days.
- G-7. All employees and/or staff members shall be properly trained in and utilize Personnel Protective Equipment in accordance with all federal, state and local regulations regarding handling any biological and/or chemical agents.
- G-8. Hazardous waste must be handled according to all Hazardous Waste Control and Generator regulations. Waste shall not be disposed of onsite without review or permits from EHD, the California Regional Water Control Board, and/or the Air Quality Board. Collected hazardous or toxic waste materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such material.

SECTION H -NOISE/VIBRATIONS:

- H-1. Permanent potential noise sources such as, generators used for power shall be designed and located to minimize noise impacts to surrounding properties. (Mitigation Measure NOI-1)
- H-2. During construction noise levels shall not exceed 65 decibels within fifty (50) feet of any dwellings or transient accommodations between the hours of 7:00 AM and 6:00 PM. This threshold can be increased by the Building Inspector or City Engineer have approved an exception in accordance with Section 5-4.4(b)(1) of the City Code. An exception of up to 80 decibels may be approved within one hundred (100) feet from the source during

Section H, Item 4.

daylight hours. Project is expected to result in less than significant impacts with to noise and vibration. (Mitigation Measure NOI-2)

SECTION I – TRANSPORTATION & TRAFFIC:

- H-1. **Prior to building permit issuance and/or commencing construction,** the following shall be submitted for review and approval by the City:
 - I. Subject to City Engineer approval, <u>Civil Site plans</u> identifying existing and proposed storm drains, drainage ditches, curbs, sidewalks, gutters, and striping, as regulated by the City's Design/Construction Standards, Off-Street Parking Regulations, and Parking Design Standards. Said design shall be found compliance with all other applicable local/federal/state laws (including ADA and CASP requirements). Said curb, gutter, sidewalks, etc. shall be installed in accordance with the City Municipal Codes.
- H-2. Prior to operation, all handicap parking areas, routes of travel, building access and bathrooms shall meet American with Disabilities Act (ADA) requirements and be subject to review and approval of a Certified Accessibility Access Specialist (CASP).
- H-3. Prior to issuance of a building permit and/or commencing construction of the hotel project, an encroachment permit for the new driveway onto 18th Avenue shall be secured from the City. Prior to occupancy of the hotel project access to the project via 18th Avenue shall be provided through a coordinated process with the City.

SECTION J -TIMING AND MONITORING

- J-1. If the approved use permit is not established within two (2) years of the date of approval or such longer time as may be stipulated as a condition of approval, the use permit shall expire.
- J-2. If a structure(s) or associated site development authorized by use permit is not issued building permits (if building permits ae required) within three (3) years of the date of approval, the use permit shall expire.
- J-3. Upon written request received prior to expiration, the Community Development Director may grant renewals of use permit approval for successive periods of not more than one (1) year each.
 - I. Approvals of such renewals shall be in writing and for a specific period.
 - II. Renewals may be approved with new or modified conditions upon a finding that the circumstances under which the use permit was originally approved have substantially changed.
 - III. Renewal of a use permit shall not require public notice or hearing unless the renewal is subject to new or modified conditions. To approve a renewal, the Community Development Director must make the findings required for initial approval.
- J-4. The use permit may be transferred to new owners at the same location/use upon notifying the City Planning Department of said ownership transfer and upon the new

- J-5. Any conditions established pursuant to these regulations shall be met before the use is established, except that the Director, Planning Commission or on appeal, the City Council, may establish a schedule for certain conditions to be met after establishment of the use. Continuance of the use shall then be contingent on complying with the schedule for meeting deferred conditions.
- J-6. This Conditional Use Permit does not abridge or supersede the regulatory powers and permit requirements of any federal, state, or local agency requirements, which may retain a regulatory or advisory function as specified by statute or ordinance. The applicant shall obtain and maintained permits as may be required from each agency.
- J-7. The applicant shall agree to indemnify, defend, and hold harmless the City or its agents, officers and employees from and against any and all claims, actions, demands or proceeding (including damage, attorney fees, and court cost awards) against the City or its agents, officers, or employees to attach, set aside, void, or annul an approval of the City, advisory agency, appeal board, or legislative body concerning the permit or entitlement when such action is brought within the applicable statute of limitations. In providing any defense under this Paragraph, the applicant shall use counsel reasonably acceptable to the City. The City shall promptly notify the applicant of any claim, action, demands or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold the City harmless as to that action. The City may require that the applicant post a bond, in an amount determined to be sufficient, to satisfy the above indemnification and defense obligation. Applicant understands and acknowledges that City is under no obligation to defend any claim, action, demand or proceeding challenging the City's actions with respect to the permit or entitlement.
- J-8. The Planning Commission may revoke or modify the use permit in the future if the Commission finds that the use to which the permit allows is detrimental to health, safety, comfort, general welfare of the public; constitutes a public nuisance; if the permit was obtained or is being used by fraud; and/or if one or more the conditions upon which a permit was granted are in noncompliance or have been violated. Applicant shall be notified of potential violations of the use permit prior to action taken by the Planning Commission.
- J-9. Said Use Permits shall be subject to revocation or modification by the Planning Commission if the Commission finds that there has been:
 - I. Noncompliance with any of the foregoing conditions of approval; or
 - II. The Planning Commission finds that the use for which this permit is hereby granted is so exercised as to be substantially detrimental to persons or property in the neighborhood of the use. Any such revocation shall be preceded by a public hearing noticed and heard pursuant to the City of Clearlake Municipal Code.

To Be Complet	ted by Authorized City Staff
Staff Name (Print)	Staff Signature
Date (signed):	
	ACCEPTANCE
	ditional Use Permit and agree to each term and condition of mitigation measure(s) thereof.
Name of Applicant/Authorized Agent (Print Name)	Signature of Applicant/Authorized Agent
Date:	

FAIRFIELD INN BY MARRIOTT CLEARLAKE

15500 18TH AVENUE, CLEARLAKE CA 95422

	FLOOR	KING		QUEEN QUEEN		KING SUITE		
	AREA (SF)	KING	ACC KING	QUEEN QUEEN	QUEEN QUEEN ACCESSIBLE	KING SUITE	KING SUITE ACCESSIBLE	TOTAL
EL 1	11,188 SF	10	0	0	0	0	0	10
EL 2	10,990 SF	6	2	12	0	3	0	23
EL 3	10,990 SF	6	1	13	1	2	0	23
EL 4	10,990 SF	5	0	10	1	2	1	19
DTAL		27	3	35	2	7	1	
AL	44,158 SF	30		37		8		75
PERCENTAGES		4	40%		49%		11%	

SHEET INDEX					
PLANNI	NG				
Α0	COVER SHEET				
A1	SITE PLAN				
A2	HOTEL - GROUND AND SECOND FLOOR PLAN				
А3	HOTEL - THIRD AND FOURTH FLOOR PLAN				
A4	HOTEL - ROOF PLAN				
A5	HOTEL - GUEST ROOM TYPES				
A6	HOTEL - EXTERIOR ELEVATIONS				
A7	HOTEL - EXTERIOR ELEVATIONS				
A8	MEETING HALL - PLANS				
A9	MEETING HALL - EXTERIOR ELEVATIONS & MATERIAL BOARD				
C1	PRELIMINARY SITE PLAN				
C2	PRELIMINARY GRADING, DRAINAGE, & PAVING PLAN				
C3	WATER & SANITARY SEWER PLAN				
L1	PRELIMINARY LANDSCAPE PLAN				

PLANNING DEPARTMENT SUBMITTAL PROJECT TEAM

08/12/2022

OWNER MLI ASSOCIATES, LLC
3767 HARLEQUIN TERRACE
FREMONT, CA 94555
(415) 623-4152

ARCHITECT DVB architecture
5221 DEER VALLEY ROAD, #150
RESCUE, CA 95672
(916) 316-6759

CIVIL **CWE-RFE**2260 DOUGLAS BLVD., SUITE 160

ROSEVILLE, CA 95661

(916) 772-7800

LANDSCAPE LINDA FISH LANDSCAPE ARCHITECT 4073 PATCHWORK COURT

4073 PATCHWORK COURT TURLOCK, CA 95382 (209) 656-7177 architecture

5221 DEER VALLEY ROAD, #150
RESCUE, CA 95672
(916) 316-6759
josh@dvbarchitecture.com

WNER

CONTRACTOR

This drawing is not final or to be used for construction until it is signed by the architect and the owner

CIFARIAKE FAIRFIED INN

NOT FOR CONSTRUCTION

COVER SHEET

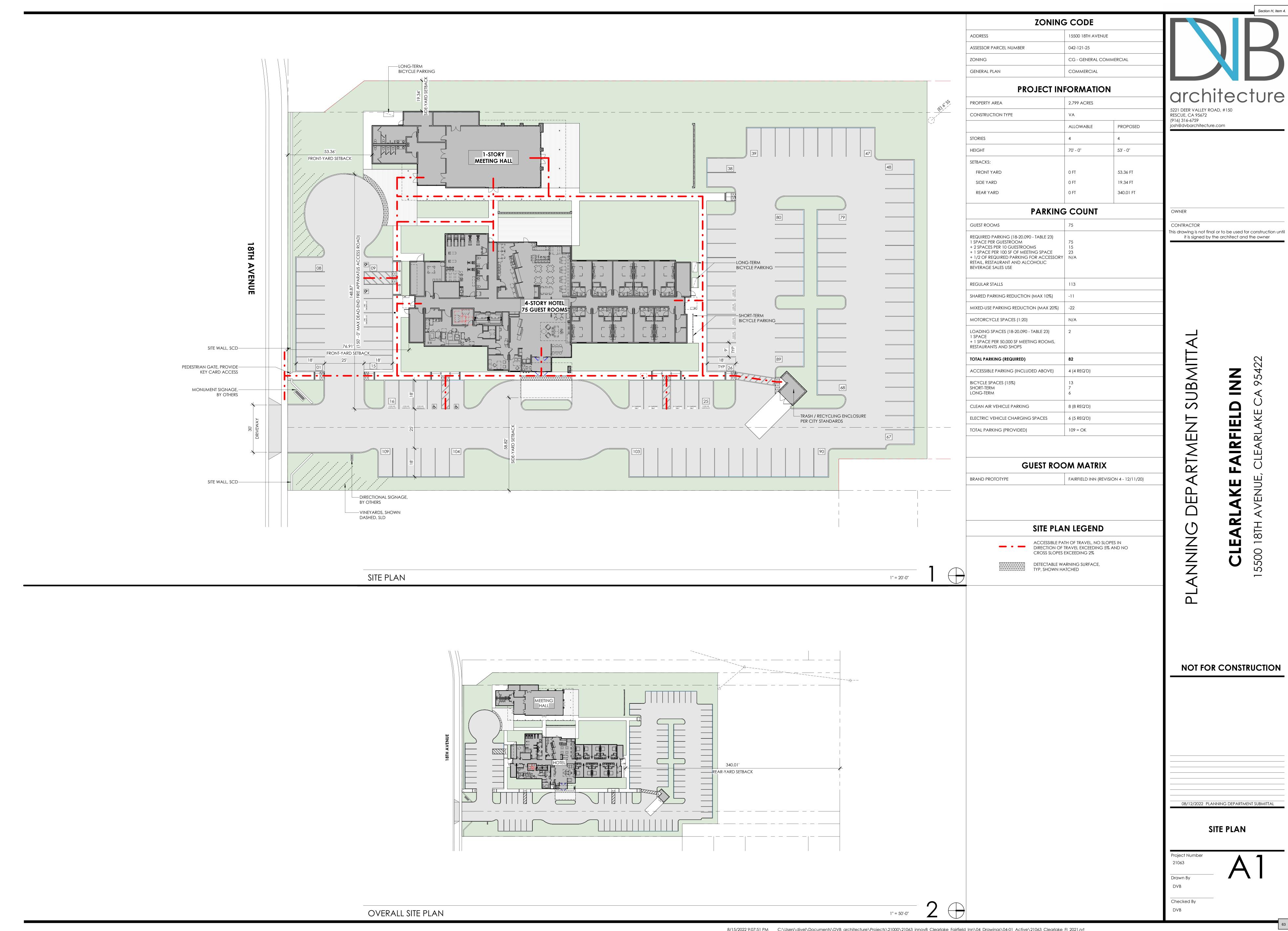
08/12/2022 PLANNING DEPARTMENT SUBMITTAL

Project Number
21063

Drawn By

DVB

Checked By
DVB





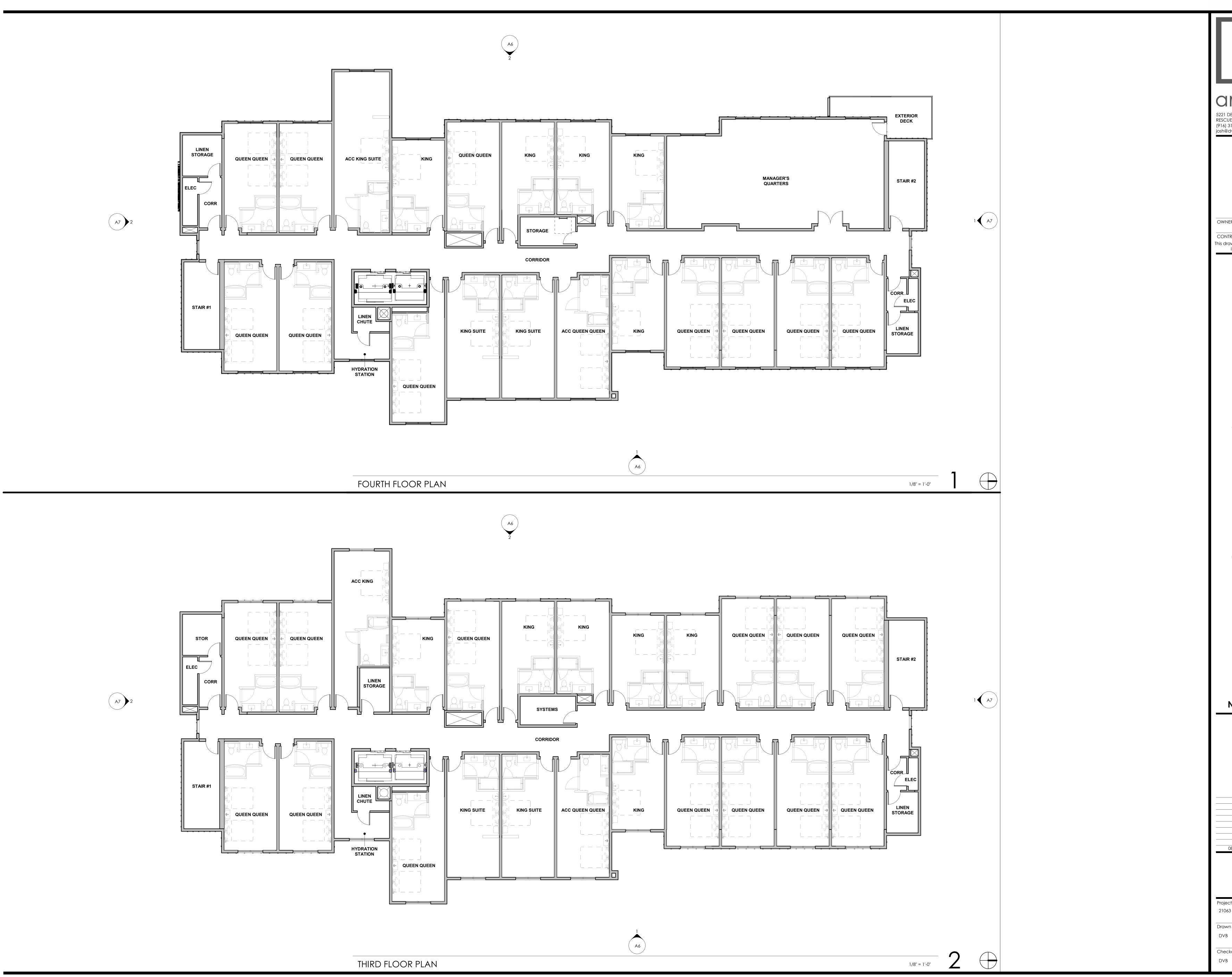
architecture

This drawing is not final or to be used for construction until

it is signed by the architect and the owner

HOTEL - GROUND AND SECOND FLOOR PLAN

 $C: \label{locuments} DVB_architecture \ensuremath{Projects} \ensuremath{21000} \ensuremath{21063_innov8}. Clear lake_Fairfield_Inn \ensuremath{04_Drawings} \ensuremath{04-01_Active} \ensuremath{21063_Clear lake_Fl_2021.rvt}. The property of the project of the$



architecture 5221 DEER VALLEY ROAD, #150 RESCUE, CA 95672 (916) 316-6759 josh@dvbarchitecture.com

OWNER

CONTRACTOR

This drawing is not final or to be used for construction until it is signed by the architect and the owner

ANNING

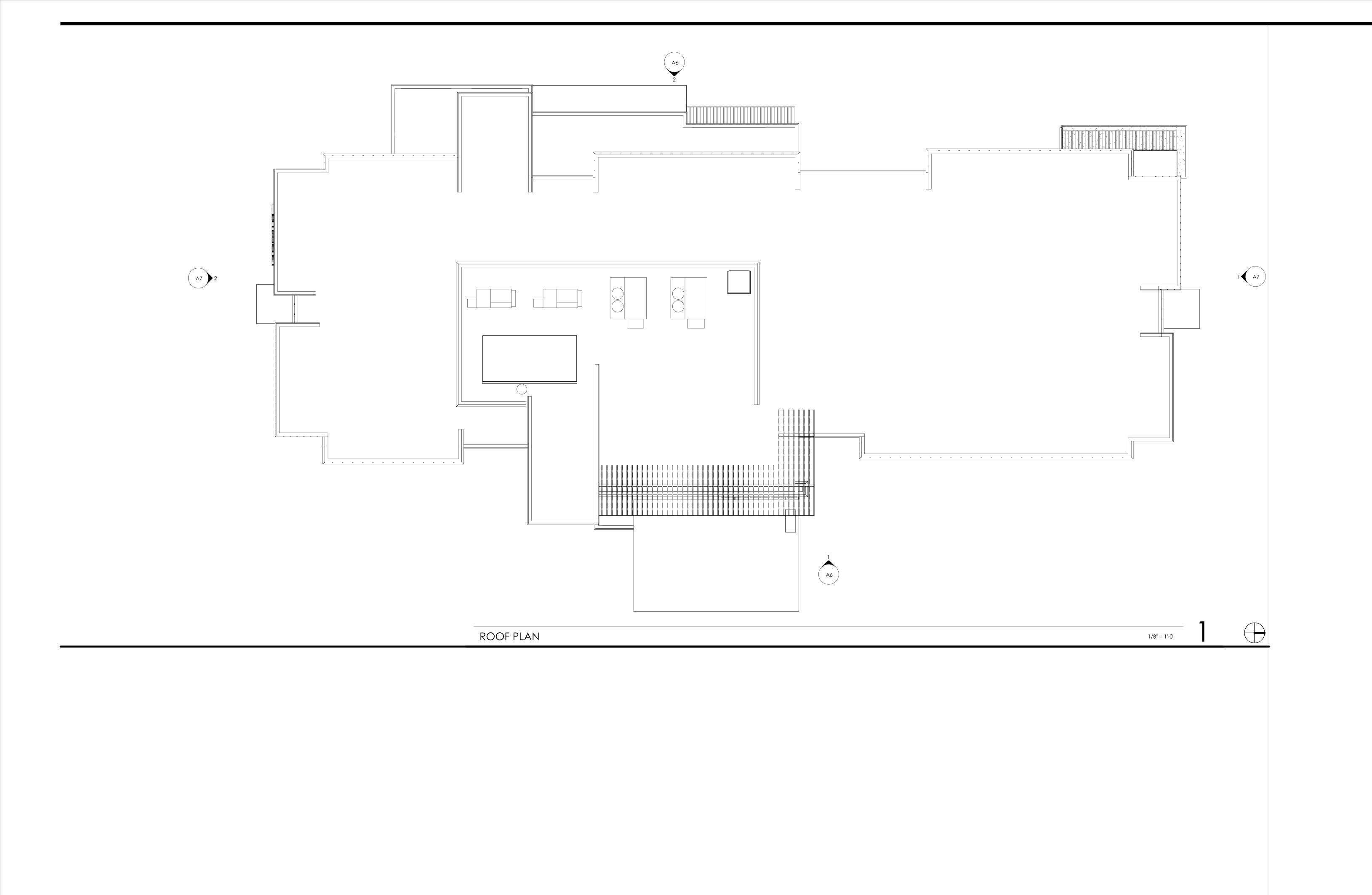
NOT FOR CONSTRUCTION

08/12/2022 PLANNING DEPARTMENT SUBMITTAL

HOTEL - THIRD AND FOURTH FLOOR PLAN

Drawn By

Checked By





This drawing is not final or to be used for construction until it is signed by the architect and the owner

ANNING

NOT FOR CONSTRUCTION

08/12/2022 PLANNING DEPARTMENT SUBMITTAL

HOTEL - ROOF PLAN

Checked By DVB





TOUST HEAD TO CHARGE STATE OF THE STATE OF T

—GALV STEEL CANOPY AND SCREENING, PAINTED

HOTEL - BUILDING ELEVATION - EAST

HOTEL - BUILDING ELEVATION - WEST

INTERIOR IN INTERIOR INTERIOR IN INTERIOR INTERIOR IN INTERIOR IN INTERIOR IN INTERIOR IN INTERIOR IN INTERIOR INT

This drawing is not final or to be used for construction until

5221 DEER VALLEY ROAD, #150 RESCUE, CA 95672

josh@dvbarchitecture.com

(916) 316-6759

OWNER

CONTRACTOR

NOT FOR CONSTRUCTION

ANNING

08/12/2022 PLANNING DEPARTMENT SUBMITTAL

HOTEL - EXTERIOR ELEVATIONS

Project Number
21063

Drawn By

DVB

Checked By

1/8" = 1'-0"

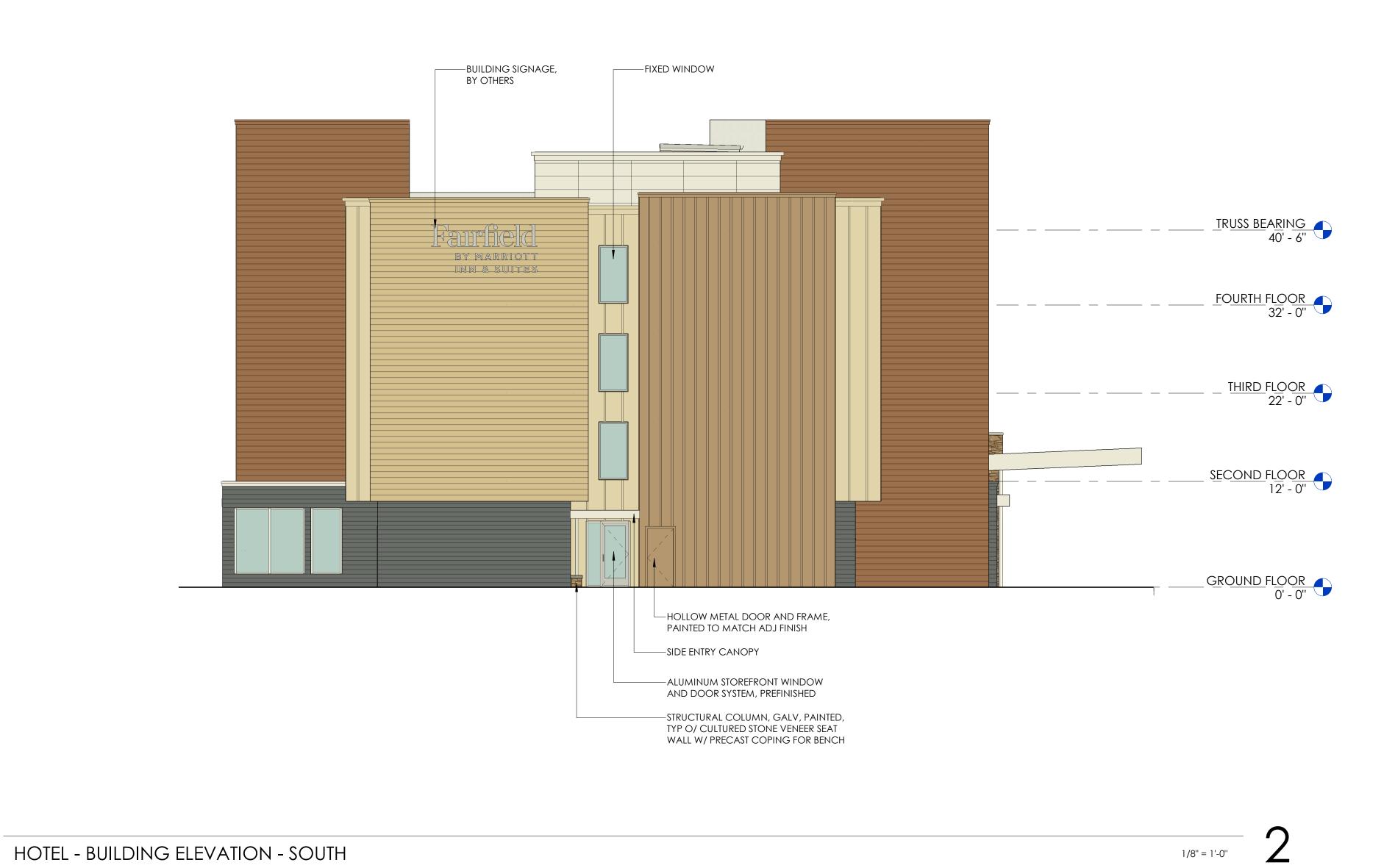
NOTE: REFER TO EXTERIOR ELEVATION 1/A6 FOR TYPICAL NOTES.

1/8" = 1'-0"

1/4" = 1'-0"

TRASH ENCLOSURE - EAST ELEVATION





architecture 5221 DEER VALLEY ROAD, #150 RESCUE, CA 95672 (916) 316-6759 josh@dvbarchitecture.com

> OWNER CONTRACTOR

This drawing is not final or to be used for construction until it is signed by the architect and the owner

ANNING

1/8'' = 1'-0''

NOT FOR CONSTRUCTION

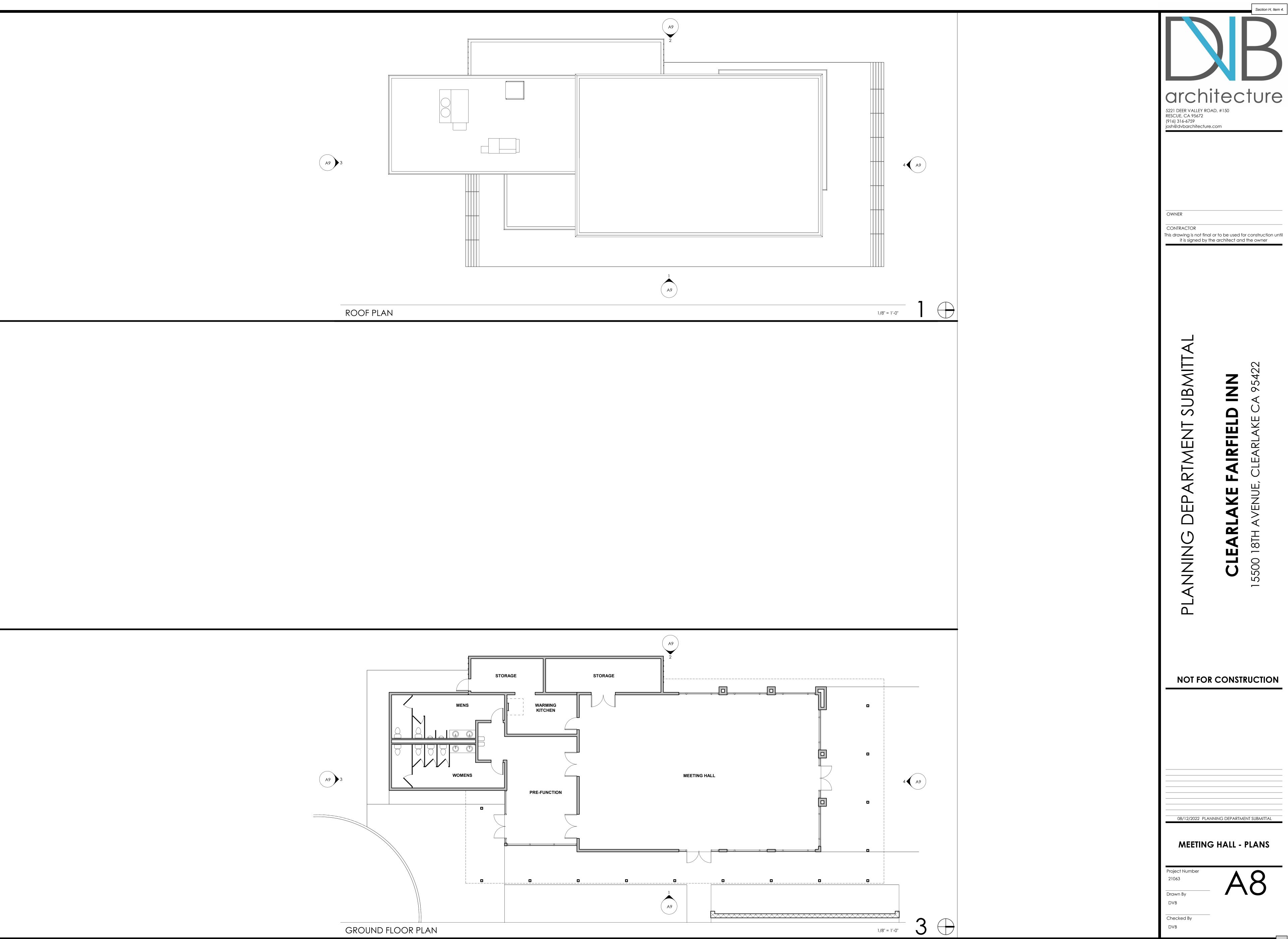
08/12/2022 PLANNING DEPARTMENT SUBMITTAL

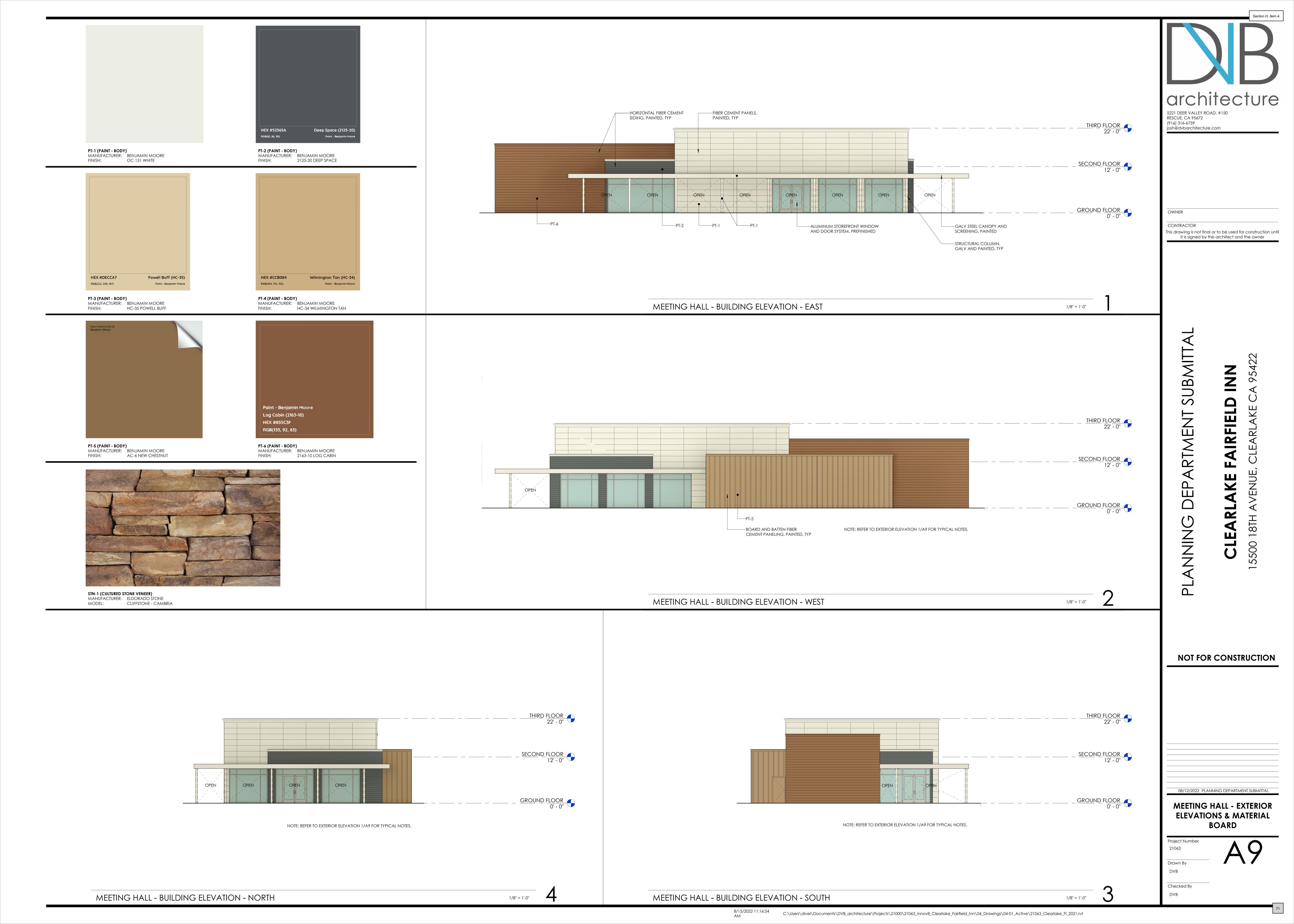
HOTEL - EXTERIOR ELEVATIONS

Checked By DVB

HOTEL - BUILDING ELEVATION - NORTH

C:\Users\divel\Documents\DVB_architecture\Projects\21000\21063_innov8_Clearlake_Fairfield_Inn\04_Drawings\04-01_Active\21063_Clearlake_FI_2021.rvt





ETW EDGE OF TRAVELED WAY

EVC END OF VERTICAL CURVE

FINISHED GROUND

FGBW FINISHED GROUND @ BOT. WALL

FINISH FLOOR

FIRE DEPARTMENT CONNECTION

FGTW FINISHED GROUND @ TOP OF WALL PG PROFILE GRADE

<u>AB</u>	BREVIATIONS:		
AB	AGGREGATE BASE	FH	FIRE HYDRANT
AC	ASPHALT CONCRETE	FL	FLOW LINE
ARV	AIR RELEASE VALVE	FOC	FACE OF CURB
ВС	BEGIN CURVE	FP	FINISH PAVEMENT
BCR	BEGIN CURVE RETURN	FS	FIRE SPRINKLER
BLDG	BUILDING	GB	GRADE BREAK
вос	BACK OF CURB	GR	GRATE ELEVATION
BOW	BACK-OF-WALK	GV	GATE VALVE
BVC	BEGIN VERTICAL CURVE	GVW	GROSS VEHICLE WEIGHT
BW	BOTTOM OF WALL	HC	HANDICAP
CAB	CABINET	HCR	HANDICAP RAMP
CONC	CONCRETE	HDPE	HIGH DENSITY POLYETHY
C&G	CURB & GUTTER	HP	HIGH POINT
CG&S	CURB, GUTTER & SIDEWALK	IRR	IRRIGATION
CH	CHORD	INV	INVERT
Ę	CENTERLINE	I.E.	INVERT ELEVATION
CMP	CORRUGATED METAL PIPE	JP	JOINT POLE
CR	CURB RETURN	L	LENGTH
CTV	CABLE TV	LF	LINEAL FEET
DCDA	DOUBLE CHECK DETECTOR	LIP	LIP OF GUTTER
	ASSEMBLY		LOW POINT
DI	DRAIN / DROP INLET		LEFT TURN OR LEFT
DIP	DUCTILE IRON PIPE	MAX	MAXIMUM
DS	DOWN SPOUT	MH	MAINTENANCE HOLE
(E)	EXISTING	MIN	MINIMUM
EC	END CURVE	NE	NORTHEAST
ECR	END CURB RETURN	NW	NORTHWEST
EP	EDGE OF PAVEMENT	OC	ON CENTER

OVERHEAD

OMP OPEN METAL PIPE

PROPOSED

PCC PORTLAND CEMENT CONCRETE

OR POINT OF COMPOUND CURVE

POST INDICATOR VALVE PROPERTY LINE POC POINT OF CONNECTION PRC POINT OF REVERSE CURVE POINT OF TANGENCY PUE PUBLIC UTILITY EASEMENT POINT OF VERTICAL INTERSECTION RELATIVE COMPACTION RCP REINFORCED CONCRETE PIPE ROW RIGHT-OF-WAY RT RIGHT TURN OR RIGHT RPPA REDUCED PRESSURE PRINCIPLE ASSEMBLY RW RETAINING WALL SASD SACRAMENTO AREA SEWER DISTRICT SDMH STORM DRAIN MANHOLE SD STORM DRAIN SE SOUTHEAST SS SANITARY SEWER SSCO SANITARY SEWER CLEAN OUT SSMH SANITARY SEWER MANHOLE SWCT SAWCUT SW SIDEWALK OR SOUTHWEST STA STATION TOP OF CURB TOP OF PAVEMENT TOP OF SIDEWALK TOP OF WALL UNO UNLESS NOTED OTHERWISE OHT&E OVERHEAD TELEPHONE & ELECTRIC W WATER WV WATER VALVE

WM WATER METER

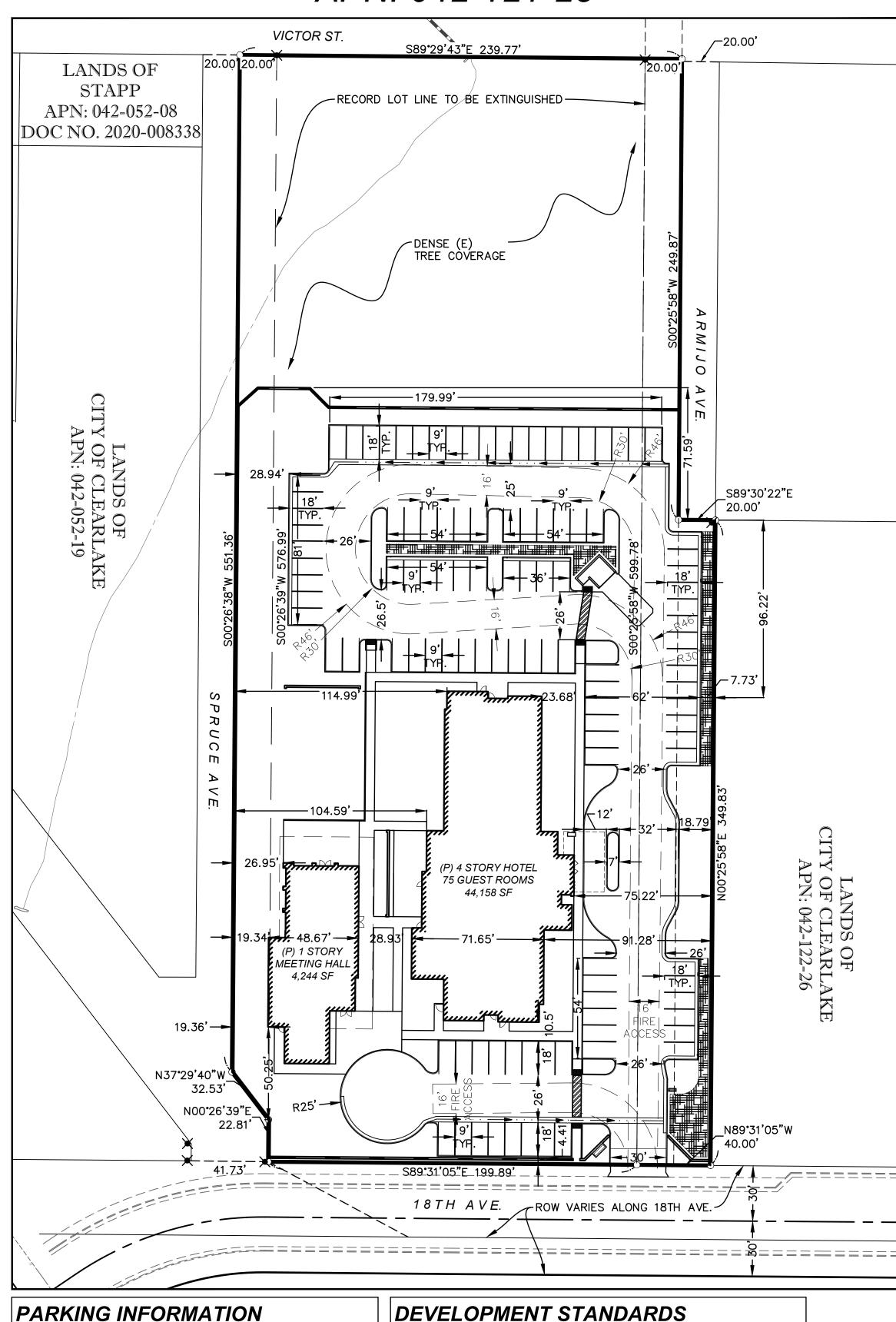
WWF WELDED WIRE FABRIC

VCP VITRIFIED CLAY PIPE

VIF VERIFY-IN-FIELD

CLEARLAKE FAIRFIELD INN

PRELIMINARY IMPROVEMENT PLANS 15500 18TH AVENUE CLEARLAKE, CA, 95422 APN: 042-121-25



EXISTING GENERAL PLAN: COMMERCIAL

ZONE: GC - GENERAL COMMERCIAL

REQUIREMENTS

REFERENCE IS MADE TO THE 2020 CITY OF CLEARLAKE ZONING ORDINANCE

PROVIDED

USE: HOTEL

MINIMUM FRONT SETBACK

MINIMUM SIDE SETBACK

MINIMUM REAR SETBACK

MAXIMUM BUILDING HEIGHT

PROPERTY AREA: 2.799 AC GROSS

2.733 AC NET

REQUIREMENTS PROVIDED

TBD

*PARKING STANDARDS PER CITY OF CLEARLAKE CODE 18-20.090 - TABLE 23

BUILDING SIZE

PARKING REQUIRED

MINIMUM PARKING

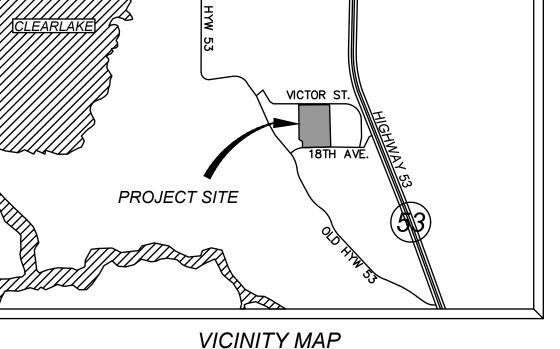
MIN. DRIVEWAY WIDTH

ACCESSIBLE SPACES

DIMENSIONS

48,402 TOTAL SF

TBD



SHEET INDEX:

- PRELIMINARY SITE PLAN
- PRELIMINARY GRADING, DRAINAGE, & PAVING PLAN
- PRELIMINARY WATER & SANITARY SEWER PLAN

TOPOGRAPHIC SURVEY:

FIELD SURVEY DATED: JUNE 2022

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SAME AS SHOWN ON THAT RECORD OF SURVEY FILED IN BOOK 63 OF SURVEYS AT PAGES 24 AND 25. LAKE COUNTY OFFICIAL RECORDS.

BENCHMARK:

BEING ELEVATION 1419.50' (NAVD 83) AS MEASURED ON A FOUND ALUMINUM SURVEY DISK STAMPED CA-HPGN-DENSIFICATION STA. 01-BK 1999, DESIGNATED

ELEVATION: 1419.50' (NAD 83)

ZONING FOR ALL PARCELS:

EXISTING ZONING: COMMERCIAL PER CITY OF CLEARLAKE ZONING ORDINANCE

JURISDICTION:

MLI ASSOCIATES, LLC.

FREMONT, CA 94555

(415) 623-4152

3767 HARLEQUIN TERRACE

PROPERTY OWNER:

CITY OF CLEARLAKE COUNTY OF LAKE

FLOOD PLAIN:

SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X", AREAS WITHIN ZONE "X" ARE DETERMINED TO BE OUTSIDE THE 0.2 ANNUAL CHANCE FLOOD PLAIN AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO.: 06033C0684D DATED: (09/30/2005) AND PANEL NO.: 06033C0692D DATED: 09/30/2005.

UTILITY CONTACT INFORMATION						
UTILITY	UTILITY CO.	REPRESENTATIVE	PHONE			
TELEPHONE	PACIFIC BELL / AT&T	ENGINEERING	(510) 645-2929			
GAS	P.G.&E.	ENGINEERING	(877) 743-7782			
ELECTRIC	P.G.&E.	ENGINEERING	(877) 743-7782			
FIRE	LAKE COUNTY FIRE PROTECTION DISTRICT	LAKE COUNTY FIRE	(707) 994-2170			
WATER	KONOCTI COUNTY WATER DISTRICT	ENGINEERING	(707) 994-2561			
WATER	HIGHLANDS WATER COMPANY	ENGINEERING	(707) 994-2393			
SEWER	LAKE COUNTY SPECIAL DISTRICTS	SCOTT HARTER	(707) 263-0119			
DRAINAGE	CITY OF CLEARLAKE	STAFF	(707) 994-8201			
U.S.A.	UNDERGROUI	1-800-642-2444				

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NOTICE TO CONTRACTOR - ORDER OF WORK:

TO VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES BY POTHOLING AT ALL POINTS OF POTENTIAL CONFLICT WITH PROPOSED UTILITIES OR PROPOSED POINTS OF CONNECTION WITH EXISTING UTILITIES. IF THE ACTUAL LOCATIONS OF THE EXISTING UTILITIES FOUND IN THE FIELD ARE DIFFERENT FROM WHAT IS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL CONTACT RFE ENGINEERING IMMEDIATELY AND PROVIDE THE ACTUAL LOCATION INFORMATION. RFE ENGINEERING WILL VERIFY IF THERE ARE ANY CONFLICTS WITH THE IMPROVEMENTS AND WILL PROVIDE MODIFICATIONS TO THE DESIGN TO MITIGATE THE CONFLICTS IF ANY CONFLICTS EXIST.



1 INCH = 40 FEET

Know what's **below**. Call before you dig. or (800) 642-2444

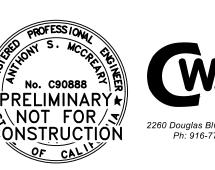
RAW EARTHWORK SUMMARY

TOTAL DISTURBED AREA: 2.94 AC

10,600 CY 11,900 CY NET: 1,300 CY

EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT TAKE INTO ACCOUNT SHRINKAGE, EXCESS MATERIALS FROM TRENCHING AND MISC. UNKNOWN STRUCTURAL SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.

architecture



RESCUE, CA 95672 (916) 316-6759

josh@dvbarchitecture.com

CONTRACTOR

 \triangle

S

Ż Ż Ż

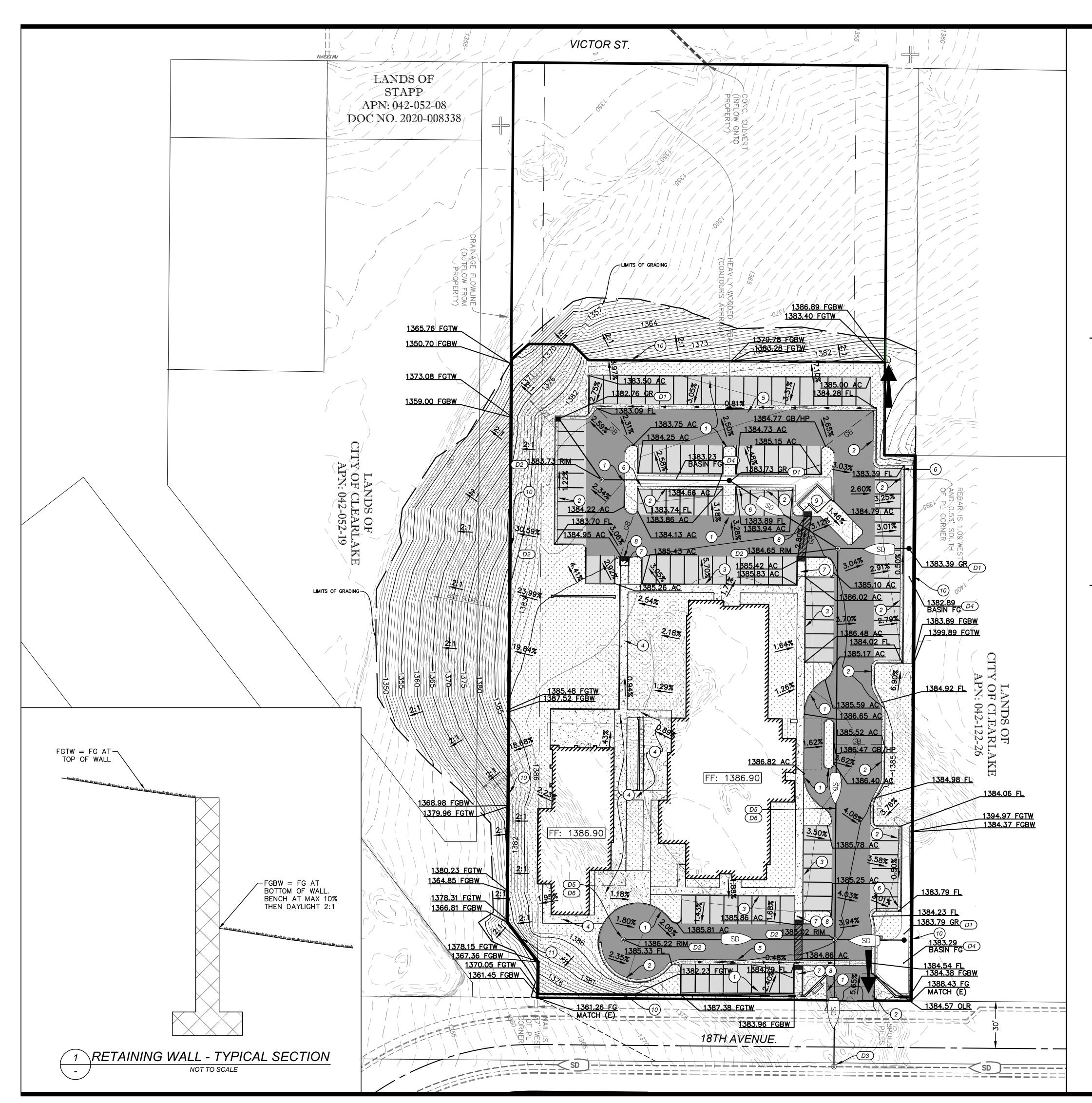
This drawing is not final or to be used for construction until it is signed by the architect and the owner

08/12/2022 PLANNING DEPARTMENT SUBMITTAL

PRELIMINARY SITE PLAN

Project Number 22-048

Checked By



LEGEND:

LANDSCAPING

SEE PLANS BY OTHERS

TRUNCATED DOMES

ELEVATION

BIORETENTION PLANTERS

AC DRIVE AISLE AC PARKING

SPOT ELEVATION (ABBREVIATION) MATCH (E) GRADE ELEVATION

INTERMEDIATE HEAVY DUTY PCC CONTOURS

LIGHT DUTY PCC

INDEX CONTOUR

XX"SD STORM DRAIN PIPE DRAINAGE INLET

13.34 FG

13.61 AC MATCH (E

RETAINING WALL STORM DRAIN MANHOLE **BLOCK WALL**

SURFACE FLOW / DRAINAGE FLOW OVERLAND RELEASE

GRADE BREAK LINE FINISHED FLOOR FF: 123.00

CONSTRUCTION KEYNOTES:

- (1) CONSTRUCT ON-SITE CONCRETE BARRIER CURB.
- (2) CONSTRUCT ON-SITE CONCRETE CURB & GUTTER.
- (3) CONSTRUCT MONOLITHIC CONCRETE CURB AND SIDEWALK.
- (4) CONSTRUCT CONCRETE SIDEWALK.
- (5) CONSTRUCT 3" WIDE REINFORCED CONCRETE VALLEY GUTTER.
- (6) CONSTRUCT 2' CURB OPENING.
- (7) CONSTRUCT ACCESSIBLE RAMP (FLARED, PERPENDICULAR, FLUSH PAN).
- (8) PLACE CAST-IN-PLACE TRUNCATED DOMES
- 9 CONSTRUCT TRASH ENCLOSURE WITH CONCRETE APRON SEE ARCHITECTURAL DRAWINGS FOR DETAILS. CONCRETE SLAB TO HAVE THICKENED EDGES.
- (10) CONSTRUCT RETAINING WALL. SEE DETAIL 1 ON THIS SHEET.

DRAINAGE KEYNOTES:

1 INCH = 30 FEET

- D1 INSTALL 24" NYLOPLAST DRAIN BASIN (OR APPROVED EQUAL). STRUCTURE AND GRATE FRAME SHALL WITHSTAND MIN H-20 LOADING IN VEHICULAR AREAS. DOME GRATE TO BE USED IN LANDSCAPE AREAS.
- D2 INSTALL JENSEN PRECAST STORM DRAIN MANHOLE (OR APPROVED EQUIVALENT). INVERT ELEVATIONS (I.E.) SHOWN ON PLAN. PAVEMENT RESTORATION PER LAKE
- D3 CORE DRILL AND CONNECT INTO EXISTING STORM DRAIN INLET/MANHOLE WITH NEW STORM DRAIN LINE. VERIFY ALL INVERT ELEVATIONS PRIOR TO CONNECTION. MORTAR AND FINISH CONCRETE PER LAKE COUNTY SPECIFICATIONS.
- CONSTRUCT BIORETENTION PLANTER. SOIL, LANDSCAPING, AND ROCK WITHIN PLANTER PER LAKE COUNTY CLEAN WATER PROGRAM SPECIFICIATIONS.
- D5 INSTALL SPLASH BLOCK / RIP RAP AT ROOF DOWNSPOUT. AEE ARCHITECTURE PLANS FOR DOWNSPOUT LOCATIONS.
- D6 ROOF DOWNSPOUT TO DRAIN TO ON-SITE STORM DRAIN. DOWNSPOUT LOCATIONS PER ARCHITECT.

architecture 5221 DEER VALLEY ROAD, #150 RESCUE, CA 95672 (916) 316-6759 josh@dvbarchitecture.com





OWNER

CONTRACTOR

This drawing is not final or to be used for construction until it is signed by the architect and the owner

> \triangle S Ш Δ

08/12/2022 PLANNING DEPARTMENT SUBMITTAL

PRELIMINARY GRADING, DRAINAGE, & PAVING PLÁN

Project Number 22-048

Ž Z Z

Drawn By KSD

TSM

Know what's **below**.

Call before you dig.

or (800) 642-2444

Checked By





OWNER

CONTRACTOR

This drawing is not final or to be used for construction until it is signed by the architect and the owner

Δ

Ш

Z Z Z

DISTRICTS STANDARDS AND SPECIFICATIONS.

ON CUSTOMER SIDE OF METER, TEE OFF AND INSTALL 1" IRRIGATION SERVICE WITH SUBMETER AND REDUCED PRESSURE BACKFLOW PREVENTER PER LAKE

AND 888. 6" FIRE PROTECTION SERVICE LINE WILL TEE INTO TWO 4" POC LINES.

PER LAKE COUNTY STANDARDS.

INSTALL FULL SIZE BLOW OFF VALVE ASSEMBLY PER LAKE COUNTY DETAIL 862.

SANITARY SEWER CONSTRUCTION KEYNOTES: SANITARY SEWER POINT OF CONNECTION. PLACE TWO-WAY CLEANOUT PER LAKE

EXISTING

 $-(\overline{XX''SS}>-$

— {XX"W} —

-(XX"SD)-

--(XX"FS)----

PROPOSED

•

•

90° TEE 45° 22.5° 11.25° тнујј

LEGEND

DESCRIPTION

WANTARY SEWER

FIRE SERVICE

§₹@RM DRAIN

FIKE HYDRANT

WATER VALVE

WATER METER

STREET LIGHT

FITTINGS

CONCENTRIC REDUCER

REDUCED PRINCIPAL

PRESSURE ASSEMBLY

REDUCED PRESSURE

BACKFLOW PREVENTER

FDC

- COUNTY SPECIAL DISTRICT STANDARD DETAIL 513. CONTRACTOR TO VERIFY WITH PLUMBING AND ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION. CONNECT (P) 6" SEWER LATERAL TO (E) SEWER MAIN PER PLAN. VERIFY SIZE,
- LOCATION, AND INVERT OF PROPOSED PIPE CONNECTION PRIOR TO CONSTRUCTION. IF DIFFERENT FROM WHAT IS SHOWN ON PLANS, CONTACT ENGINEER. MINIMUM SLOPE TO THE BUILDING TO BE 2.0% MIN.
- PLACE CLEANOUT-TO-GRADE (COTG) PER LAKE COUNTY STANDARDS. INVERT ELEVATIONS (I.E.) SHOWN ON PLAN.
- PLACE SANITARY SEWER MANHOLE (SSMH) PER LAKE COUNTY STANDARD DETAIL 500. VERIFY SIZE, LOCATION, AND INVERT ELEVATIONS OF PIPE CONNECTION(S) PRIOR TO CONSTRUCTION. IF DIFFERENT FROM WHAT IS SHOWN ON PLANS, CONTACT ENGINEER. TRENCH RESTORATION PER LAKE COUNTY SPECIAL DISTRICTS STANDARDS AND SPECIFICATIONS.
- PLACE INSIDE DROP SANITARY SEWER MANHOLE (SSMH) PER LAKE COUNTY STANDARD DETAIL 503. VERIFY SIZE, LOCATION, AND INVERT ELEVATIONS OF PIPE CONNECTION(S) PRIOR TO CONSTRUCTION. IF DIFFERENT FROM WHAT IS SHOWN ON PLANS, CONTACT ENGINEER. TRENCH RESTORATION PER LAKE COUNTY SPECIAL DISTRICTS STANDARDS AND SPECIFICATIONS.
- PLACE 1,500 GAL TWO-STAGE GREASE INTERCEPTOR PER LAKE COUNTY STANDARD DETAIL 520. VERIFY SIZE, LOCATION, AND INVERT ELEVATIONS OF PIPE CONNECTION(S) PRIOR TO CONSTRUCTION. IF DIFFERENT FROM WHAT IS SHOWN ON PLANS, CONTACT ENGINEER. TRENCH RESTORATION PER LAKE COUNTY SPECIAL

WATER CONSTRUCTION KEYNOTES:

INSTALL 2" DOMESTIC WATER SERVICE WITH 2" WATER METER PER LAKE COUNTY STANDARD DETAIL 865 AND IN ACCORDANCE WITH LAKE COUNTY STANDARDS.

INSTALL 2" REDUCED PRESSURE BACKFLOW PREVENTER PER CITY/COUNTY STANDARD DETAIL 876 AND IN ACCORDANCE WITH LAKE COUNTY STANDARDS.

COUNTY STANDARD DETAILS 863 AND IN ACCORDANCE WITH LAKE COUNTY

INSTALL 6" FIRE PROTECTION SERVICE WITH DOUBLE CHECK DETECTOR (DCDA) ASSEMBLY AND PIV, AND FDC PER LAKE COUNTY STANDARD DETAILS 879, 880,

INSTALL COMMERCIAL FIRE HYDRANT ASSEMBLY PER LAKE COUNTY DETAIL 857.

CUT IN AND PLACE 10" x 10" x 6" TEE WITH 10" x 6" REDUCER. PLACE 6" GATE VALVE

POC FOR DOMESTIC WATER SERVICE - SEE PLUMBING PLANS FOR CONTINUATION.

POC FOR IRRIGATION SERVICE - SEE LANDSCAPING PLANS FOR CONTINUATION.

POC FOR FIRE SERVICE CONNECTION - SEE FIRE SPRINKLER PLANS BY OTHERS

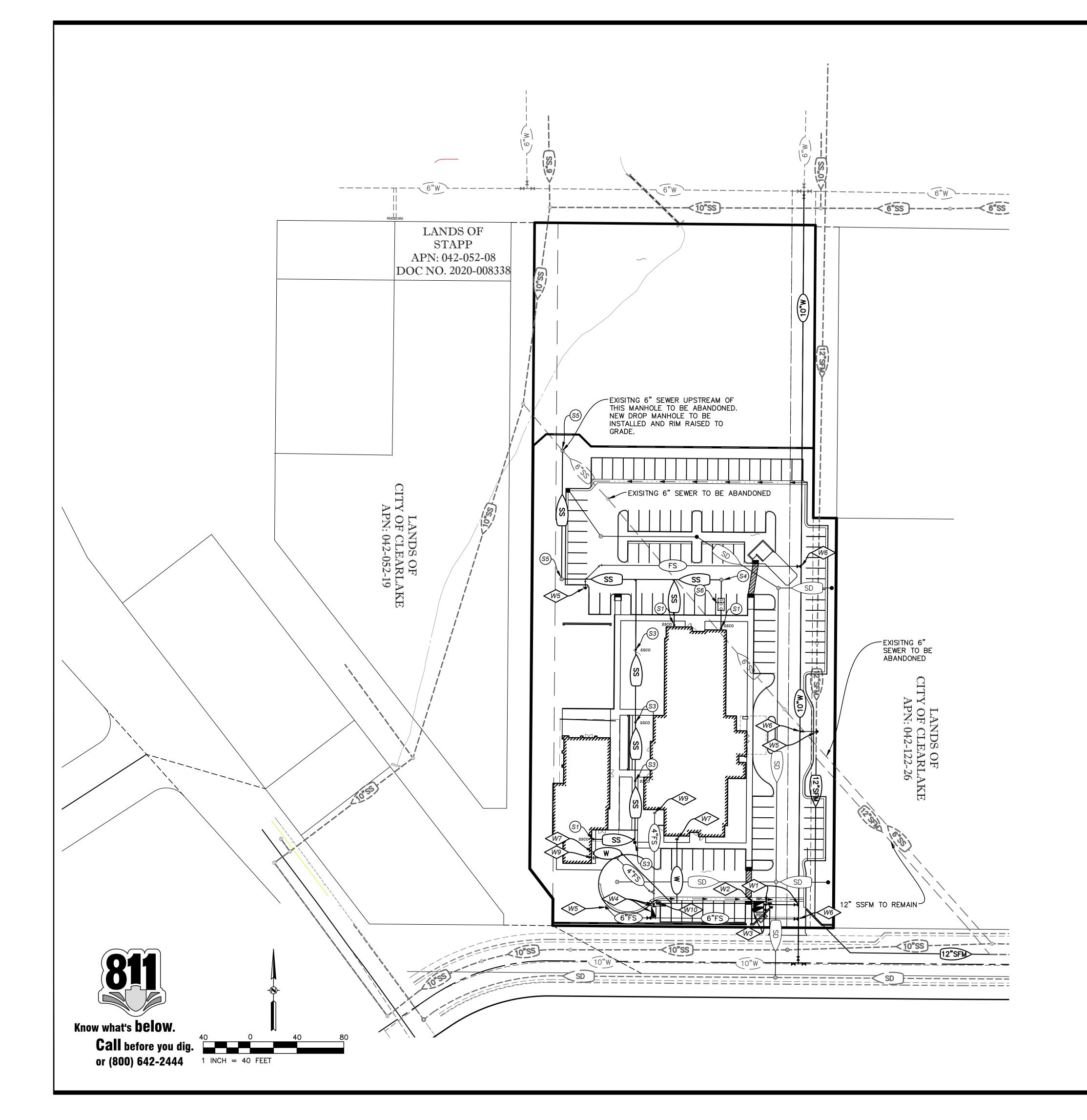
08/12/2022 PLANNING DEPARTMENT SUBMITTAL

WATER & SANITARY SEWER PLAN

Project Number 22-048

KSD

Checked By





Preliminary Plant Legend

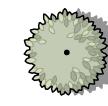


SHADE TREE
Acer rubrum 'October Glory' / October Glory Red Maple
Ginkgo biloba 'Autumn Gold' TM / Autumn Gold Maidenhair Tree
Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache
Platanus x acerifolia 'Columbia' / Columbia London Plane Tree

Quercus agrifolia / Coast Live Oak Ulmus parvifolia 'Drake' / Drake Lacebark Elm

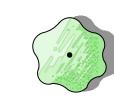


STREET TREE
Acer rubrum 'October Glory' / October Glory Red Maple
Ginkgo biloba 'Autumn Gold' TM / Autumn Gold Maidenhair Tree
Nyssa sylvatica / Tupelo
Pistacia chinensis `Keith Davey` / Keith Davey Chinese Pistache
Quercus agrifolia / Coast Live Oak

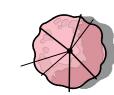


MEDIUM TREE
Aesculus californica / California Buckeye
Koelreuteria paniculata / Golden Rain Tree
Laurus x 'Saratoga' / Saratoga Hybrid Laurel
Magnolia grandiflora 'Little Gem' / Little Gem Dwarf Southern Magnolia
Rhus lancea / African Sumac

Prunus cerasifera 'Purple Pony' / Purple Pony Purple-leaf Plum



SMALL TREE
Acer rubrum 'Bowhall' / Bowhall Red Maple
Betula nigra / River Birch
Malus x 'Prairifire' / Prairifire Crabapple



ACCENT TREE
Acer palmatum / Multi-trunk Japanese Maple
Cercis canadensis texensis 'Oklahoma' / Oklahoma Texas Redbud
Cercis occidentalis / Western Redbud
Cornus nuttallii / Pacific Dogwood
Magnolia stellata 'Royal Star' / Royal Star Magnolia



NEW SHRUBS & GROUNDCOVER
Arbutus unedo 'Compacta' / Dwarf Strawberry Tree 25,649 sf Arctostaphylos densiflora 'Howard McMinn' / Howard McMinn Vine Hill Manzanita Arctostaphylos uva-ursi / Kinnikinnick Baccharis pilularis 'Pigeon Point' / Pigeon Point Coyote Brush Camellia sasanqua / Sasanqua Camellia Ceanothus x 'Julia Phelps' / Julia Phelps Wild Lilac Cistus x purpureus / Orchid Rockrose Cotoneaster dammeri 'Lowfast' / Lowfast Bearberry Cotoneaster Frangula californica 'Eve Case' / Eve Case Coffeeberry Heteromeles arbutifolia / Toyon Heuchera sanguinea / Coral Bells Hypericum calycinum / Creeping St. John's Wort Juniperus procumbens 'Nana' / Dwarf Japanese Garden Juniper Lavandula angustifolia 'Hidcote' / Hidcote English Lavender Mahonia repens / Creeping Mahonia Parthenocissus tricuspidata / Boston Ivy Prunus caroliniana 'Compacta' / Compact Carolina Laurel Cherry Rhaphiolepis umbellata 'Minor' / Yedda Hawthorn Ribes speciosum / Fuchsia Flowering Gooseberry



<u>VINEYARD</u> 1,804 sf



<u>TURF</u> 2,701 sf

Wisteria sinensis / Chinese Wisteria
Woodwardia fimbriata / Giant Chain Fern

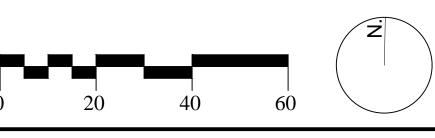
Landscape Concept Statement

The hotel and meeting hall landscapes will provide an attractive destination for visitors and guests. Plants have been chosen to complement the surrounding native landscape, with primarily low water use plants. One high water use lawn area will be included for events and gatherings.

Accent planting will be used at the driveway entrance on 18th Avenue as well as building entrances. The parking lot will be well shaded with canopy trees at frequent intervals.

Irrigation Design Statement

The irrigation for this project will be designed thoughtfully, using equipment that will target root zones and avoid wasted water. All shrubs and non-turf groundcover will use drip irrigation and trees will be irrigated with deep root bubblers. The event turf area, which will be the only high water use area within the project, will be irrigated with low flow rotary nozzles, which will ensure even watering without misting or overspray. The system will use a smart controller with a weather sensor to ensure that irrigation will not occur when it is not needed.



Section H, Item

Section H, Item

ANDSCAPE

N. FISH

Signature

1-31-23

Recrewed Date

OF CALLER

PARTY OF CALLER

PARTY OF CALLER

ANDSCAPE

AND

Linda Fish Landscape Architect linda@fishlandscape.com

Plan L

Preliminary Landscape Pla

Slearlake Fairfield Inn

Scale: 1"=20-'0" Date: 7-29-22

Drawn:
LF
Sheet Number:

L1



79-ROOM PROTOTYPE BROCHURE

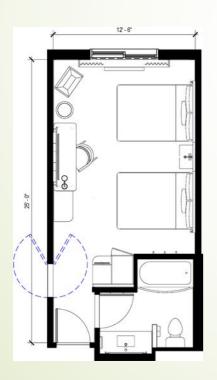


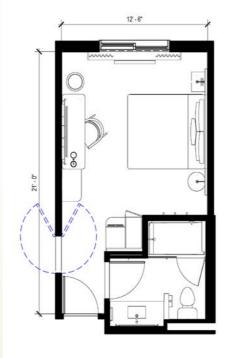


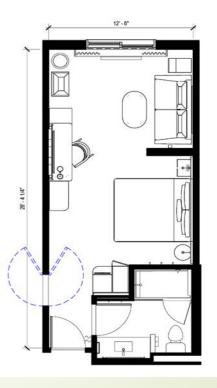




TYPICAL UNIT MIX	
Queen/Queen	51%
King	39%
King Suites	10%
Unit mix is based on a 79-room tertiary market proto-model.	







Queen / Queen

King

King Suite

Area Program

GUEST SPACES	QUANTITY PEI	RCENTAGE U	INIT AREA TOTA	L NET (SF)	BACK-OF-HOUSE	TOTAL NET (SF)	
Lobby Areas					Administration		
Entrance Vestibule					Work Room		
Reception					Office		
Living Room					Employee Areas		
Breakfast Area & Farm Table					Break Room		
Quick Print					Engineering & Maintenance		
Public Circulation		Engineer Maintenance Office Food & Beverage Back-of-House					
Public Restrooms							
Lobby Area Totals				2,760	Food Preparation		
Food & Beverage Front-of-House					Laundry		
Breakfast Buffet & Coffee Bar				431	Laundry Room		
Recreation Facilities					Housekeeping		
Fitness Center				800	Linen and Linen Chute Rooms		
Swimming Pool (Optional - Not Ir	ncluded)				Storage		
Recreation Facilities Total				800	Elevators		
Retail					Elevators		
Corner Market				69	Elevator Equipment Room		
Meeting Spaces					Property Technology Computer/Telecom		
Meeting Room (Optional - Not In	icluded)						
Guestrooms					MATV Room		
Standard King	28		275	7,700	Mechanical, Plumbing & Electrical		
Accessible King*	3	39%	325	975	Mechanical		
Standard Queen/Queen	38		325	12,350	Electrical		
Accessible Queen/Queen*	2	51%	367	734	Water Room		
King Suite	7	 10%	367	2,569	Back-of-House Circulation		
Accessible King Suite*		10%	475	475	TOTAL BACK-OF-HOUSE	3,656	
Guestrooms Total	79			24,803	SUMMARY QU	JANTITY TOTAL (SF)	
Guestroom Corridors & Support					Total Number of Guestroom Room Floors	4	
Corridors / Elevator Lobby					Total Number of Floors	4	
Stairs					Guest Spaces	34,449	
Guest Laundry					Back-of-House	3,656	
lce Machine					Total Net Building Area	38,105	
Guestroom Corridors & Support Total				5,586	Walls and Shafts (Estimated) Total Gross Building Area	4,780 42,885	
TOTAL GUEST SPACES				34,449	Total Square Feet per Room	42,665	

The information released by Marriott® International in this community merely as a guide and all information and supporting documentation serves solely as guidelines and is not, and should not be considered final. All plans regarding this project are routinely updated and remain subject to revand clarification. Comply with all governing regulations for size, percentage and quantity of accessible guestrooms. October 2020







FAIRFIELD BY MARRIOTT

Fairfield warmly welcomes guests with friendly service and comfortable, uplifting spaces - offering them the flexibility to work, rest and maintain their balance while on the road. Hotels feature guest rooms that are designed for rest and productivity, offer complimentary hot breakfast and 24x7 food in the Market, and great fitness facilities. With a heritage from the Marriott family farm, Fairfield delivers the quality and reliability you expect - backed by the Fairfield Guarantee.









































SPRINGHILL



Fairfield







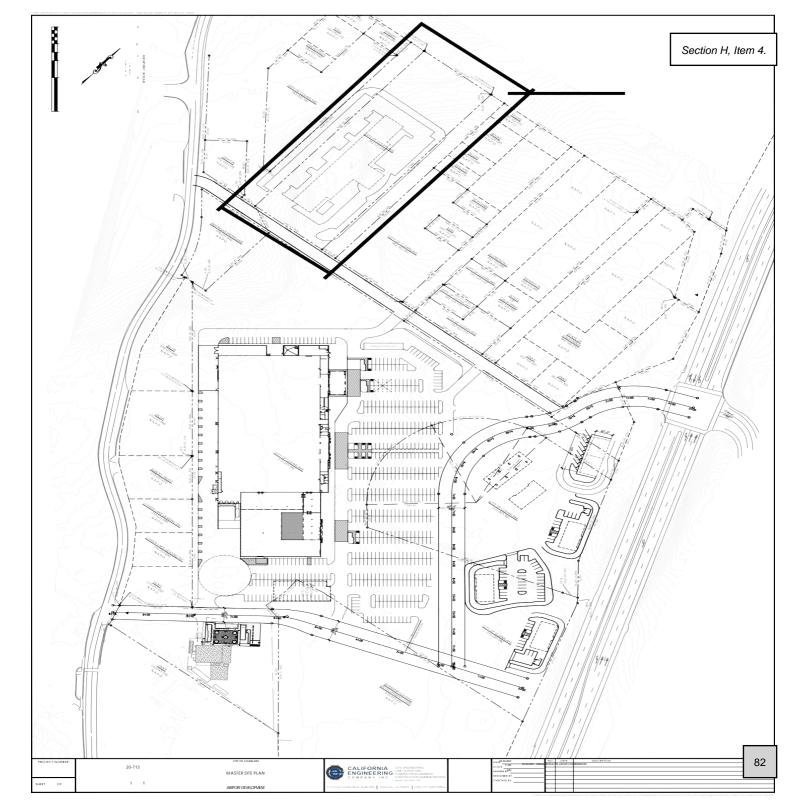


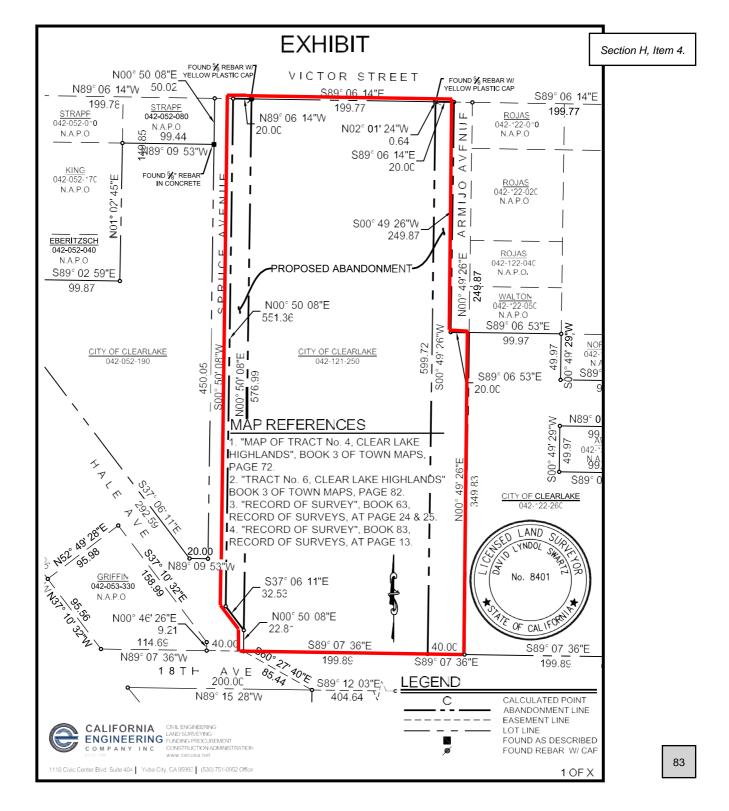
Residence

TOWNEPLACE



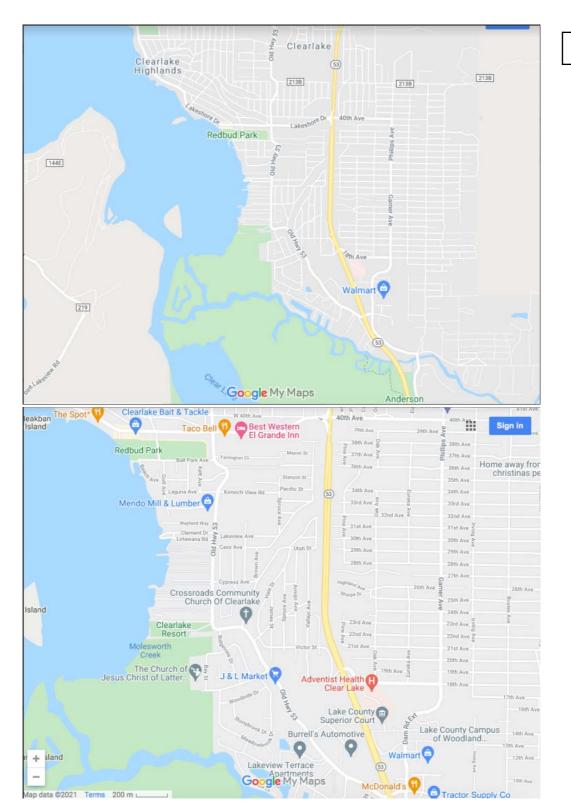
Site Plan

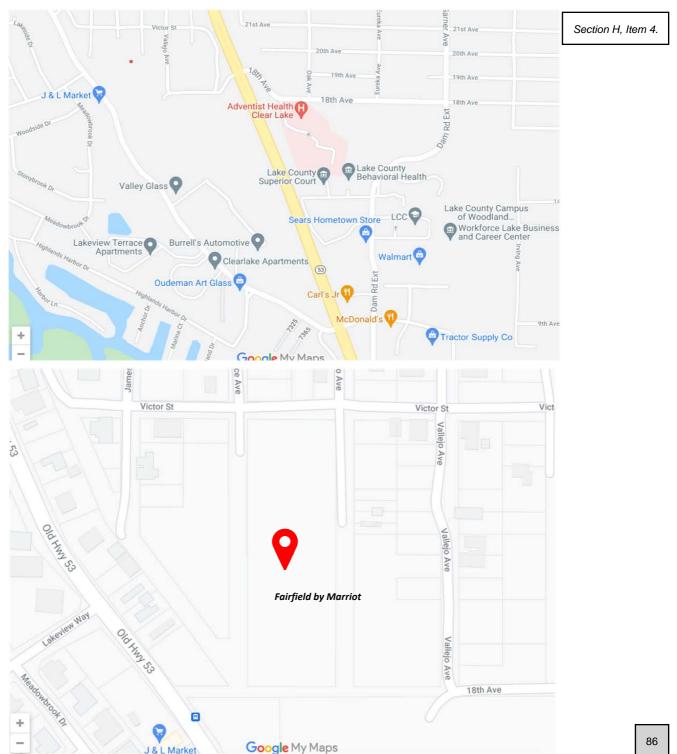




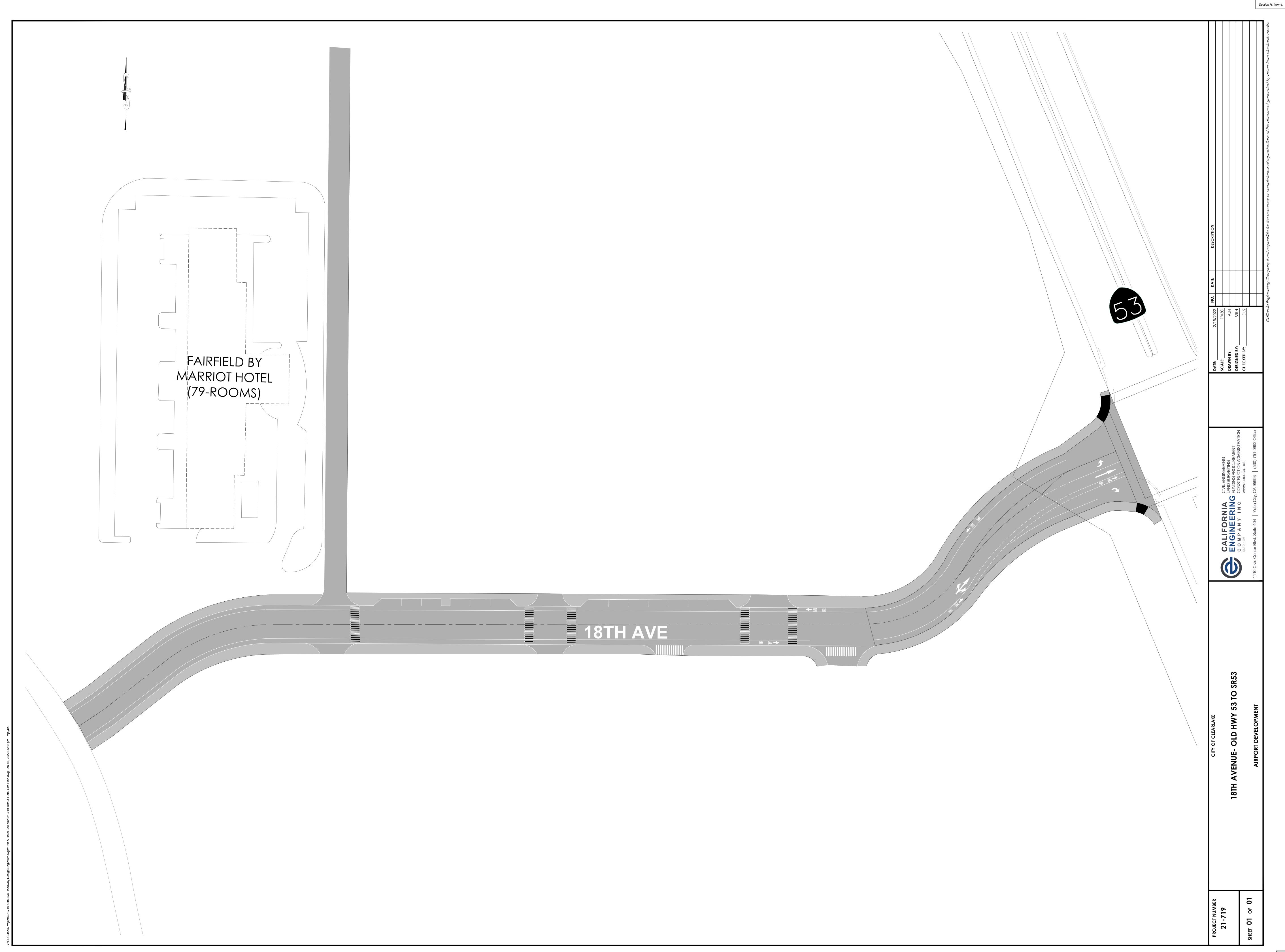
Business Location

Section H, Item 4.





J & L Market



EDGE OF PAVEMENT

EASEMENT

PROPOSED

ESMT.

POINT OF CURVATURE CULV. CULVERT PROPERTY LINE **POWER POLE** POINT OF TANGENCY DRIVEWAY PUBLIC UTILITY ESMT DOUBLE YELLOW LINE DYLIN RIGHT-OF-WAY ELEVATION SCHEDULE

STORM DRAIN

TOP OF CURB

SANITARY SEWER **EXPIRES** STREET STATION FLARED END SECTION STANDARD SIDEWALK FG FINISH GRADE FLOW LINE SEWER FORCE MAIN TOP BACK OF WALK FND.

 TOE OF SLOPE TOP OF SLOPE TELEPHONE POLE HORIZONTAL VERTICAL

WATER **IRON PIPE** WATER METER WATER VALVE **JOINT POLE**

LEGEND

---- C & G, SW, DWY **IMPROVEMENTS** ----- VALLEY GUTTER FL DRAINAGE INLET SEWER MANHOLE STORM DRAIN MANHOLE FΗ WATER VALVE WATER SERVICE SEWER SERVICE \sim -POWER POLE LIGHT POLE **□** SIGN _____

> CONCRETE AB

> > SURVEY CONTROL SYMBOLS

NATIVE SOIL FLOW ARROW

MONUMENT

UTILITY REPRESENTATIVES

UTILITY	COMPANY	CONTACT	PHONE
SEWER	LAKE COUNTY SPECIAL DISTRICTS	STAFF	(707) 263-0119
DRAINAGE	CITY OF CLEARLAKE	STAFF	(707) 994-8201
WATER	HIGHLANDS WATER COMPANY	STAFF	(707) 994-2393
IRRIG. WATER	CITY OF CLEARLAKE	STAFF	(707) 994-8201
FIRE	LAKE COUNTY FIRE PROTECTION DISTRICT	STAFF	(707) 994-0733
CABLE TV			(845) 490-3326
ELECTRICAL			(877) 743-7782
GAS	NO NATURAL GAS PRESENT IN LAKE COUNTY	STAFF	-
PHONE	PHONE AT&T		(415) 499-4900
USA	UNDERGROUND SERVICE ALERT	STAFF	(800) 227-2600

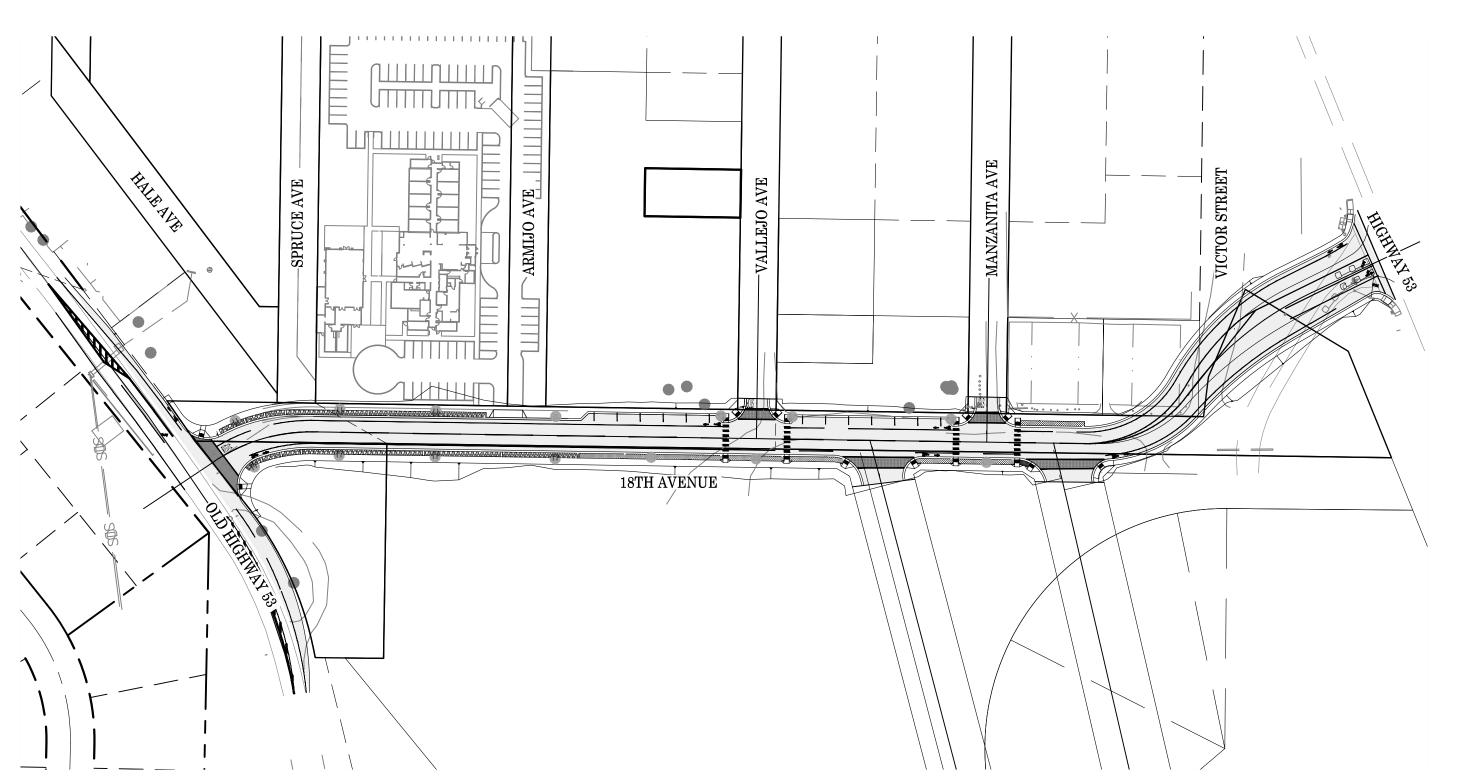
18TH AVENUE ROAD IMPROVEMENT PROJECT

CITY OF CLEARLAKE

PROJECT #LF2022(6)

LAKE COUNTY, CALIFORNIA

XXXXX 2022



CEC GENERAL NOTES

1.) ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THESE PLANS AND SPECIFICATIONS, CITY OF CLEARLAKE STANDARD PLANS AND SPECIFICATIONS, AND TO THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, LATEST EDITION AND WITH THE PRODUCT MANUFACTURE INSTALLATION REQUIREMENTS AND RECOMMENDATIONS. THE CONTRACTOR SHALL OBTAIN A COPY OF THE CITY'S IMPROVEMENT AND CONSTRUCTION STANDARDS PRIOR TO CONSTRUCTION. IN THE ABSENCE OF A SPECIFICATION FOR AN ITEM IN THESE PLANS AND THE CITY OF CLEARLAKE STANDARD PLANS AND SPECIFICATIONS, ALL APPLICABLE FEDERAL AND STATE LAWS ARE TO BE ADHERED TO AND MEET CURRENT ENGINEERING AND CONSTRUCTION STANDARD PRACTICES TO THE SATISFACTION OF THE CITY ENGINEER.

2.) THE TYPES, LOCATIONS, SIZES, AND DEPTHS OF EXISTING UTILITIES WERE OBTAINED 8.) THE CONTRACTOR SHALL CONTACT THE CITY OF CLEARLAKE PUBLIC WORKS FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATIONS WILL REVEAL SUCH INFORMATION. A REASONABLE EFFORT WAS MADE TO DELINEATE UTILITIES, HOWEVER, CALIFORNIA ENGINEERING COMPANY, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE LOCATION OF THE EXISTING UTILITIES ON THE PLANS, NOR FOR OTHER UTILITIES THAT MAY BE ENCOUNTERED. THE CONTRACTOR IS HEREBY NOTIFIED THAT HE IS RESPONSIBLE FOR VERIFICATION OF THE LOCATION OF ALL UTILITIES AT THE CONSTRUCTION SITE. IN THE EVENT THAT SUBSTANTIAL DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER

3.) IN THE EVENT THERE IS A DISCREPANCY OR TYPOGRAPHICAL ERROR WITHIN THESE PLANS, OR REQUEST FOR INFORMATION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY FOR DIRECTION. THE CONTRACTOR IS HEREBY NOTIFIED THAT THE ENGINEER SHALL BE ALLOWED A MINIMUM OF TWO WORKING DAYS TO ADDRESS THE ISSUE.

4.) SHOULD ASPHALT, EXISTING PAVEMENT, OR STRIPING BE DAMAGED OR DESTROYED DURING CONSTRUCTION, CONTRACTOR IS RESPONSIBLE FOR REPAIR AND/OR REPLACEMENT PRIOR TO COMPLETION OF PROJECT.

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL TO THAT SOUTH BOUNDARY LINE SHOWN ON PARCEL MAP 231, ON FILE IN THE LAKE COUNTY RECORDER'S OFFICE IN BOOK 16 OF PARCEL MAPS, AT PAGE 40; SAID LINE BEING NORTH 89°19'45" WEST.

5.) ONLY SIGNED PLANS BY ALL PARTIES INVOLVED SHALL BE CONSIDERED APPROVED. THE CÓNTRACTOR SHALL NOT BEGIN WORK BEFORE THE PLANS HAVE BEEN APPROVED. THE CONTRACTOR SHALL HAVE ALL PERMITS AND APPROVED PLANS ON-SITE AT ALL TIMES DURING CONSTRUCTION.

6.) THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT BEFORE DIGGING (800-227-2600) AT LEAST 72 HOURS BEFORE BEGINNING WORK.

7.) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WORK WITH ALL SÚBCONTRACTORS, UTILITY COMPANIES, AND THE CITY OF CLEARLAKE.

DEPARTMENT AT LEAST 72 HOURS IN ADVANCE/PRIOR TO COMMENCEMENT OF WORK.

9.) ADJACENT STREET FRONTAGES SHALL BE SWEPT AT LEAST ONCE A DAY AND AT THE END OF EACH DAY TO REMOVE SILT AND OTHER DIRT WHICH IS EVIDENT FROM CONSTRUCTION ACTIVITIES.

10.) ALL TESTING IS DONE BY THE CONTRACTOR.

11.) ADDITIONAL NOTES AND DETAILS ARE LOCATED ON THE FOLLOWING SHEETS.

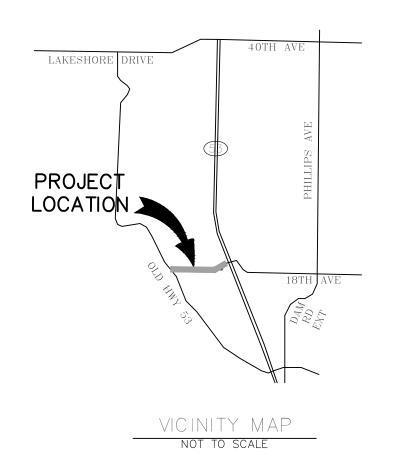
12.) OWNER, NOT THE DESIGN ENGINEER, SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL LOCAL, STATE, AND FEDERAL APPROVALS AND PERMITS ASSOCIATED WITH WORK SHOWN IN THESE PLANS, AND ASSUMES ALL LIABILITY ASSOCIATED THEREWITH.

13.) CONTRACTOR TO FIELD VERIFY ALL EXISTING ELEVATIONS AND INVERTS ON ALL EXISTING UTILITIES PRIOR TO INSTALLATION OF ANY PIPE.

14.) ALL SURFACE UTILITY COVERS TO BE MARKED, RECORDED AND RAISED TO GRADE BY THÉ CONTRACTOR.

VERTICAL DATUM:

THE VERTICAL DATUM FOR THIS PROJECT IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



18TH AVENUE ROAD IMPROVEMENT PROJECT SHEET INDEX:

COVER SHEET GENERAL NOTES

PROJECT DETAILS

SCOTT HARTER, P.E #C65026

ADMINISTRATOR

JEFF DAVIS

CITY ENGINEER

PROJECT ENGINEER

GENERAL MANAGER

PROJECT DETAILS 18TH AVENUE- STA 0+00 TO 3+00

18TH AVENUE- STA 3+00 TO 5+75 18TH AVENUE- STA 5+75 TO 8+50

18TH AVENUE- STA 8+50 TO 11+00 18TH AVENUE- STA 11+00 TO 13+75

OLD HWY 53- STA 2+90 TO 5+88

SANITARY SEWER FORCE MAIN RELOCATION ALIGNMENT

LAKE COUNTY SPECIAL DISTRICTS

APPROVED BY:

HIGHLANDS WATER COMPANY

APPROVED BY:

CITY OF CLEARLAKE

APPROVED BY:

CALIFORNIA ENGINEERING COMPANY, INC.

SUBMITTED BY:

DAVID L. SWARTZ, P.E. # C52840 - P.L.S. # 8401

MARISA R. HEWITT, P.E. # C91572

DATE

DATE

DATE

CITY OF CLEARLAKE STANDARD DETAILS

15 CALTRANS STANDARD DETAILS

DRAINAGE CHANNEL STRUCTURAL DETAILS

CITY OF SANTA ROSA STANDARD WATER DETAILS 17 LAKE COUNTY SPECIAL DISTRICT'S STANDARD SEWER DETAILS

Z Z -

Q W Z **VZ** ОШ о





2.) ALL CONSTRUCTION MATERIALS, METHODS AND WORKMANSHIP SHALL CONFORM TO THE CITY OF CLEARLAKE PUBLIC WORKS IMPROVEMENT STANDARDS. ADOPTED LATEST EDITION OF CAL TRANS CONSTRUCTION SPECIFICATIONS (RANK SHALL BE IN ABOVE LISTED ORDER WHERE DISCREPANCIES EXIST). ALL WORK IS SUBJECT TO THE APPROVAL OF PUBLIC WORKS DIRECTOR OR HIS AUTHORIZED REPRESENTATIVE. CERTIFICATION FOR CONFORMANCE WITH CITY SPECIFICATIONS WILL BE REQUIRED FOR ALL MATERIALS USED ON THE PROJECT UNLESS SPECIFICALLY WAIVED BY THE PUBLIC WORKS DIRECTOR.

3.) THE CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DIRECTOR 72-HOURS PRIOR TO COMMENCING WORK AND 24-HOURS PRIOR TO RESUMPTION AFTER INTERRUPTION.

4.) THE CONTRACTOR SHALL OBTAIN ALL NECESSARY ENCROACHMENT PERMITS FOR THE PROJECT, AND BE IN RECEIPT OF SUCH PERMITS AND APPROVED PLANS PRIOR TO THE BEGINNING OF CONSTRUCTION.

5.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL CURRENTLY APPLICABLE SAFETY LAWS OF ANY JURISDICTIONAL BODIES. FOR MORE INFORMATION, PLEASE CONTACT THE DEPARTMENT OF INDUSTRIAL RELATIONS (916-455-5818).

6.) THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO SEE THAT ALL SUBCONTRACTORS AND SUPPLIERS HAVE CURRENT CITY BUSINESS LICENSES. THE WORK WILL NOT BE ACCEPTED FOR COMPLETION UNTIL SUBMITTAL OF A COMPLETE LIST WITH LICENSE NUMBERS TO THE FINANCE DIRECTOR OR PUBLIC WORKS DIRECTOR.

7.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF EXISTING PUBLIC AND PRIVATE IMPROVEMENTS WITHIN AND ADJACENT TO THE WORK AND SHALL ADEQUATELY BARRICADE PROJECT TO KEEP THE GENERAL PUBLIC FROM THE SITE. ANY DAMAGE TO CITY OR PRIVATE IMPROVEMENTS SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT HIS EXPENSE TO CURRENT CITY OF CLEARLAKE STANDARDS.

8.) THE CONTRACTOR IS TO EXPOSE THE ENDS OF WATER MAINS, SEWER AND DRAIN LINES AND EXISTING GRAVITY LINES FOR THE SURVEYOR TO VERIFY LOCATION AND DEPTH OF FACILITIES PRIOR TO PLACEMENT OF PIPE.

9.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPORTING ALL CONFLICTS, ERRORS, OMISSIONS, ETC. TO THE CONSULTING ENGINEER IMMEDIATELY UPON DISCOVERY. IF SO DIRECTED BY THE ENGINEER OR PUBLIC WORKS DIRECTOR, THE CONTRACTOR SHALL STOP WORK UNTIL MITIGATIONS CAN BE MADE. ANY COSTS INCURRED RESULTING FROM THE CONTRACTOR'S FAILURE TO STOP WORK AS DIRECTED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

10.) THE CONTRACTOR SHALL AT ALL TIMES COORDINATE HIS WORK WITH THAT OF OTHERS ON THÉ SITE. THE CONTRACTOR SHALL HAVE A RESPONSIBLE PARTY, WHO SHALL HAVE THE AUTHORITY TO REPRESENT AND ACT ON HIS BEHALF, ON THE JOB SITE DURING ALL WORKING HOURS.

11.) THE CITY OF CLEARLAKE IS A MEMBER OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE CALL SYSTEM. THE CONTRACTORS SHALL NOTIFY THE U.S.A. CENTER 72-HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK BY CALLING 1-800-227-2600.

12.) THE CONTRACTOR SHALL MARK IN WHITE PAINT ALL AREAS TO BE EXCAVATED PRIOR TO

13.) CONTRACTOR SHALL SUBMIT TO THE PUBLIC WORKS DEPARTMENT INSPECTOR A COPY OF THE COMPANY ANNUAL CALOSHA TRENCHING PERMIT AND A COPY OF THE COMPANIES LETTER INFORMING CALOSHA OF THE TIME OF TRENCHING PRIOR TO EXCAVATION OF TRENCHES 5' OR DEEPER.

14.) ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY'S NOISE ORDINANCE.

15.) IF ANY AMOUNT OF BONES OR ARTIFACTS ARE UNCOVERED, WORK WITHIN 165 FEET OF THE AREA SHALL CEASE IMMEDIATELY AND A QUALIFIED ARCHEOLOGIST SHALL BE CONSULTED TO DEVELOP (IF NECESSARY) FURTHER MITIGATION MEASURES TO REDUCE ANY ARCHEOLOGICAL IMPACT TO A LESS THAN SIGNIFICANT EFFECT BEFORE CONSTRUCTION RESUMES IN THE AREA. DO NOT MOVE ANY BONES OR ARTIFACTS EXCEPT AT THE ARCHAEOLOGIST'S DIRECTION.

16.) CONTRACTOR SHALL PROVIDE THE PUBLIC WORKS DIRECTOR WITH SUBMITTALS FOR ALL MATERIALS TO BE USED. THE SUBMITTALS SHALL BE DELIVERED TO THE DEPARTMENT OF PUBLIC WORKS A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE.

17.) CERTIFICATION FOR CONFORMANCE WITH THE CITY OF CLEARLAKE SPECIFICATIONS WILL BE REQUIRED OF ALL MATERIAL USED ON THE PROJECT UNLESS SPECIFICALLY WAIVED BY THE PUBLIC WORKS DIRECTOR.

18.) CONTRACTOR SHALL ADEQUATELY BARRICADE PROJECT TO KEEP THE GENERAL PUBLIC FROM

19.) ALL APPLICABLE FEES TO BE PAID AND PERMITS REQUIRED SHALL BE OBTAINED BY THE CONTRACTOR BEFORE COMMENCEMENT OF CONSTRUCTION.

20.) A SOILS ENGINEER MAY BE ENGAGED BY THE CONTRACTOR TO CERTIFY THAT THE VARIOUS ITEMS OF COMPACTION COMPLY WITH THE SPECIFICATIONS AND THAT SPECIAL WORK REQUIRED HAS BEEN DONE SATISFACTORILY.

21.) THE CONTRACTOR SHALL USE A WATER TRUCK WHEN REQUIRED TO MAINTAIN ADEQUATE DUST

22.) INTERMEDIATE TRENCH BACK FILL SHALL BE IN MAXIMUM LIFTS OF 8" AND SHALL HAVE A MINÍMUM RELATIVE COMPACTION OF 90% OR AS DIRECTED BY THE SOILS ENGINEER. COMPACTION SHALL BE BY THE MECHANICAL MEANS.

23.) EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP), EROSION AND SEDIMENT CONTROL PLAN (ESCP), OR STORMWATER CONTROL PLAN (SCF).

24.) PRIOR TO THE BEGINNING OF EARTHWORK THE CONTRACTOR SHALL CLEAR ALL ROOTS. ORGANIC MATTER, DEBRIS, PAVING. CURB, AND VEGETATION DESIGNATED TO BE SAVED, FROM THE AREA WITHIN WHICH EXCAVATION AND GRADING ARE TO BE CONDUCTED OR STORAGE OF EXCAVATED MATERIALS OR FILL IS TO BE MADE.

25.) IN TRANSITION AREAS FROM ONE STREET WIDTH TO ANOTHER STREET WIDTH, THE HEAVIER STRUCTURAL SECTION SHALL BE USED.

26.) DIMENSIONS SHOWN ON PLANS ARE TO CENTERLINE OF PIPE, UNLESS OTHERWISE NOTED.

27.) SEWER AND WATER AND SERVICES TO HAVE A MINIMUM 10 FEET HORIZONTAL SEPARATION

28.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES BY

POTHOLING.

CEC GENERAL NOTES CONTINUED

29.) CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION TO VERIFY LOCATION AND DEPTH. THE TYPES, LOCATIONS, SIZES AND DEPTH OF EXISTING UTILITIES WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATIONS WILL REVEAL ACTUAL INFORMATION. A REASONABLE EFFORT WAS MADE TO DELINEATE UTILITIES, HOWEVER, CALIFORNIA ENGINEERING COMPANY ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS. NOR ACCURACY, NOR FOR OTHER UTILITIES WHICH MAY BE ENCOUNTERED. THE CONTRACTOR IS HEREBY NOTIFIED THAT THEY ARE RESPONSIBLE FOR VERIFICATION OF THE LOCATION OF ALL UTILITIES AT THE CONSTRUCTION SITE. IN THE EVENT CONFLICTS EXIST OR SUBSTANTIAL DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY AND ALLOW 2 WORKING DAYS FOR CHANGE TO BE MADE, COORDINATED AND APPROVED.

CITY OF CLEARLAKE GENERAL NOTES

1.) ALL MATERIAL WORKMANSHIP AND CONSTRUCTION SHALL CONFORM TO THE CITY OF CLEARLAKE STANDARD SPECIFICATIONS AND STANDARD PLANS.

2.) CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FROM THE CITY OF CLEARLAKE. 14050 OLYMPIC DRIVE, CLEARLAKE, CA. 95422 BEFORE START OF WORK. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMIT

3.) CONTRACTOR SHALL OBTAIN REQUIRED PERMITS FROM ALL AGENCIES AND PAY ALL FEES PRIOR TO COMMENCEMENT OF ANY WORK.

4.) CONTRACTOR SHALL GIVE THE CITY OF CLEARLAKE PUBLIC WORKS DEPARTMENT 72 HOURS NOTICE BEFORE STARTING WORK. CALL (707) 994-8201 OR CONTACT AT 14050 OLYMPIC DRIVE, CLEARLAKE, CA. 95422 FOR INSPECTION SERVICES.

5.) A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO BEGINNING OF WORK. CONTACT THE PUBLIC WORKS DIRECTOR TO SCHEDULE SUCH MEETING.

6.) WORK HOURS ARE LIMITED TO FROM MONDAY THROUGH FRIDAY 8:00 A.M. TO 5:00 P.M. DEVIATIONS FROM THESE HOURS MAY BE APPROVED IN WRITING BY THE ENGINEER. INSPECTION WILL BE AVAILABLE MONDAY THROUGH FRIDAY FROM 8: 00 A.M. TO 4: 30 P.M. CONTRACTORS SHALL SCHEDULE INSPECTIONS 48-72 HRS. IN ADVANCE BY CALLING (707) 994-8201.

7.) ANY DISCREPANCY DISCOVERED BY CONTRACTOR IN THESE PLANS OR ANY FIELD CONDITIONS DISCOVERED BY CONTRACTOR THAT MAY DELAY OR OBSTRUCT THE PROPER COMPLETION OF THE WORK PER THESE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE PUBLIC WORKS DIRECTOR AND THE OWNER IMMEDIATELY UPON DISCOVERY. SAID NOTIFICATION SHALL BE IN WRITING.

8.) GRADE BREAKS ON CURBS AND SIDEWALKS SHALL BE ROUNDED OFF IN FORMS AND SURFACE FINISHING.

9.) SIDEWALK WARPS SHALL BE PROVIDED TO ALLOW A CLEAR 4-FOOT WALKWAY IN ALL LÓCATIONS INCLUDING WHERE MAILBOXES, UTILITY POLES, FIRE HYDRANTS, AND GUY WIRES ARE TO BE INSTALLED.

10.) THE CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR THE APPROVAL OF MAIL BOX LOCATIONS BY THE LOCAL BRANCH OF THE UNITED STATES POST OFFICE. SIDEWALK WARPS ARE REQUIRED PER STANDARD DETAIL OF THE CITY OF CLEARLAKE.

CITY OF CLEARLAKE NOTIFICATION FOR INSPECTIONS 5.) THE CONTRACTOR SHALL VERIFY EXISTING INVERTS PRIOR TO THE COMMENCEMENT OF ANY

APPROVAL OF ALL WORK SHALL BE NECESSARY AT THE COMPLETION OF EACH OF THE FOLLOWING STAGES OF WORK AND SUCH APPROVAL MUST BE OBTAINED BEFORE SUBSEQUENT STAGES OF WORK MAY BE COMMENCED. ADDITIONALLY, THE INSPECTOR SHALL BE NOTIFIED AT LEAST 48 HRS. IN ADVANCE OF ANY OF THE FOLLOWING STAGES OF WORK ANY CONSTRUCTION OR EXCAVATION REQUIRING INSPECTION THAT IS UNDERTAKEN WITHOUT INSPECTION IS SUBJECT TO RECONSTRUCTION AND RE-EXCAVATION AT THE CONTRACTOR'S EXPENSE. INSPECTION MUST BE SCHEDULED FOR THE FOLLOWING WORK:

1.) COMPACTION AND PREPARATION OF EMBANKMENTS, EXCAVATIONS, AND SUB-GRADE.

2.) CONSTRUCTION OF FORMS FOR ALL CONCRETE STRUCTURES, INCLUDING CURBS, GUTTERS, AND SIDEWALKS. EXCAVATION FOR STORM DRAINS AND CULVERTS.

3.) PLACING OF CONCRETE IN STRUCTURES, INCLUDING CURBS, GUTTERS AND SIDEWALKS. PLACING OF STORM DRAINS AND CULVERT PIPES.

4.) EXCAVATION AND BACKFILL FOR STRUCTURES AND PIPES AND PUBLIC UTILITIES. WATER AND SEWER FACILITIES MUST BE INSPECTED BY THE COMPANY/ AGENCY WITH JURISDICTION. 5.) CONSTRUCTION OF ROADSIDE DITCHES AND OTHER DRAINAGE WAYS.

6.) PLACING AND COMPACTING OF BASE MATERIAL. IF MORE THAN ONE COURSE OR TYPE OF BÁSE OR SUB-BASE IS TO BE USED, APPROVAL SHALL BE NECESSARY FOR EACH COURSE AND/OR TYPE.

7.) PLACING OF PAVEMENT OR SURFACING. WITHIN 48 HOURS OF PAVING, ALL UTILITY COVERS SHALL BE BROUGHT TO GRADE AND INSPECTED.

8.) STRIPING & SIGNING LAYOUT AND PLACEMENT.

9.) FINAL CLEAN-UP.

CITY OF CLEARLAKE GRADING NOTES

1.) A GRADING OR ENCROACHMENT PERMIT, SHALL BE ISSUED BY THE CITY OF CLEARLAKE PUBLIC WORKS DEPARTMENT PRIOR TO ANY GRADING SHOWN ON THESE PLANS.

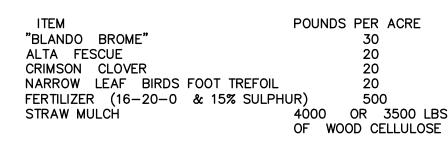
2.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS WORK WITH THE SOILS ENGINEER. ALL GRADING SHALL BE PERFORMED TO THE SATISFACTION OF THE SOILS ENGINEER AND SHALL BE IN CONFORMANCE WITH THE PRELIMINARY SOILS REPORT AND CHAPTER 70 -APPENDIX OF THE ADOPTED U.B.C..

3.) STREET SUB-GRADE AND PARKING LOT SUB-GRADE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION TO DEPTH OF NO LESS THAN 6" IN THE ROADWAY SECTION. ASPHALT CONCRETE AND CLASS 2 AGGREGATE BASE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

4.) THE USE OF THE SAND CONE METHODS (SUCH AS ASTM 1557 OR CAL 216) FOR DETERMINING FIÉLD DENSITIES WILL NOT BE ALLOWED AS À SUBSTITUTE FOR NUCLEAR GAUGÉ TESTING.

CITY OF CLEARLAKE GRADING NOTES CONTINUED

5.) ALL GRADED AREAS AND EXPOSED SOIL WITHIN THIS PROJECT SHALL BE SEEDED FÓR EROSION CONTROL BY THE CONTRACTOR. SEED AND MULCH WILL BE APPLIED BY OCTOBER 1ST TO ALL CUT AND FILL SLOPES WITHIN OR ADJACENT TO PROJECT ROADS. SEED AND FERTILIZER WILL BE APPLIED HYDRAULICALLY OR BY HAND AT THE RATES SPECIFIED BELOW. ON SLOPES, STRAW WILL BE APPLIED BY BLOWER OR BY HAND AND ANCHORED IN PLACE BY PUNCHING. ALL CRITICAL EARTHWORK OPERATIONS SHALL BE PERFORMED DURING THE DRY WEATHER SEASON, FROM MAY 1ST TO OCTOBER 1ST OR AS OTHERWISE APPROVED BY THE CITY ENGINEER. THE CLEARING OF EXISTING VEGETATION SHALL BE CONFINED WITHIN THE LIMITS OF ACTUAL EARTHWORK. INCREMENTAL DEVELOPMENT SHALL BE REQUIRED TO ENSURE THAT THE AMOUNT OF LAND CLEARED AT ANY TIME IS LIMITED TO THE AREA THAT CAN BE DEVELOPED DURING THE CONSTRUCTION PERIOD. STORM WATER SHALL NOT BE ALLOWED TO FLOW DIRECTLY DOWN UNPROTECTED SLOPES. ENERGY DISSIPATING STRUCTURES AND EROSION CONTROL DEVICES SHALL BE PLACED AT ALL DRAINAGE OUTLETS WHICH DISCHARGE TO NATURAL CHANNELS AS SHOWN ON THESE PLANS. ALL SEDIMENT TRAPS SHALL BE MAINTAINED BY THE OWNER UNTIL SUCH TIME THAT THE CITY ACCEPTS MAINTENANCE RESPONSIBILITY.



6.) ANY EXISTING SEPTIC SYSTEM AND EXISTING WELLS IF REQUIRED SHALL BE ABANDONED UNDER PERMIT FROM THE LAKE COUNTY ENVIRONMENTAL HEALTH DEPT.

7.) THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE DUST CONTROL MEASURES FOR THE ENTIRE CONSTRUCTION PERIOD OF THIS PROJECT TO THE SATISFACTION OF THE CITY.

CITY OF CLEARLAKE GENERAL UNDERGROUND NOTES

1.) NO GUARANTEE IS INTENDED THAT UNDERGROUND OBSTRUCTIONS, NOT SHOWN ON THESE PLANS, MAY BE ENCOUNTERED. THOSE SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE AND THE CONTRACTOR IS CAUTIONED THAT THE OWNER, THE ENGINEER, AND THE CITY OF CLEARLAKE ASSUME NO RESPONSIBILITY FOR ANY OBSTRUCTIONS EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY COMPANIES WORKING WITHIN THE LIMITS OF THIS PROJECT.

2.) CONTRACTOR SHALL NOT BEGIN EXCAVATION UNTIL ALL EXISTING UTILITIES HAVE BEEN MARKED IN THE FIELD BY THE APPLICABLE ENTITY RESPONSIBLE FOR THAT PARTICULAR UTILITY. THE CONTRACTOR SHALL NOTIFY EACH APPLICABLE ENTITY AT LEAST 48 HOURS BEFORE STARTING WORK.

3.) UNDERGROUND SERVICE ALERT: CALL TOLL FREE (800) 642-2444 AT LEAST 48 HOURS PRIOR TO EXCAVATION.

4.) CONTRACTOR SHALL UNCOVER EXISTING BURIED UTILITIES WITH UTILITY OWNER TO VERIFY LOCATIONS AND ELEVATIONS OF UTILITIES. BURIED UTILITIES INCLUDE BUT ARE NOT LIMITED TO WATER MAINS AND LATERALS, SEWER LINES, STORM DRAINS, GAS MAINS AND LATERALS, ELECTRICAL DISTRIBUTION LINES AND TELEPHONE LINES. ALL UTILITIES CONFLICTING WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED PRIOR TO THE START OF CONSTRUCTION. CONSTRUCTION. THE PROJECT AND/OR DESIGN ENGINEER MAY ADJUST THE GRADE OF NEW SEWER CONSTRUCTION ACCORDINGLY WITH CONCURRENCE FROM THE APPROPRIATE AGENCIES.

6.) DISTANCES AND INVERTS ARE TO AND AT THE CENTER OF THE MANHOLES, CLEANOUTS, DROP INLETS, CATCH BASINS, AND YARD DRAINS OR AS MARKED ON THE DRAWINGS.

7.) ALL UNDERGROUND IMPROVEMENTS SHALL BE INSTALLED AND APPROVED PRIOR TO PAVING.

8.) THE CONTRACTOR SHALL STAMP THE LETTER "S" ON THE FACE OF CURB DIRECTLY ABOVE THE SEWER LATERAL, AND THE LETTER "W" ON THE FACE OF CURB DIRECTLY ABOVE WATER SERVICES, AND "B" ON FACE OF CURB DIRECTLY ABOVE A BLOW OFF OR AIR RELIEF VALVE. AT A DRIVEWAY THE STAMP SHALL BE PLACED AT THE BACK OF RAMP. THE LETTERS SHALL BE 4" HIGH AND COMPLETELY LEGIBLE.

9.) ALL MATERIAL, WORKMANSHIP AND CONSTRUCTION DETAILS SHALL CONFORM TO THE CITY OF CLEARLAKE DESIGN AND CONSTRUCTION STANDARD SPECIFICATIONS. INCLUDING ALL ADDENDA, STANDARD PLAN REVISIONS AND SPECIAL PROVISIONS.

10.) ITEMS SPECIFIED ON THE STANDARD PLANS ARE APPROVED FOR USE BY THE CITY OF CLEARLAKE. ALL SUBSTITUTES OR ALTERATIONS SHALL BE SUBMITTED TOTHE CITY OF CLEARLAKE FOR APPROVAL.

11.) SURFACE MOUNTED TRANSFORMERS SHALL NOT BE USED UNLESS LOCATION OF SUCH UTILITIES ARE SHOWN ON THE PLANS AND APPROVED BY THE CITY.

CITY OF CLEARLAKE STORM DRAIN NOTES

1.) STORM DRAIN PIPES SHALL BE C.M.P. PIPE OR H.D.P.E. TYPE S PIPE CONFORMING TO CITY STANDARD SPECIFICATION SECTION 2. MINIMUM COVER OVER PIPE TO BE 12" BACKFILLED WITH SLURRY, THE MAXIMUM ALLOWABLE COVER SHALL BE LIMITED TO 11 FEET FOR ALL SIZES.

2.) ALL STORM DRAIN MANHOLES SHALL BE A MINIMUM OF 48" IN DIAMETER. UNLESS OTHERWISE NOTED, MANHOLE FRAME AND COVER SHALL HAVE 24" CLEAR OPENING, AND BE HEAVY DUTY NON-ROCKING. RAISED LETTERS ON TOP OF THE COVER SHALL READ "STORM DRAIN", PIPES SHALL NOT PROTRUDE INSIDE THE MANHOLE. PIPE ENDS SHALL BE ROUNDED.

3.) STORM DRAIN MARKER "DRAINS TO LAKE" SHALL BE APPLIED PER CITY STANDARD NO. 313.

4.) CORRUGATED METAL AND HIGH DENSITY POLYETHYLENE STORM DRAIN PIPE SHALL BE PLACED AND BACKFILLED IN ACCORDANCE WITH CITY STANDARD 301. STORM DRAIN WITHIN CITY MAINTAINED ROADS SHALL BE MINIMUM 12 INCH DIAMETER.

5.) EACH NEW AND EXISTING DROP INLET, DRAINAGE INLET AND CULVERT PIPE SHALL HAVE A CLASS 2 METAL POST WITH TYPE E DELINEATOR PLACED WITH 3' OF THE STRUCTURE.

GEOTECHNICAL INVESTIGATIONS

1.)

CITY OF CLEARLAKE SIGNING, STRIPING AND PAVEMENT MARKINGS NOTES

1.) CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS DEPARTMENT AT (707)994-8201, OF HIS INTENT TO PLACE ANY PAVEMENT MARKER, TRAFFIC STRIPE, PAVEMENT MARKING, AND PAVEMENT LEGEND LAYOUT LINES 10 WORKING DAYS BEFORE THE MARKER AND STRIPING WORK IS TO BE PERFORMED. ALL LABOR EQUIPMENT AND MATERIALS SHALL BE PROVIDED BY THE CONTRACTOR.

2.) ALL LAYOUT WORK IS TO BE PERFORMED BY THE CONTRACTOR AND SHALL BE FIELD APPROVED BY A CITY INSPECTOR BEFORE THE ACTUAL WORK BEGINS.

3.) PAVEMENT MARKERS AND TRAFFIC STRIPE DETAIL REFERENCE NUMBERS ARE SHOWN ON CALTRANS STANDARD PLAN SHEETS A20-A, A20-B, A20-C, AND A24D; SHOWN HEREIN.

4.) ROADSIDE SIGNS: ROADSIDE SIGNS SHALL BE AS SHOWN ON THE PLANS, IN

ACCORDANCE WITH THE PROVISIONS OF SECTION 56. "SIGNS". OF THE STATE STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE CITY.

5.) SIGN PANELS SHALL CONFORM TO THE CURRENT CALTRANS SIGN PANEL SPECIFICATIONS.

6.) LOCATIONS OF ALL SIGNS SHALL BE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE CITY.

7.) SIGN PANELS SHALL BE MOUNTED ON METAL POSTS AS DESIGNATED ON THE STANDARD PLANS. METAL POSTS SHALL BE 2-INCH SQUARE. 12 GAUGE GALVANIZED STEEL TUBING CONFORMING TO ASTM A120 WITH GALVANIZED TOP CAPS. POSTS SHALL HAVE 7 /16" DIA. HOLES @ 1" CENTERS IN ALL FOUR SIDES. END OF POST SHALL BE FINISHED TO RECEIVE THE MOUNTING CAP AND FITTINGS. EACH SIGN PANEL SHALL BE ATTACHED TO METAL POSTS WITH A MINIMUM OF (2) 5/16-INCH SELF-TAPPING SCREWS OR BOLTS. ALL FASTENERS AND ATTACHMENT HARDWARE SHALL BE GALVANIZED.

8.) MARKERS AND DELINEATORS: MARKERS AND DELINEATORS SHALL BE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE PROVISIONS OF SECTION 82, "MARKERS AND DELINEATORS" OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE CITY ENGINEER.

9.) LOCATION OF ALL MARKERS AND DELINEATORS SHALL BE AS SHOWN ON THE CITY STANDARD PLANS AND AS DIRECTED BY THE CITY ENGINEER.

10.) TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS, IN ACCORDANCE WITH THE PROVISIONS OF SECTION 84, "TRAFFIC STRIPES AND PAVEMENT MARKINGS" OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS, AND AS DIRECTED BY THE CITY.

11.) ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS, INCLUDING STOP LINES, AND ALL CHANNELIZING LINES SHALL BE THERMOPLASTIC.

12.) THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS: THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL CONFORM TO THE PROVISIONS OF SECTION 84-2. "THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS" OF THE STANDARD SPECIFICATIONS.

13.) THERMOPLASTIC MATERIAL SHALL BE APPLIED AT A MINIMUM THICKNESS OF .125 INCH.

14.) PAVEMENT MARKERS: PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 85. "PAVEMENT MARKERS" OF THE STANDARD SPECIFICATIONS. PAVEMENT MARKERS SHALL BE PLACED TO THE LINE ESTABLISHED BY THE CITY.

15.) PAINTED/THERMOPLASTIC STRIPES AND PAVEMENT MARKINGS: EXISTING PAINTED/THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS WHICH CONFLICT WITH THE NEW TRAFFIC STRIPING AND PAVEMENT MARKING PLANS SHALL BE REMOVED BY THE CONTRACTOR, IN ACCORDANCE WITH SECTION 15 OF STANDARD SPECIFICATIONS, EXCEPT THAT BLAST CLEANING SHALL NOT BE PERMITTED.

16.) RAISED PAVEMENT MARKER REMOVAL: EXISTING RAISED PAVEMENT MARKERS WHICH CONFLICT WITH THE NEW TRAFFIC STRIPING AND PAVEMENT MARKING PLAN SHALL BE REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 15 OF THE STANDARD SPECIFICATIONS.

17.) ALL LOCATIONS RECEIVING SURFACE TREATMENT SHALL HAVE BLUE TWO-WAY RETROREFLECTIVE PAVEMENT MARKERS INSTALLED AT EACH LOCATION OF EXISTING HYDRANT.

NOTIFICATION OF LOCAL INDIAN TRIBE

1.) CONTRACTOR SHALL NOTIFY BOTH LOCAL INDIAN TRIBES (KOI NATION AND ELEM INDIAN COLONY) AT LEAST 72 HOURS BEFORE ANY EXCAVATION TAKES PLACE.

TRAFFIC CONTROL SYSTEM

1.) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE A TRAFFIC CONTROL PLAN FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION. WORK SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE CITY ENGINEER.

2.) FORTY-RIGHT (48) HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PLACE BARRICADES SIGNED "NO PARKING-TOW AWAY- SPECIFIC TIME AND DATE(S)" AT 100' INTERVALS OR A MINIMUM OR 2 SIGNS PER BLOCK, WHICH EVER IS GREATER, IN THE WORK AREA. NO PARKING SIGNS SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER PRIOR TO THEIR USE. FAILURE TO PROVIDE REQUIRED NOTICE TIME WILL PREVENT THE CITY FROM TOWING VEHICLES PARKED IN THE PROPOSED WORK AREA.

Z C -МШ>

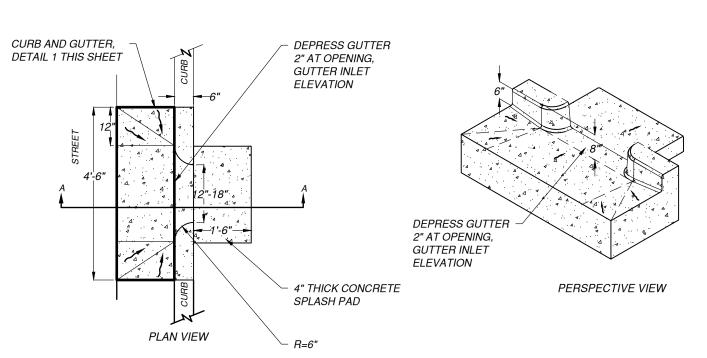
ОШг **Ⅲ**Z∢ **Z**o ОШо

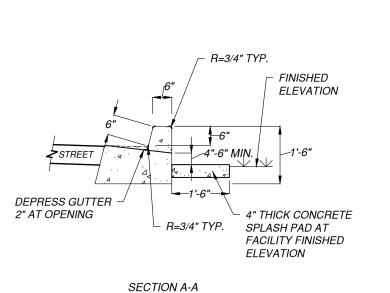
CONSTRUCTION NOTES

- 1. FINISH ALL EXPOSED CONCRETE SURFACES.
- 2. CONCRETE SHALL BE CLASS A AND CONTAIN NOT LESS THAN 6 SACKS OF CEMENT PER CUBIC YARD
- 3. EXPANSION JOINTS SHALL BE INSTALLED AT 60 FEET INTERVALS, WITH WEAKENED PLANE JOINTS EVERY 15 FEET
- 4. EXPANSION JOINTS SHALL BE PLACED IN CURB AND GUTTER AT ALL CURB RETURNS

01 CURB AND GUTTER WITH DEEP CURB- CASQA STANDARD PLAN SW-12

NOT TO SCALE





CURB CUT INLET- CASQA STANDARD PLAN SW-17

CONSTRUCTION NOTES

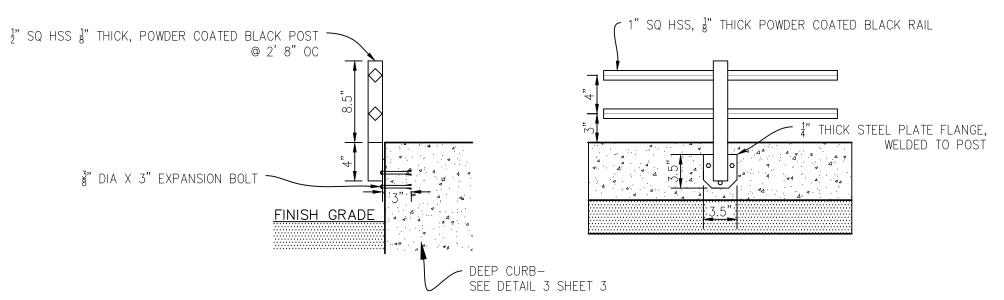
1. AFTER CONSTRUCTION PLACE SAND BAGS

AT GUTTER OPENINGS TO KEEP STORM

FLOWS FROM ENTERING FACILITY UNTIL

VEGETATION IS ESTABLISHED.

NOT TO SCALE



07 BIOFILTRATION/LANDSCAPING/ ROCK TRENCH RAILING
NOT TO SCALE

CURB AND — STRUCTURE GUTTER - SEE ∖ -SEE DETAIL 6 DETAIL 1 THIS \ BLUE FUTURE TREE THIS SHEET SHEET CURB INLET - SEE _ DETAIL 4 THIS SHEET PLANTER RAIL- SEE DETAIL 7 THIS SHEET 3" MULCH STREET 4 SIDEWALK 6" POŅDINĢ DEEP CURB - SEE DETAIL 3 THIS SHEET 6" NATIVE SOIL BENCH-UNDERDRAIN AND OVERFLOW- -CONNECT TO STORM DRAIN CALTRANS CLASS 2 PERMEABLE MATERIAL (AGGREGATE). UNDERDRAIN, 6" DIA. PVC SDR 35 PERFORATED PIPE, SEE CONSTRUCTION NOTE 4

LEGEND
MULCH/COMPOST LAYER
(SEE NOTE 13)

(SEE NOTE 13)

BIORETENTION SOIL MEDIA (BSM)

AGGREGATE

NATIVE SOIL

ASPHALT PAVEMENT

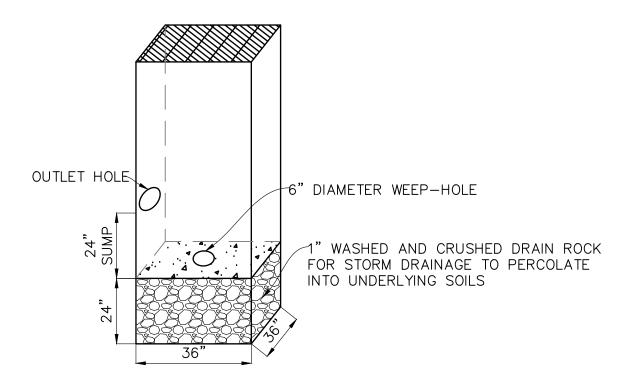
ASPHALT PAVEMENT
CONCRETE

- CONSTRUCTION NOTES

 1. MAINTAIN UNDISTURBED NATIVE SOIL BENCH TO SUPPORT ADJACENT SIDEWALK/ROAD. SEQUENCE WORK TO CONSTRUCT CURBS
 BEFORE EXCAVATING BIORETENTION AREA FOR AGGREGATE AND BSM.
- 2. SCARIFY SUBGRADE BEFORE INSTALLING BIORETENTION AREA AGGREGATE AND BSM.
- 3. FACILITY EXCAVATION TO ALLOW FOR SPECIFIED AGGREGATE, BSM, AND MULCH DEPTHS TO ACHIEVE FINISHED ELEVATIONS ON CIVIL PLANS.
- 4. INSTALL UNDERDRAIN WITH HOLES FACING DOWN. TOP OF UNDERDRAIN 2" BELOW TOP OF AGGREGATE LAYER. UNDERDRAIN SLOPE MAY BE FLAT.
- 5. COMPACT EACH 6" LIFT OF BSM WITH LANDSCAPE ROLLER OR BY LIGHTLY WETTING. IF WETTING, LET DRY OVERNIGHT BEFORE PLANTING.
- 6. DO NOT WORK WITHIN BIORETENTION AREA DURING RAIN OR UNDER WET CONDITIONS.
- 7. KEEP HEAVY MACHINERY OUTSIDE BIORETENTION AREA LIMITS.
- 8. STORMWATER SHOULD BE DIRECTED AWAY FROM BIORETENTION UNTIL CONSTRUCTION IS COMPLETE AND DRAINAGE AREA VEGETATION IS STABILIZED.
- 9. PROVIDE CAPPED, THREADED PVC CLEANOUT FOR UNDERDRAIN, 4" MIN. DIA. WITH SWEEP BEND.
- 10. PROVIDE A CLEAN-OUT/OBSERVATION PORT IN EACH FACILITY, PER BIORETENTION TECHNICAL SPECIFICATIONS.
- 11. PLANTING SOILS SHOULD BE SANDY LOAM, LOAMY SAND, OR LOAM TEXTURE WITH A CLAY CONTENT RANGING FROM 10 TO 25 PERCENT AND 1.5 TO 3 PERCENT ORGANIC CONTENT.
- 12. REGIONAL LANDSCAPING MANUALS SHOULD BE CONSULTED TO ENSURE THAT THE PLANTING OF THE BIORETENTION AREA MEETS THE LANDSCAPING REQUIREMENTS ESTABLISHED BY THE LOCAL AUTHORITIES.
- 13. MULCH SHOULD BE PLACED IMMEDIATELY AFTER TREES AND SHRUBS ARE PLANTED. 2-3 INCHED OF COMMERCIALLY AVAILABLE FINE SHREDDED HARDWOOD MULCH OR SHREDDED HARDWOOD CHIPS SHOULD BE APPLIED.

02 BIOFILTRATION PLANTER BOX- CASQA STANDARD PLAN SW-4

NOT TO SCALE



OS STORM DRAIN INFRASTRUCTURE WITH WEEP-HOLE DETAIL

PLANTER RAIL- SEE DETAIL7
SHEET 3

6.5'

SIDEWALK- PER CITY STANDARD 205

STORMWATER
FACILITY

MIN. 24"

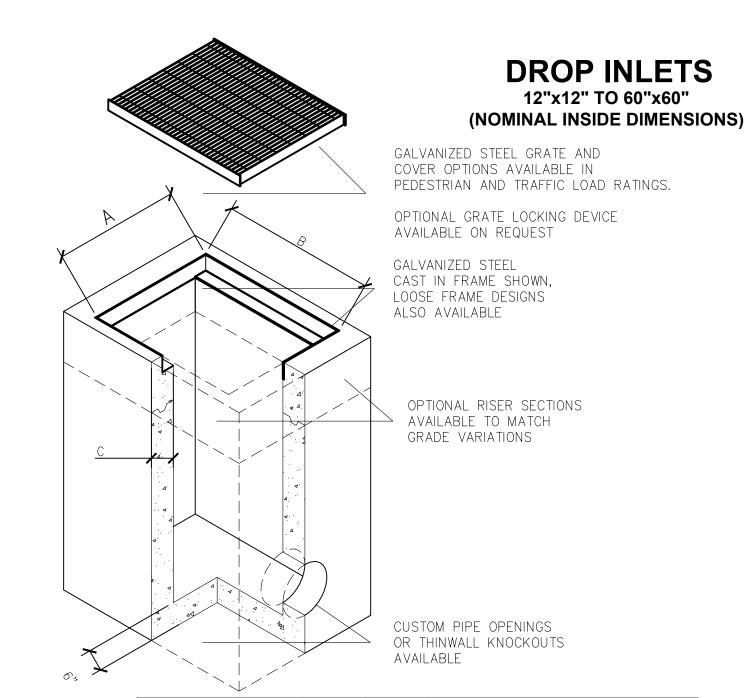
1/2" DIAMETER SMOOTH DOWEL, 24"
LONG AT ALL EXPANSION JOINTS

CONSTRUCTION NOTES

- 1. FINISH ALL EXPOSED CONCRETE SURFACES.
- 2. LAYBACK SLOPE AS FLAT AS POSSIBLE UNTIL TOP WIDTH PRODUCES 1:1 SLOPE & 24" BOTTOM WIDTH. AS PLANTER GETS WIDER MAINTAIN 1:1 SLOPE AND INCREASE BOTTOM WIDTH WIDER THAN 24". ALTERNATIVE TRENCH WALL CONFIGURATIONS MAY BE PROPOSED BY THE PROJECT GEOTECHNICAL ENGINEER (I.E. VERTICAL SHORING, REINFORCED TRENCH SIDEWALL) THAT DO NOT REQUIRE SIDEWALK SUPPORT FROM THE LIGHTLY COMPACTED BSM.

DEEP CURB- CASQA STANDARD PLAN SW-13

NOT TO SCALE



	MODEL	Α	В	C	WEIGHT CALC - LBS.
	1212	12	12	4	208 (BASE) + 266 VF
\longrightarrow	1616	16	16	5	408 (BASE) + 480 VF
	1818	18	18	5	602 (BASE) + 604 VF
	2424	24	24	6	675 (BASE) + 750 VF
	2436	24	36	6	900 (BASE) + 900 VF
	2448	24	48	6	1500 (BASE) + 1050 VF
	3030	30	30	6	920 (BASE) + 900 VF
	3636	36	36	6	1200 (BASE) + 1050 VF
	3648	36	48	6	1500 (BASE) + 1200 VF
	4848	48	48	6	1875 (BASE) + 1350 VF
	6060	60	60	6	2700 (BASE) + 1650 VF

FOR COMPLETE DESIGN AND PRODUCT INFORMATION CONTACT JENSEN PRECAST.

Jensen Precast reserves the right to make changes to product design and/or dimensions without notice. Please contact Jensen Precast whenever necessary for confirmation or advice on product design.

21-719 18TH AVE- DETAILS.DWG
© 2022

JETSET.

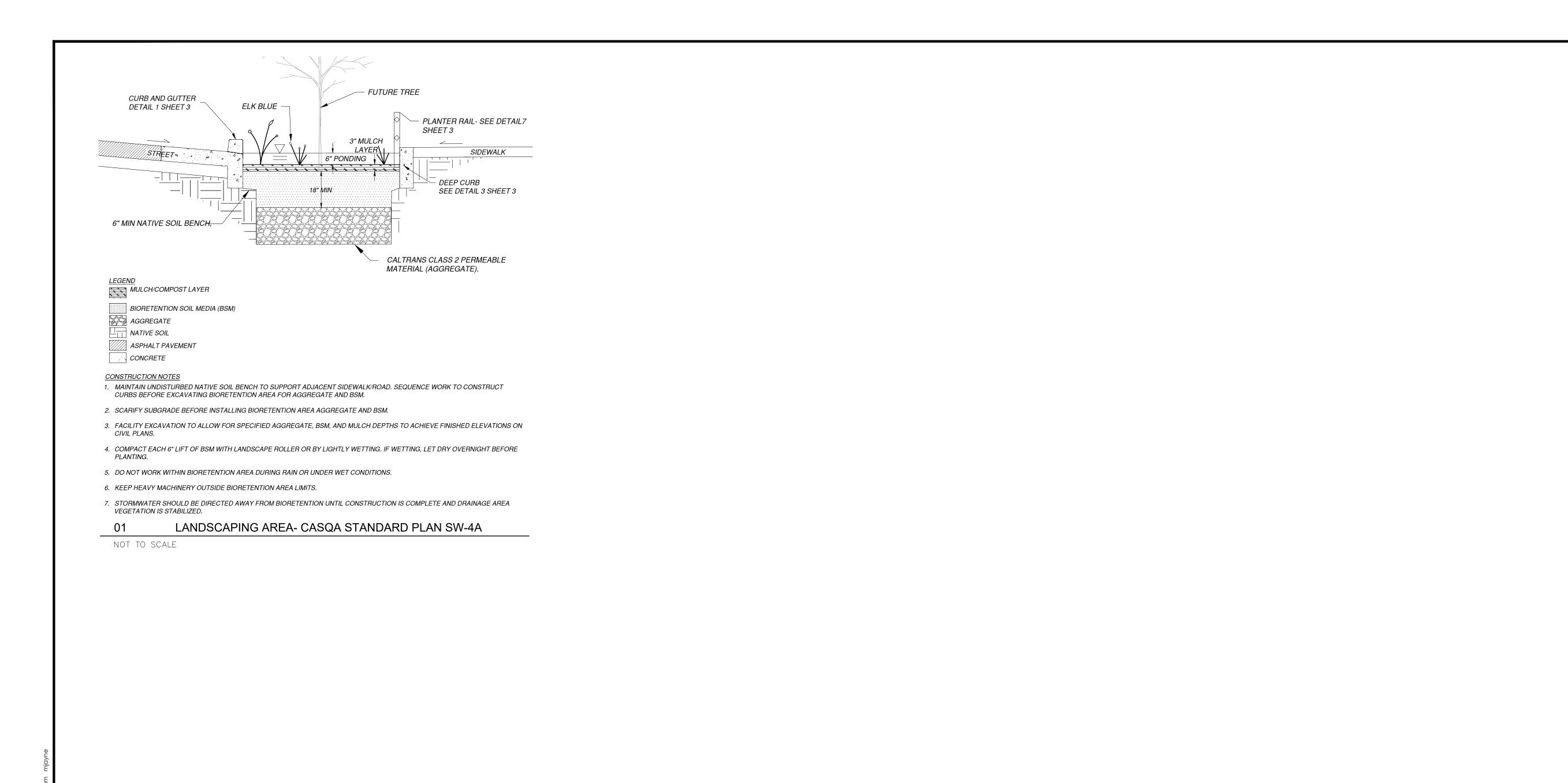
PRECAST

06 DROP INLET DETAIL

NOT TO SCALE

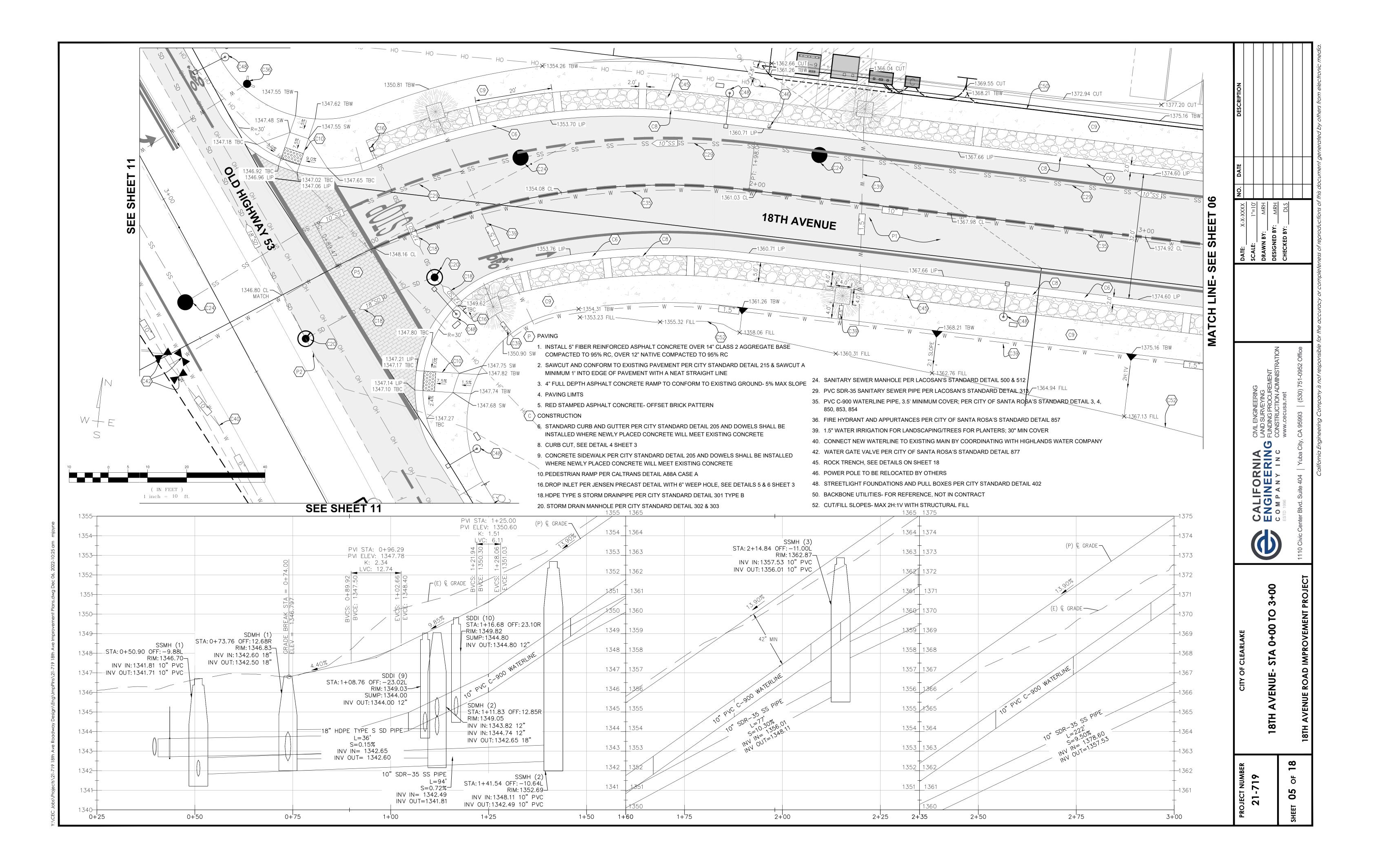
U Z Z ALI NG NG NG ОШ о

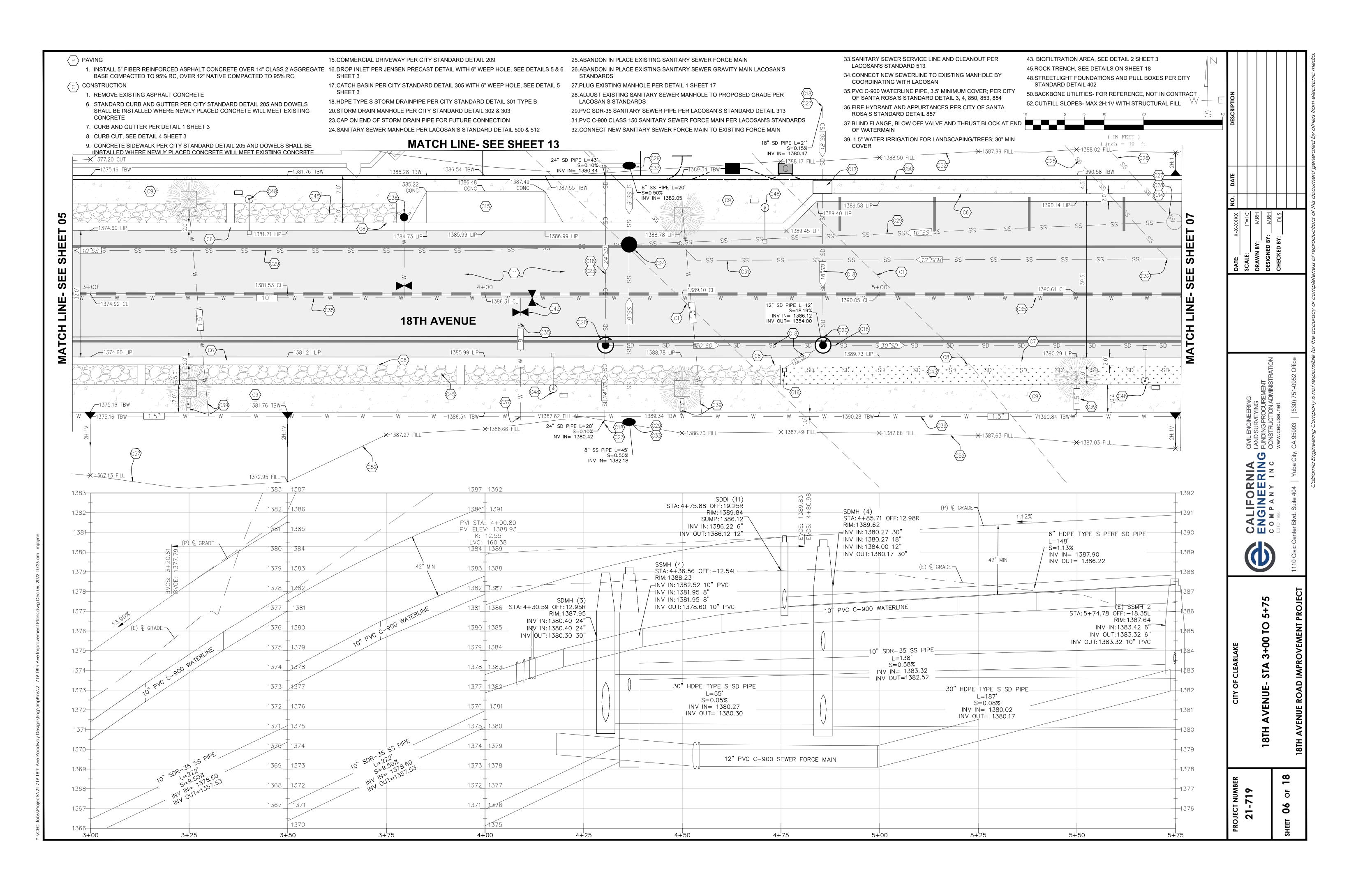
Section H, Item 4.

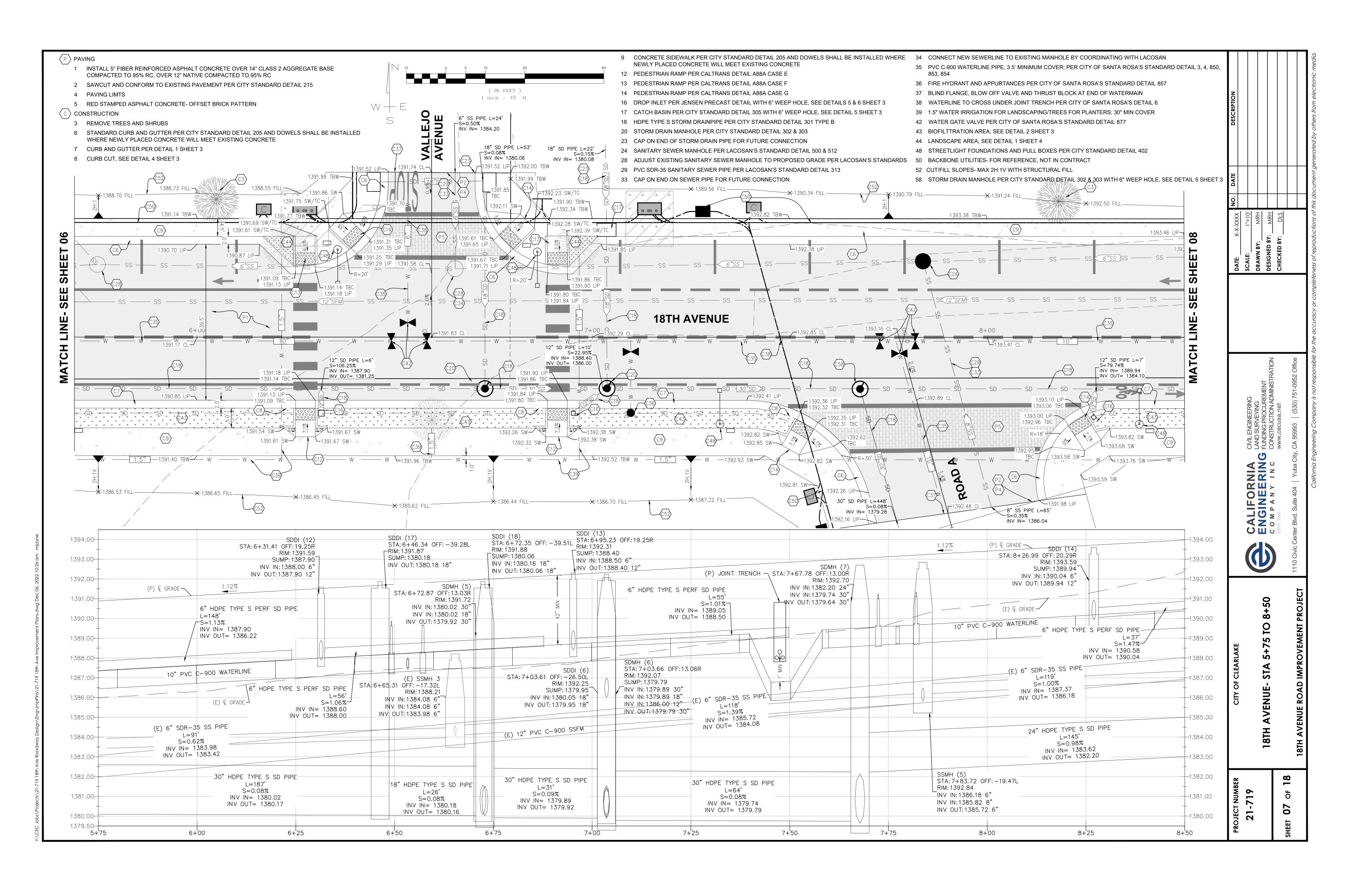


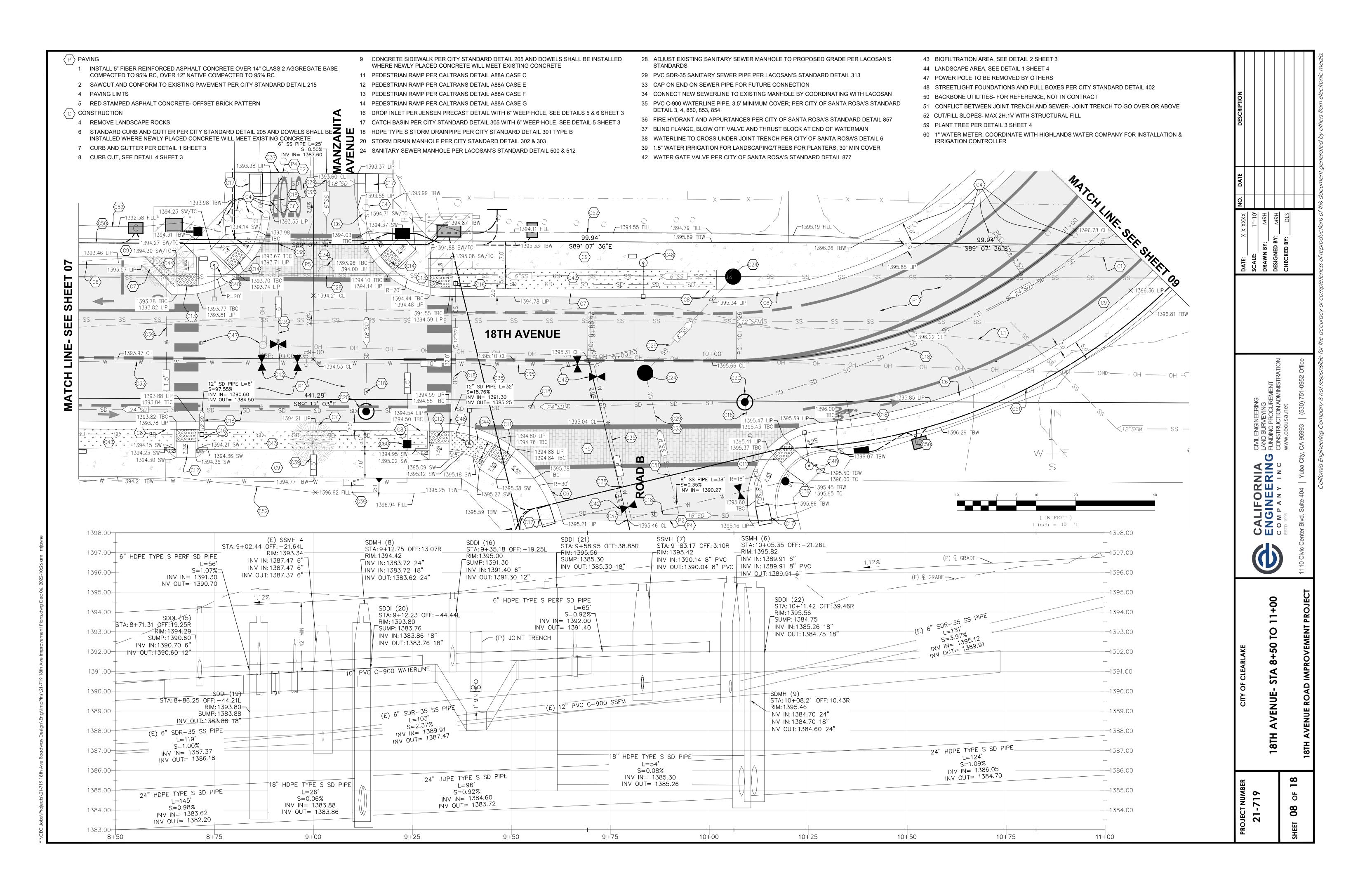
CALIFORNIA ENGINEERING C O M P A N Y I N C ESTD 1996

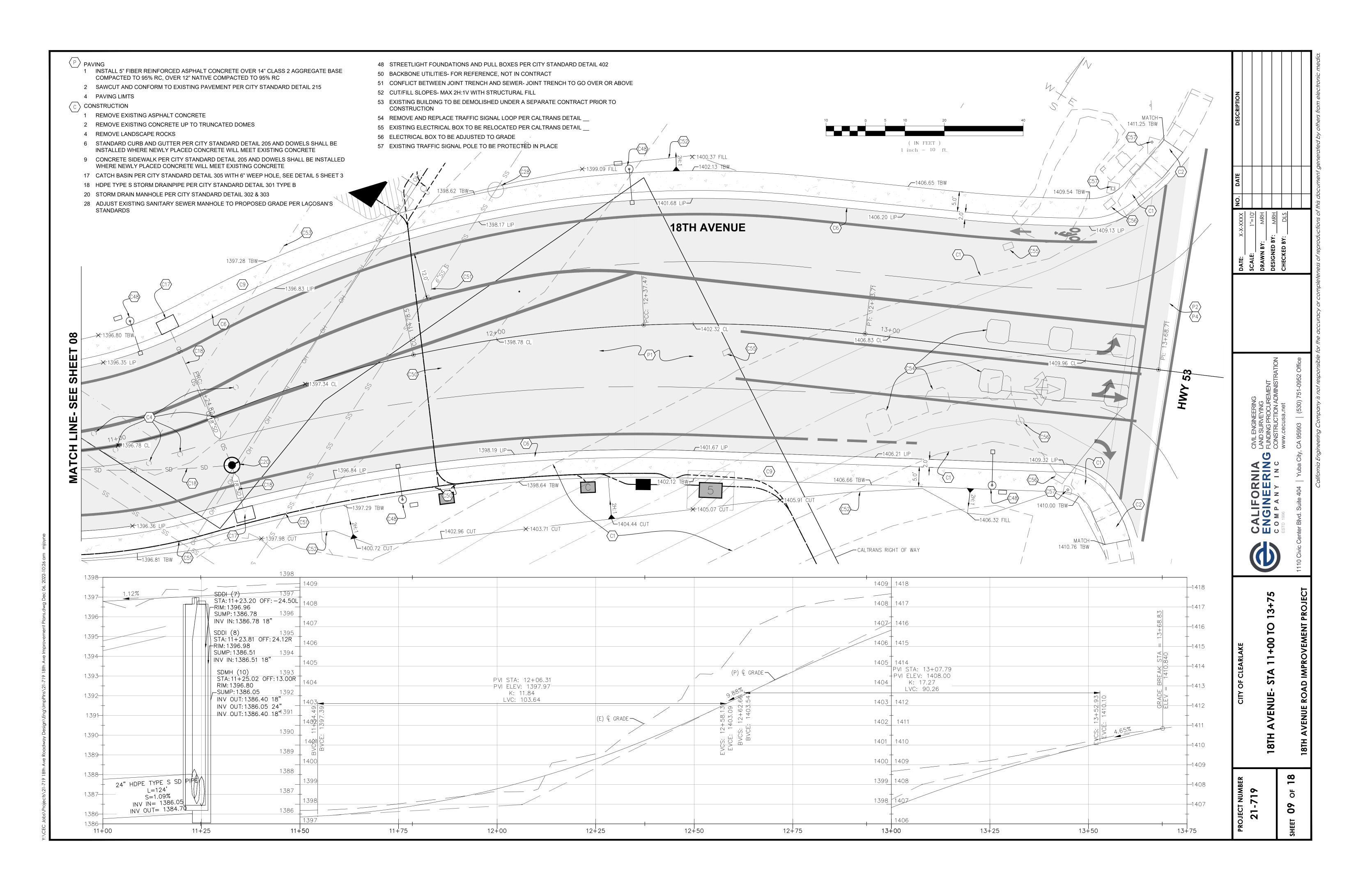
ects\21-719 18th Ave Roadway Design\Eng\MstrDwgs\21-719 18th Ave- Details.dwg Dec 06, 2022-10:25

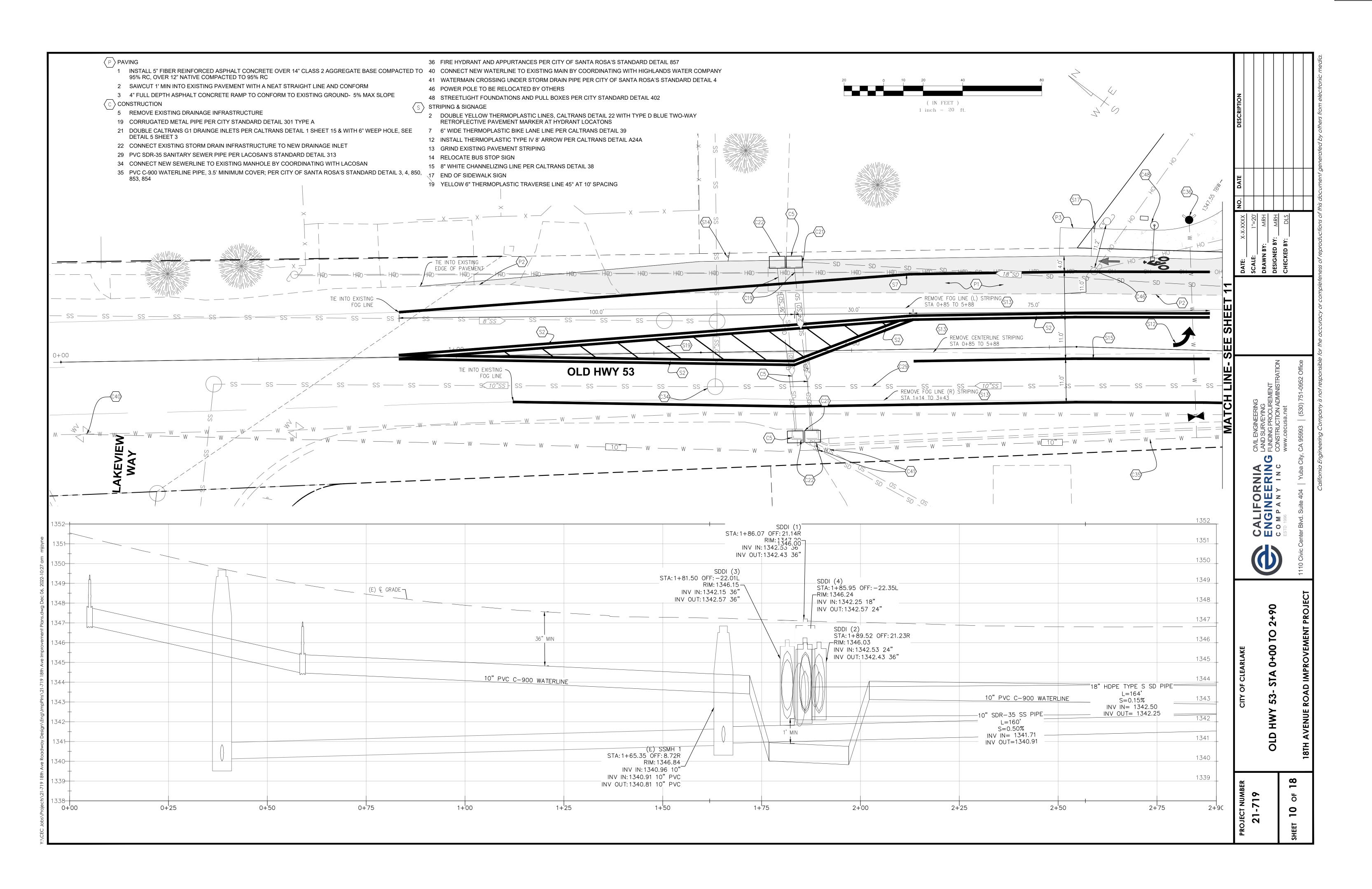


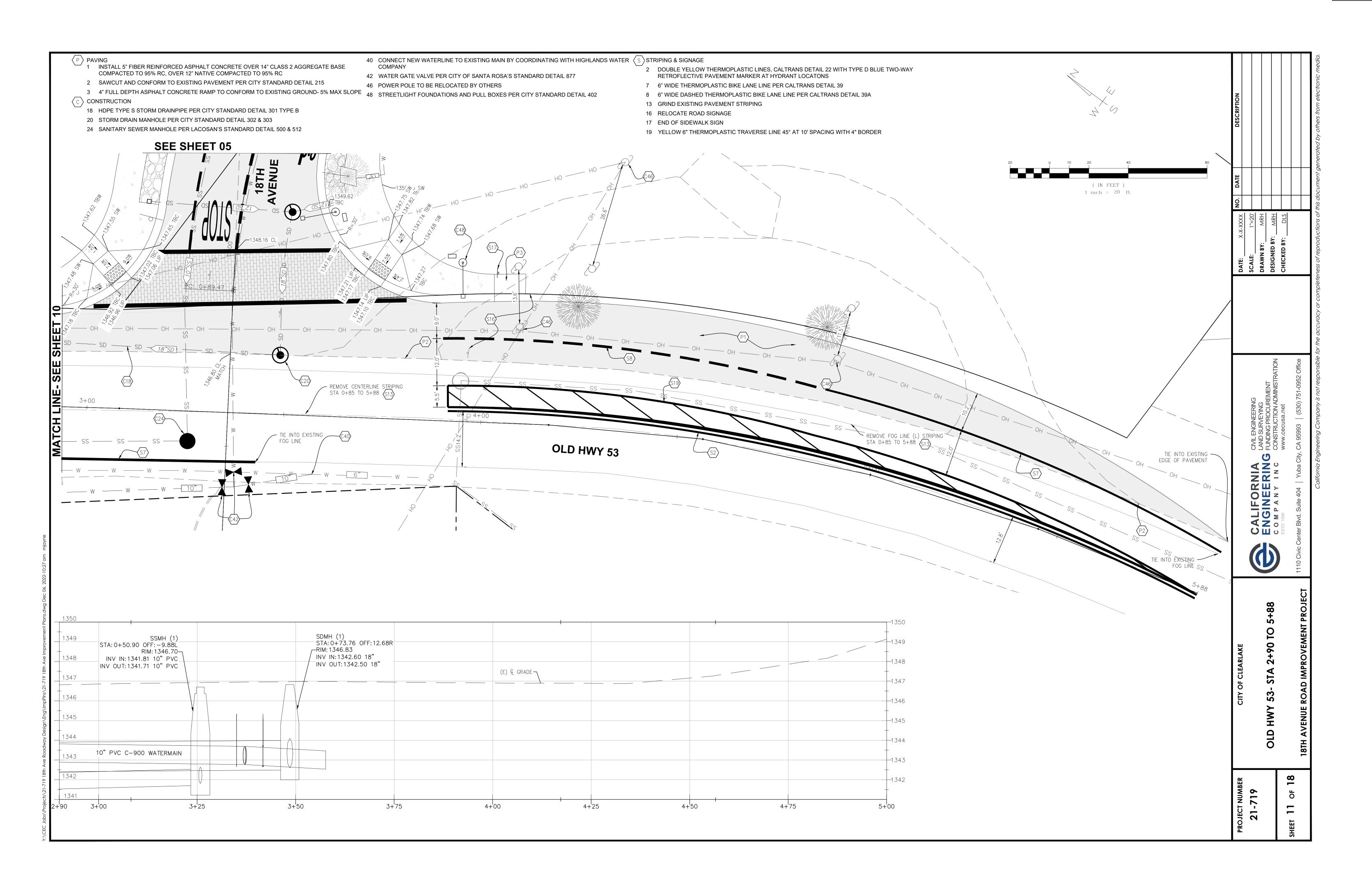


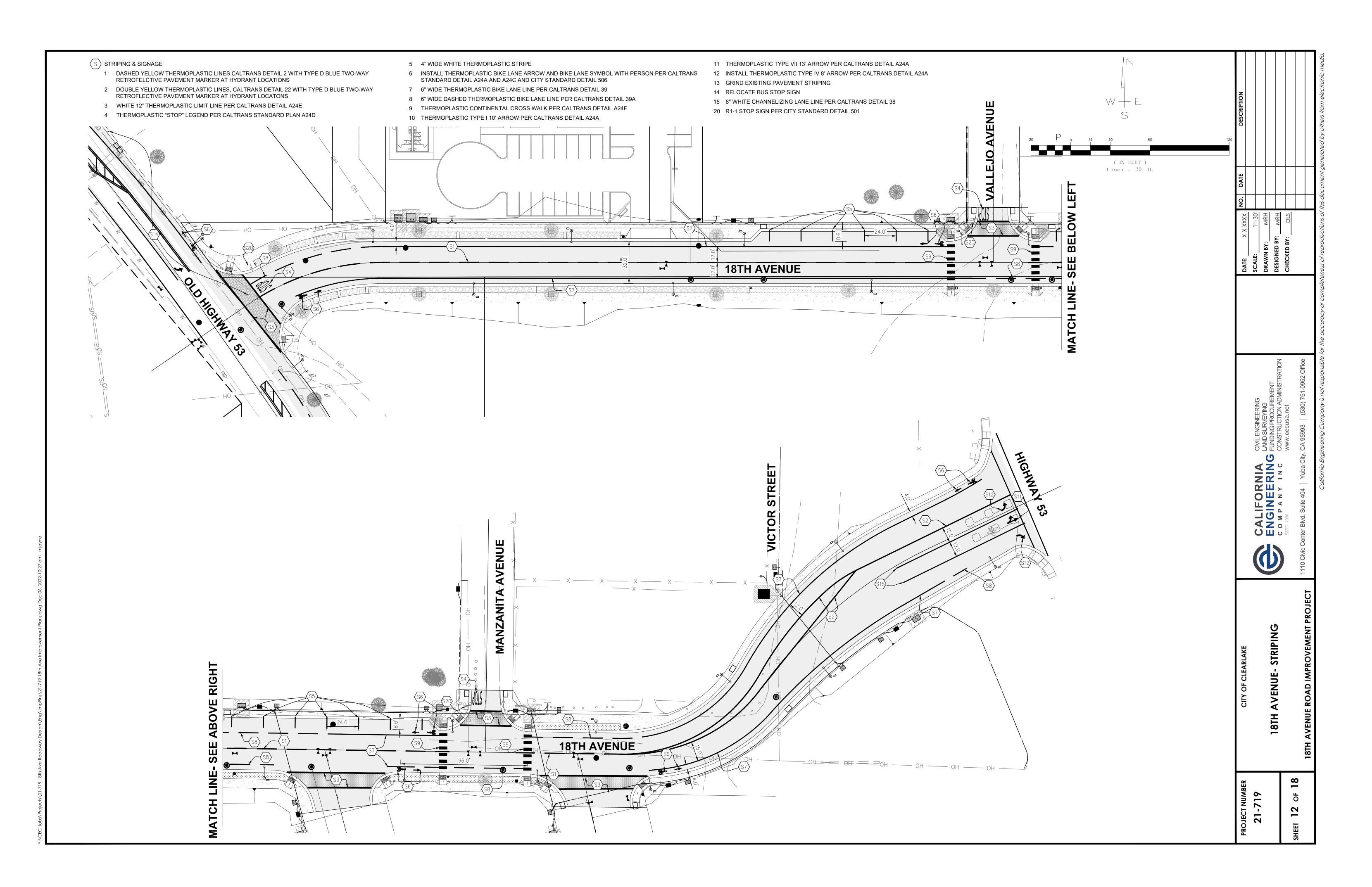


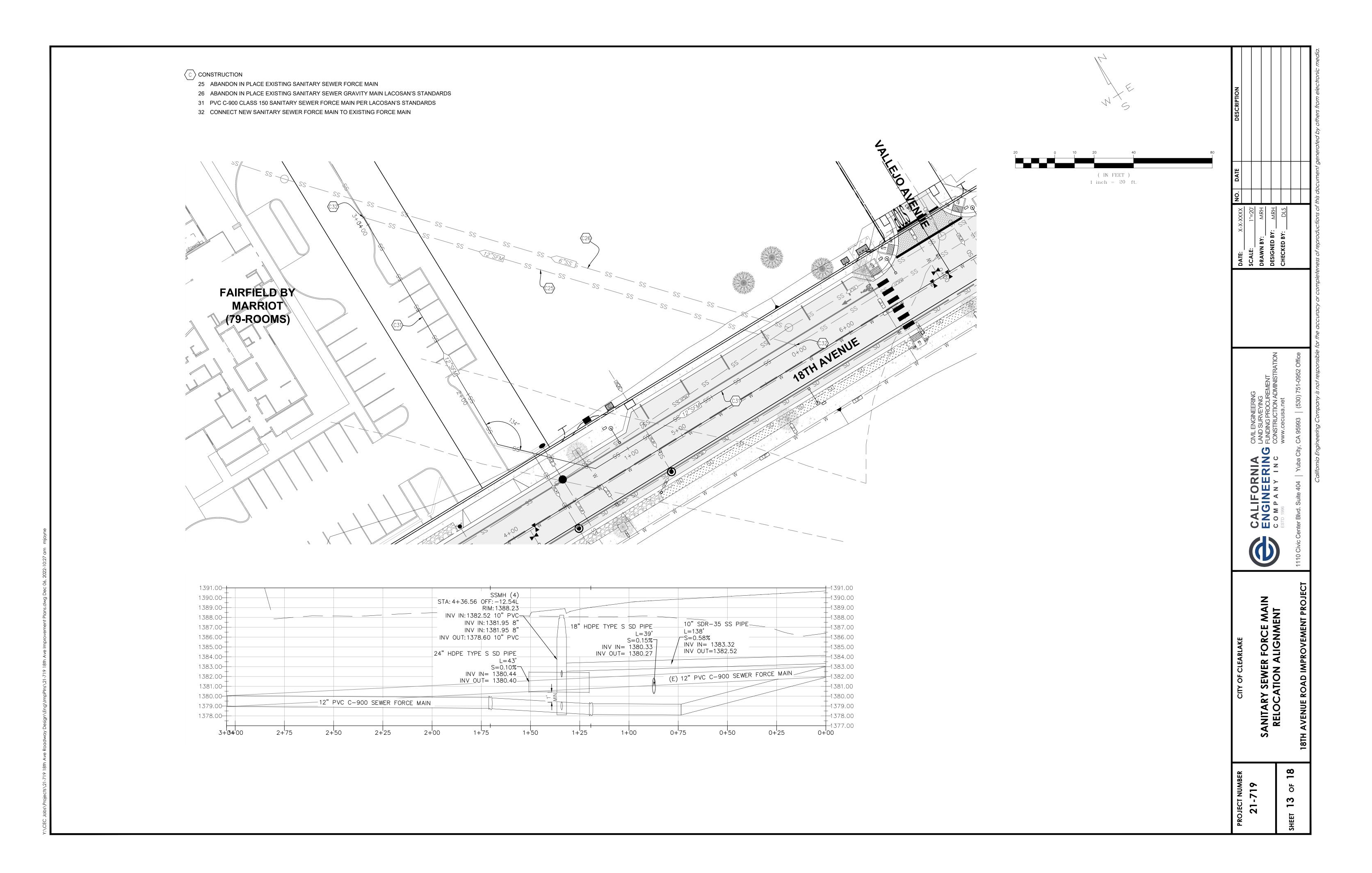


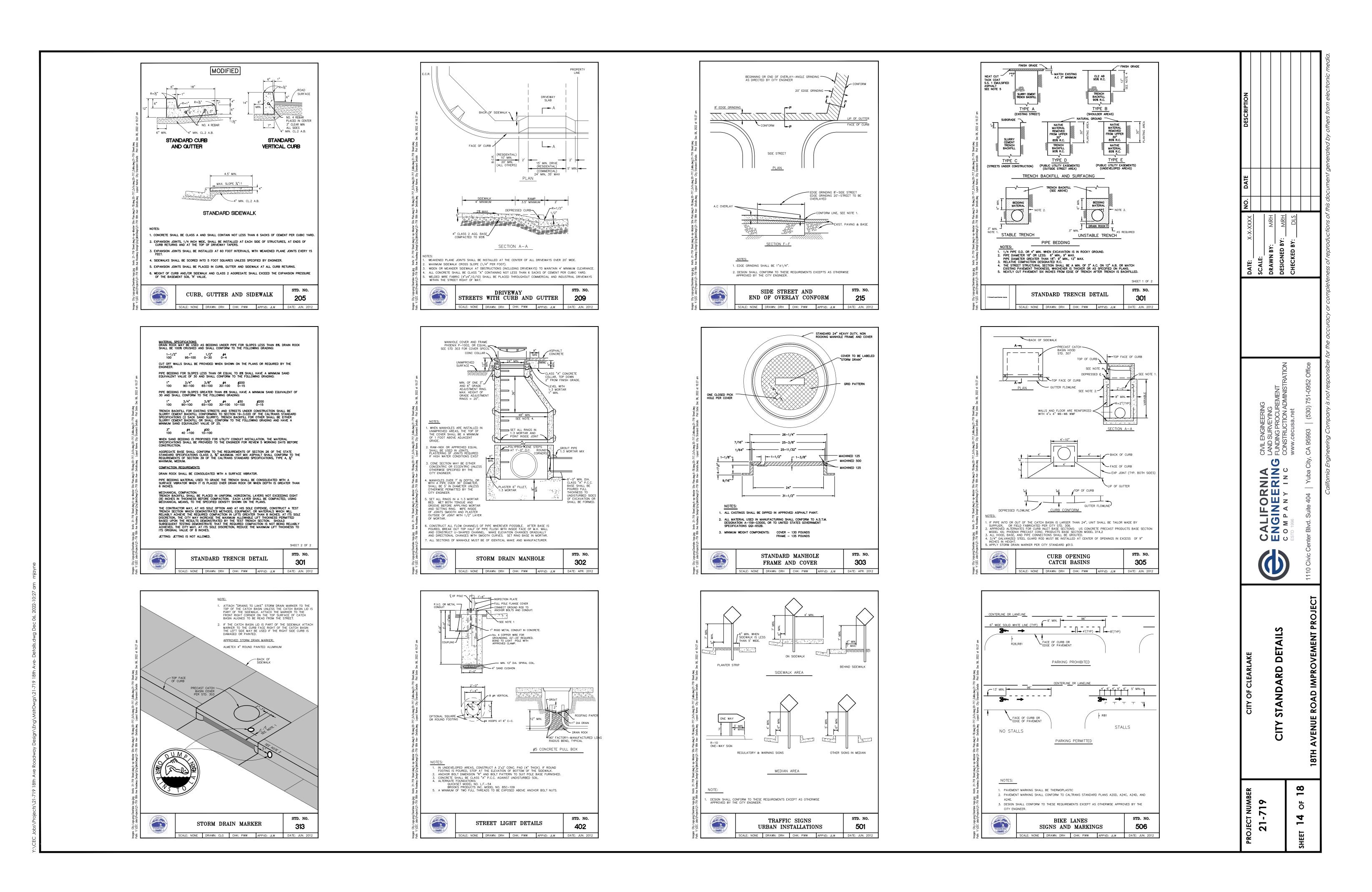


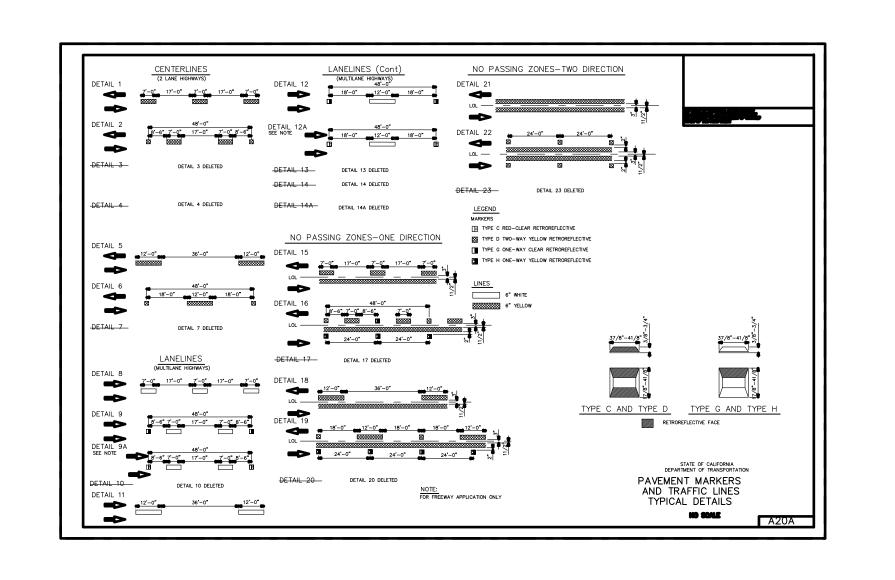


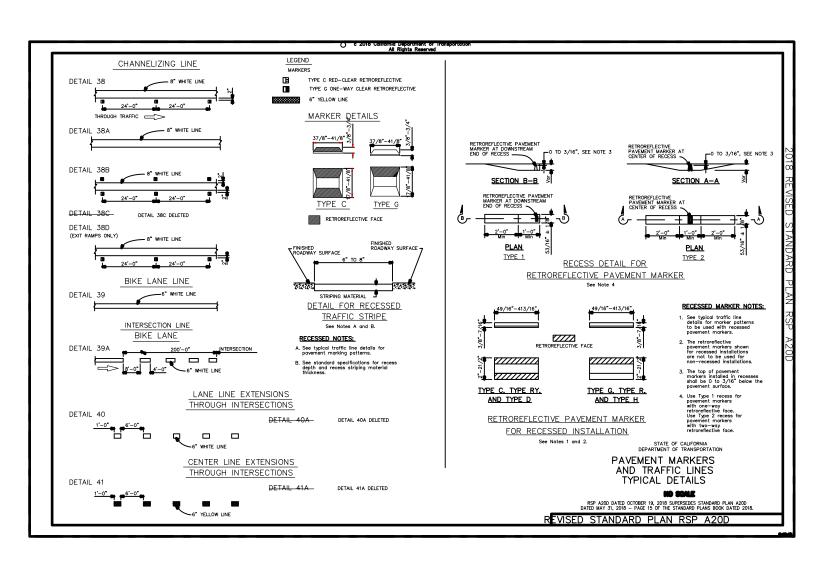


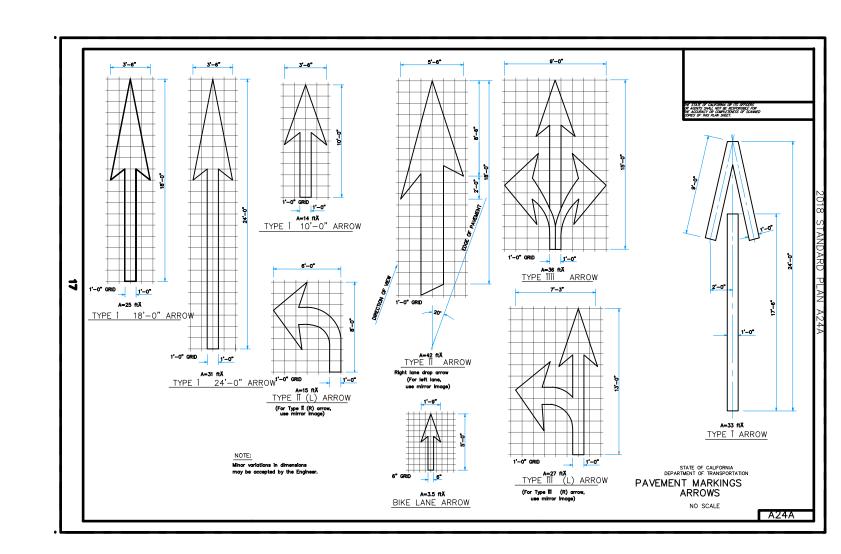


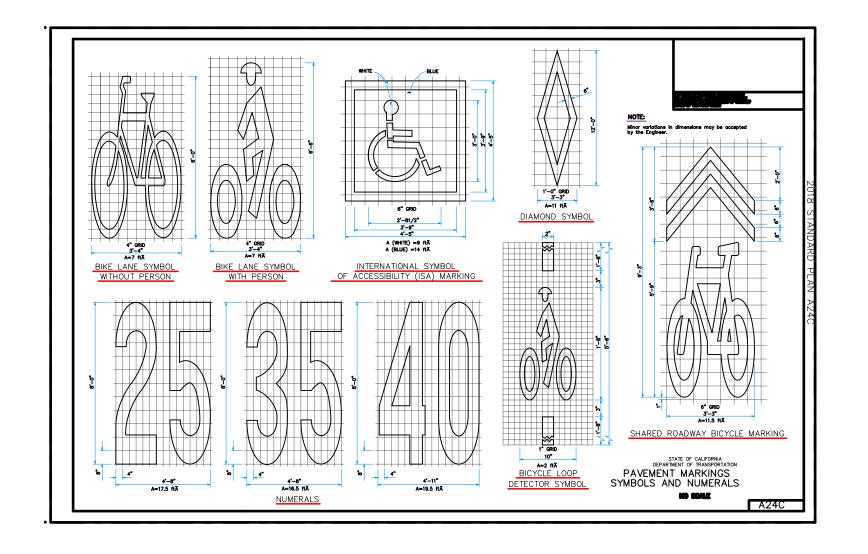


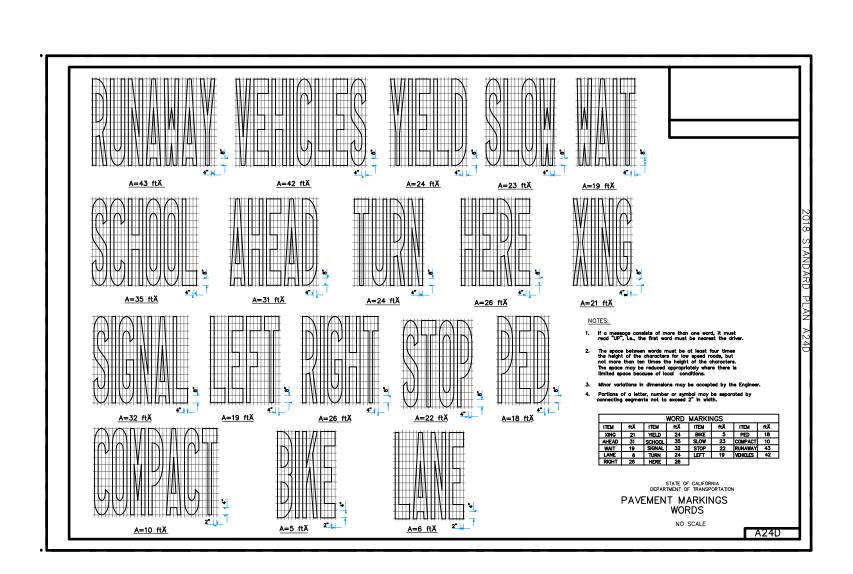


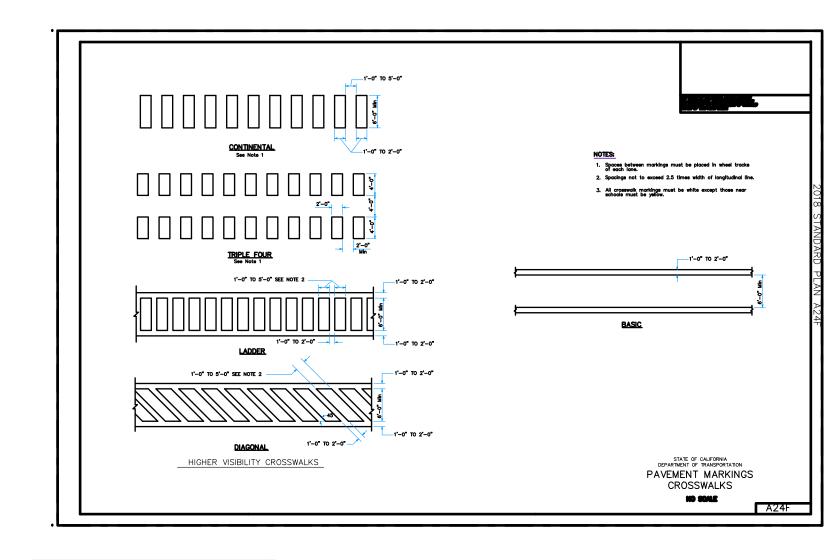


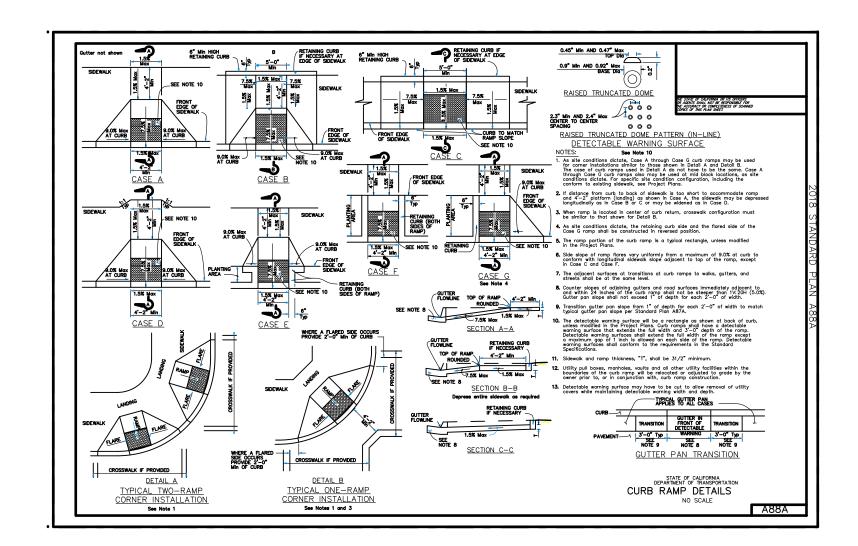


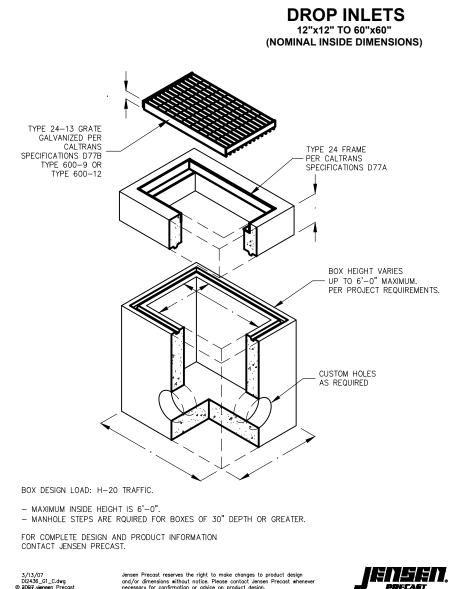












G1 DRAINAGE INLET

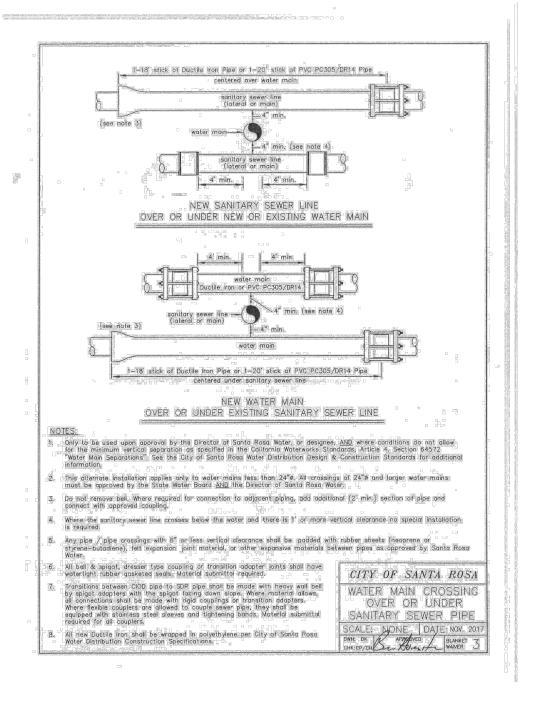
NOT TO SCALE

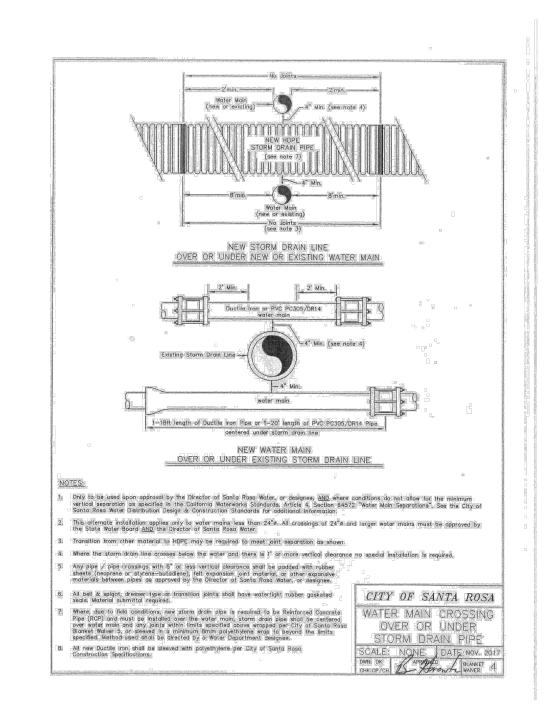
CALIFORNIA ENGINEERING C O M P A N Y I N C

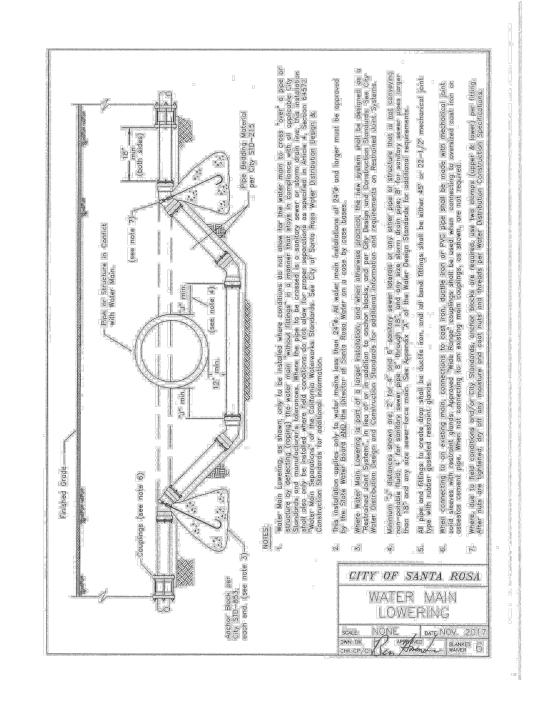
DETAILS

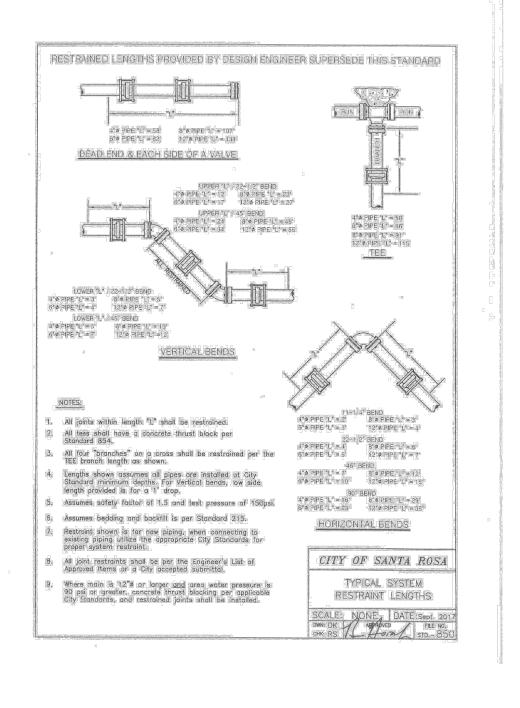
STANDARD

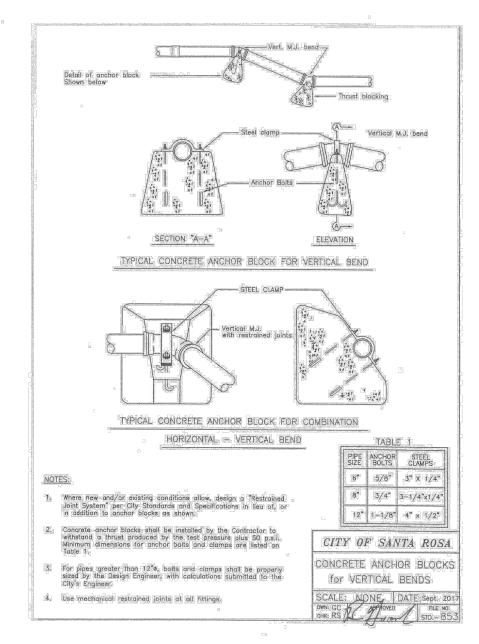
ALTRANS

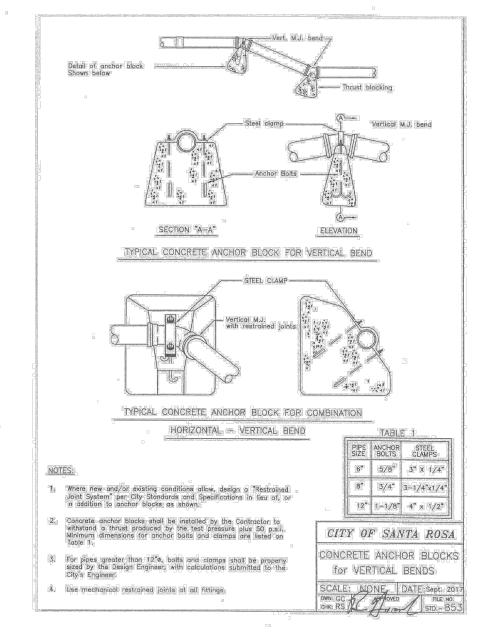


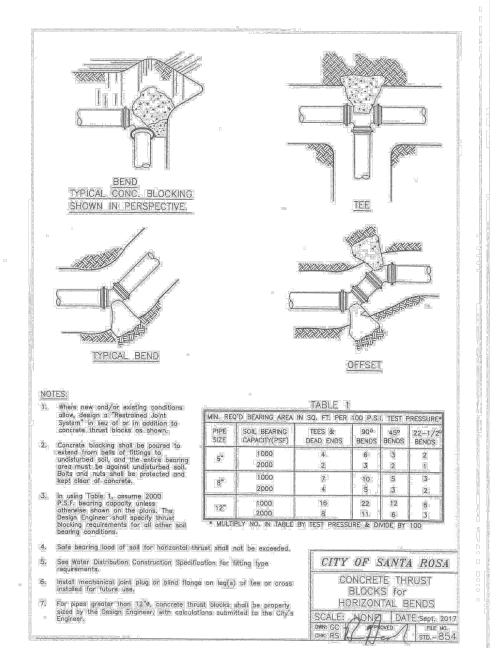


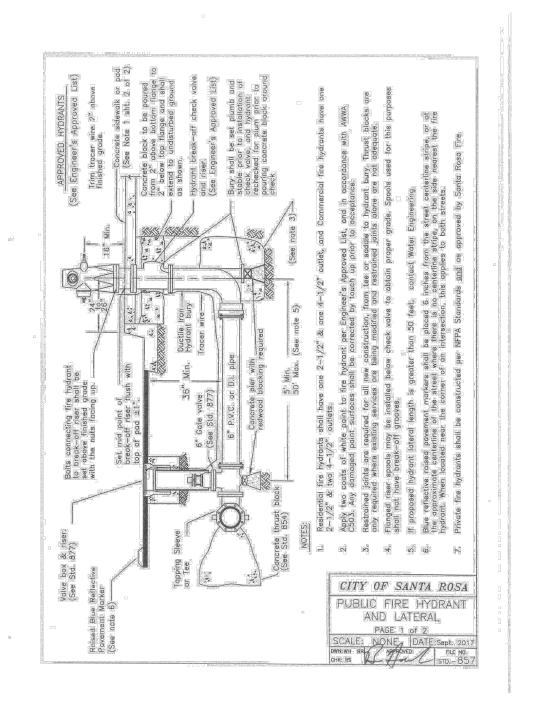


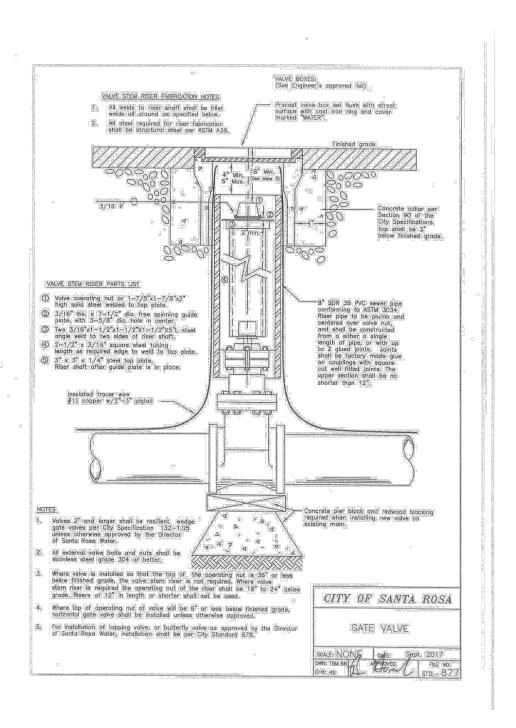








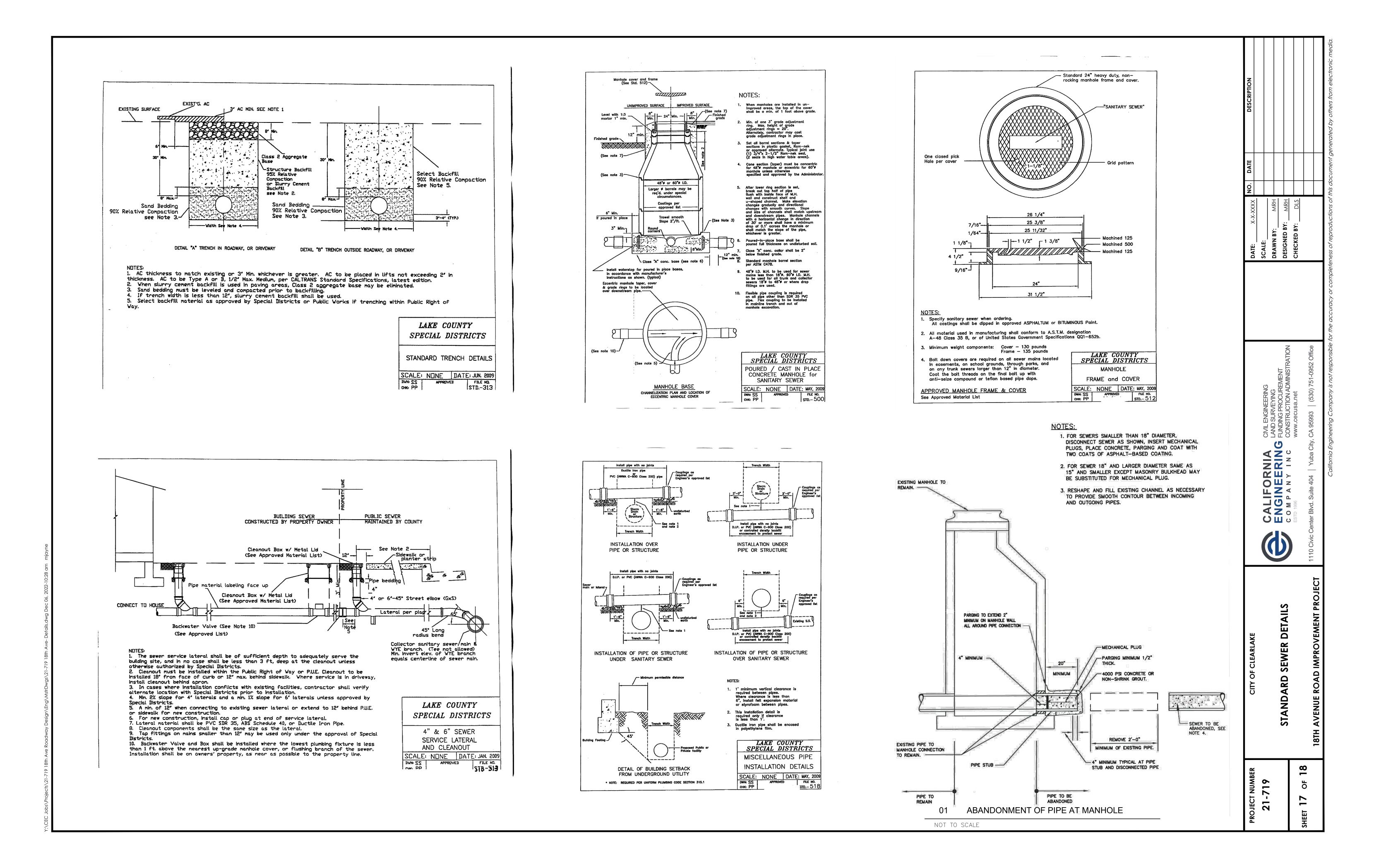


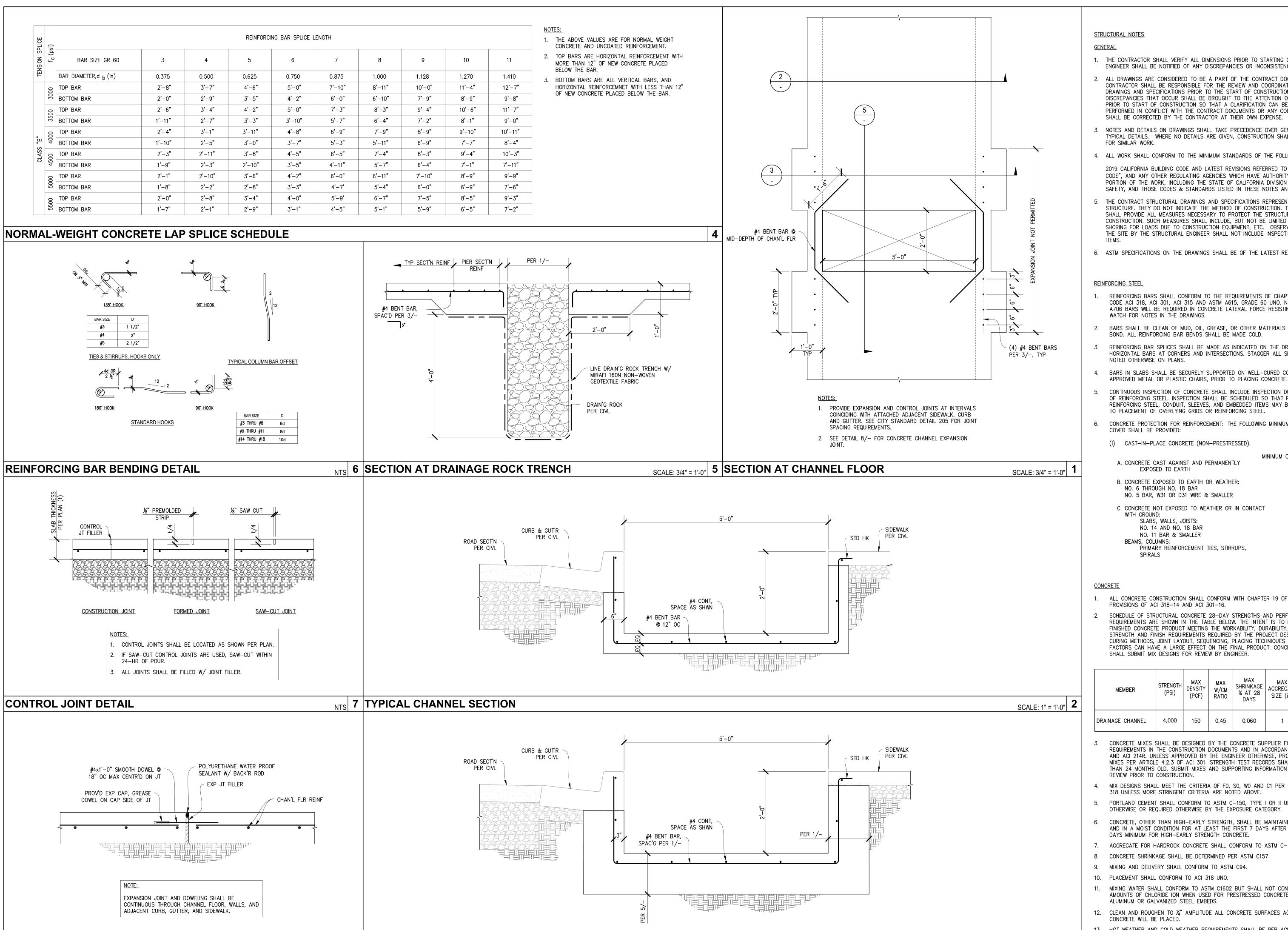


CITY OF CLEARLAKE		STANDARD WATER DETA	
NUMBER	19		

CALIFORNIA ENGINEERING C O M P A N Y I N C ESTD 1996

 ∞





SCALE: 1 1/2" = 1'-0" 8 CHANNEL SECTION AT PIERS

CHANNEL EXPANSION JOINT DETAIL

. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO STARTING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES OR INCONSISTENCIES.

2. ALL DRAWINGS ARE CONSIDERED TO BE A PART OF THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REVIEW AND COORDINATION OF ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES THAT OCCUR SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO START OF CONSTRUCTION SO THAT A CLARIFICATION CAN BE ISSUED. ANY WORK PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS OR ANY CODE REQUIREMENTS SHALL BE CORRECTED BY THE CONTRACTOR AT THEIR OWN EXPENSE.

NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. WHERE NO DETAILS ARE GIVEN, CONSTRUCTION SHALL BE AS SHOWN

4. ALL WORK SHALL CONFORM TO THE MINIMUM STANDARDS OF THE FOLLOWING CODES:

2019 CALIFORNIA BUILDING CODE AND LATEST REVISIONS REFERRED TO HERE AS "THE CODE", AND ANY OTHER REGULATING AGENCIES WHICH HAVE AUTHORITY OVER ANY PORTION OF THE WORK, INCLUDING THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY, AND THOSE CODES & STANDARDS LISTED IN THESE NOTES AND SPECIFICATIONS.

5. THE CONTRACT STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY TO PROTECT THE STRUCTURE DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR LOADS DUE TO CONSTRUCTION EQUIPMENT, ETC. OBSERVATION VISITS TO THE SITE BY THE STRUCTURAL ENGINEER SHALL NOT INCLUDE INSPECTION OF THE ABOVE

6. ASTM SPECIFICATIONS ON THE DRAWINGS SHALL BE OF THE LATEST REVISION.

REINFORCING BARS SHALL CONFORM TO THE REQUIREMENTS OF CHAPTER 19 OF THE CODE ACI 318, ACI 301, ACI 315 AND ASTM A615, GRADE 60 UNO. NOTE THAT ASTM A706 BARS WILL BE REQUIRED IN CONCRETE LATERAL FORCE RESISTING ELEMENTS. WATCH FOR NOTES IN THE DRAWINGS.

BARS SHALL BE CLEAN OF MUD, OIL, GREASE, OR OTHER MATERIALS LIKELY TO IMPAIR BOND. ALL REINFORCING BAR BENDS SHALL BE MADE COLD.

REINFORCING BAR SPLICES SHALL BE MADE AS INDICATED ON THE DRAWINGS. LAP ALL HORIZONTAL BARS AT CORNERS AND INTERSECTIONS. STAGGER ALL SPLICES UNLESS

BARS IN SLABS SHALL BE SECURELY SUPPORTED ON WELL-CURED CONCRETE BLOCKS OR

CONTINUOUS INSPECTION OF CONCRETE SHALL INCLUDE INSPECTION DURING INSTALLATION OF REINFORCING STEEL. INSPECTION SHALL BE SCHEDULED SO THAT PLACEMENT OF REINFORCING STEEL, CONDUIT, SLEEVES, AND EMBEDDED ITEMS MAY BE CORRECTED PRIOR TO PLACEMENT OF OVERLYING GRIDS OR REINFORCING STEEL.

CONCRETE PROTECTION FOR REINFORCEMENT: THE FOLLOWING MINIMUM CLEAR CONCRETE

(i) CAST-IN-PLACE CONCRETE (NON-PRESTRESSED).

MINIMUM COVER, IN. A. CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH B. CONCRETE EXPOSED TO EARTH OR WEATHER: NO. 6 THROUGH NO. 18 BAR NO. 5 BAR, W31 OR D31 WIRE & SMALLER 1 1/2 C. CONCRETE NOT EXPOSED TO WEATHER OR IN CONTACT

SLABS, WALLS, JOISTS: NO. 14 AND NO. 18 BAR NO. 11 BAR & SMALLER PRIMARY REINFORCEMENT TIES, STIRRUPS,

ALL CONCRETE CONSTRUCTION SHALL CONFORM WITH CHAPTER 19 OF THE CBC AND WITH PROVISIONS OF ACI 318-14 AND ACI 301-16.

SCHEDULE OF STRUCTURAL CONCRETE 28-DAY STRENGTHS AND PERFORMANCE REQUIREMENTS ARE SHOWN IN THE TABLE BELOW. THE INTENT IS TO PRODUCE A FINISHED CONCRETE PRODUCT MEETING THE WORKABILITY, DURABILITY, SERVICEABILITY, STRENGTH AND FINISH REQUIREMENTS REQUIRED BY THE PROJECT DESIGN. ADMIXTURES, CURING METHODS, JOINT LAYOUT, SEQUENCING, PLACING TECHNIQUES AND OTHER FACTORS CAN HAVE A LARGE EFFECT ON THE FINAL PRODUCT. CONCRETE SUPPLIER SHALL SUBMIT MIX DESIGNS FOR REVIEW BY ENGINEER.

	MEMBER	STRENGTH (PSI)	MAX DENSITY (PCF)	MAX W/CM RATIO	MAX SHRINKAGE % AT 28 DAYS	MAX AGGREGATE SIZE (in)	EXPOSURE CATEGORY MODIFICATION FROM TYPICA
	DRAINAGE CHANNEL	4,000	150	0.45	0.060	1	0.00

CONCRETE MIXES SHALL BE DESIGNED BY THE CONCRETE SUPPLIER FOR THE REQUIREMENTS IN THE CONSTRUCTION DOCUMENTS AND IN ACCORDANCE WITH ACI 301 AND ACI 214R. UNLESS APPROVED BY THE ENGINEER OTHERWISE, PROPORTION CONCRETE MIXES PER ARTICLE 4.2.3 OF ACI 301. STRENGTH TEST RECORDS SHALL NOT BE MORE THAN 24 MONTHS OLD. SUBMIT MIXES AND SUPPORTING INFORMATION TO ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION.

4. MIX DESIGNS SHALL MEET THE CRITERIA OF FO, SO, WO AND C1 PER CHAPTER 19 OF ACI 318 UNLESS MORE STRINGENT CRITERIA ARE NOTED ABOVE.

PORTLAND CEMENT SHALL CONFORM TO ASTM C-150, TYPE I OR II UNLESS NOTED OTHERWISE OR REQUIRED OTHERWISE BY THE EXPOSURE CATEGORY.

CONCRETE, OTHER THAN HIGH-EARLY STRENGTH, SHALL BE MAINTAINED AT 50°F MINIMUM AND IN A MOIST CONDITION FOR AT LEAST THE FIRST 7 DAYS AFTER PLACEMENT, 3

7. AGGREGATE FOR HARDROCK CONCRETE SHALL CONFORM TO ASTM C-33

8. CONCRETE SHRINKAGE SHALL BE DETERMINED PER ASTM C157

9. MIXING AND DELIVERY SHALL CONFORM TO ASTM C94.

10. PLACEMENT SHALL CONFORM TO ACI 318 UNO.

SCALE: 1" = 1'-0" **3**

MIXING WATER SHALL CONFORM TO ASTM C1602 BUT SHALL NOT CONTAIN DELETERIOUS AMOUNTS OF CHLORIDE ION WHEN USED FOR PRESTRESSED CONCRETE, CONCRETE WITH ALUMINUM OR GALVANIZED STEEL EMBEDS.

12. CLEAN AND ROUGHEN TO 1/2" AMPLITUDE ALL CONCRETE SURFACES AGAINST WHICH NEW

13. HOT WEATHER AND COLD WEATHER REQUIREMENTS SHALL BE PER ACI 301.

2068 Pheasant Dr. Yuba City, CA 95993 (530) 767-0981 www.hewittgroup.net

Section H, Item 4.

California Engineering Company, Inc.

110 Civic Center Blvd., Suite 404 Yuba City, CA 95993

1 1/2

3/4

1 1/2

18th Avenue Road **Improvement Project**

Clearlake, CA

Project No.: 22-023 Designed By: AJH Issue Date: 11/3/2022

Description Date



Drainage Channel Structural Details

18 of 18

 From:
 kcwd@mchsi.com

 To:
 Mark Roberts

 Subject:
 18th Ave hotel

Date: Wednesday, November 2, 2022 11:43:44 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mark, how do I respond to the NOI for the airport hotel project. Where do I send the comments? Thank you, Frank Konocti County Water District.

From: Mark Roberts "meoberts(j)clearfake ca.us"
Smit: Wadnosslay, October 26, 2022 12-39 PM
Subject: RE: Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Avenue Extension Project - Email # 2
Importment: High

Mark Roberts Senior Planner

From: Mark Roberts
Sent: Wedneaday, October 26, 2022 11:17 AM
Subject: Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Average Extension Project
Importance: High

Project Numbers: Conditional Use Permit (CUP 2022-02); Dasign Review (DR 2022-02) & Environmental Analysis (CEQA IS 2022-06).

A still of 100 pulsage quare would by provided on one. Of the 100 pulsage quare would by provided on one, of the pulsage quare would by provided on one, or the pulsage quare would be provided on one of the pulsage quare would be provided on one or the pulsage quare would be provided on one or the pulsage quare would be provided on one or the pulsage quare would be provided on one or the pulsage quare would be provided on one or the pulsage quare would be provided on or the pulsage quare would be pulsage quare would be provided on or the pulsage quare would be put and the put and the pulsage quare would be put and the put and the pulsage quare would be put and the put and the put and the pulsage quare would be put and the put and the put and the put and the put a

The transfer of communities in these of an an investment in the of an an investment in quarter of the communities in the original for the process of the communities in the original for the process of the communities in the original for the process of the communities in the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the communities of the original for the process of the pro

[A picture containing feed Description automatically generated]
Mark Roberts | Senior Planner
City of Clearlake
10390 Olympic Drive | Clearlake, CA 95422
707-994-8208

From: Richard Sisco
To: Mark Roberts

Subject: RE: Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Avenue Extension Project

Date: Thursday, October 27, 2022 7:49:26 AM

Attachments: image001.png image002.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Mark,

Thank you for the information packet. Very much appreciated.

Best Regards,

Richard Sisco, Administrative Support Highlands Water Company October 27, 2022 7:50 AM

rick@highlandswater.com

From: Mark Roberts <mroberts@clearlake.ca.us> Sent: Wednesday, October 26, 2022 11:17 AM

Subject: Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Avenue Extension Project

Importance: High

Good Morning,

You are receiving this email, as the City of Clearlake is hereby given your agency/organization notice that the City of Clearlake has tentatively determined that the project described below (including the attachments above) will not result in a significant adverse impact on the environment with the incorporated Mitigation Measures and that, in accordance with the California Environmental Quality Act, the City is prepared to issue a "mitigated negative declaration" in accordance with the California Environmental Quality Act (CEQA).

Please note, the public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

Additionally, this this tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. The environmental analysis has been attached above, along with the attachment associated with the environmental analysis. The environmental analysis packet may also be reviewed from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

Notice of Intent (NOI)

Project Name: Airport Hotel and 18th Avenue Extension Project

Project Numbers: Conditional Use Permit (CUP 2022-02); Design Review (DR 2022-02) &

Environmental Analysis (CEQA IS 2022-06).

Project Location: 6356 Armijo Avenue, Clearlake, CA 95422, Assessor Parcel Number

(APN): 042-121-25.

Zoning Designation: "GC" General Commercial

Project Summary: The Airport Hotel and 18th Avenue Extension Project would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk. The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM. A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site.

The proposed 18th Avenue extension would consist of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-

compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater

This tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. Anyone may review this study at Clearlake City Hall, 14050 Olympic Drive, Clearlake, CA 95901, during normal business hours or by downloading the CEQA Packet from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

The public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

For more information, please call (707) 994-8201 during normal business hours of City Hall (Monday through Thursday – 8am to 5pm). During this period written comments on the project and the proposed mitigated negative declaration may be addressed. You may also submit comments via email at mroberts@clearlake.ca.us. Final environmental determinations are made by the decision-making body, which, in this case would be the City of Clearlake, Planning Commission.

Sincerely,

Mark Roberts Senior Planner

Mark Roberts | Senior Planner

City of Clearlake

14050 Olympic Drive | Clearlake, CA 95422





Central Valley Regional Water Quality Control Board

Governor's Office of Planning & Research

19 August 2022

Aug 19 2022

STATE CLEARING HOUSE

Mark Roberts
City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422
mroberts@clearlake.ca.us

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, BV SPORTS COMPLEX PROJECT, SCH#2022070344, LAKE COUNTY

Pursuant to the State Clearinghouse's 19 July 2022 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Mitigated Negative Declaration for the BV Sports Complex Project, located in Lake 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

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

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/sacsir 2018 05.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.sht ml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

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)/postconstruction 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 p ermits/

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 munici pal.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.

XX Augus Section H, Item 4.

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

<u>Waste Discharge Requirements – Discharges to Waters of the State</u>

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/200 4/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/gene_ral_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

Engineering Geologist

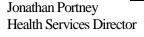
Peter Minkel

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



COUNTY OF LAKE **Health Services Department** 922 Bevins Court Lakeport, California 95453-9739 Telephone 707/263-1164 FAX 707/263-1681





Jennifer Baker Deputy Health Services Director

Craig Wetherbee Environmental Health Director



MEMORANDUM

DATE: October 28, 2022

TO: Mark Roberts, Planning

FROM: Tina Dawn-Rubin, Environmental Health Aide

RE: CUP 2022-02, DR 2022-02, CEQA IS 2022-06 Notice of Intent

APN: 042-121-25 6356 Armijo Ave, Clearlake – Airport Hotel

Lake County Division of Environmental Health (EH) does not have any concerns regarding wastewater treatment or potable water as the parcel will be serviced by public water and sewer.

For any proposed food service, whether prepared or pre-packaged food, the applicant must comply with the California Retail Food Code Regulations and applicant must have a potable water supply.

The applicant must apply and pay for plan check application: submit three sets of complete plans and supporting documents for review of any proposed retail food facility and must obtain approval from the Division of Environmental Health for construction before obtaining any building permits. Food facilities must be permitted and inspected prior to opening to the public.

If the fitness center will have either a pool or spa, then the applicant must comply with the California Health and Safety Code for the construction and operation of a public swimming pool and/or spa. The applicant must submit complete sets of plans to this Division for approval, before obtaining any building permits. The pool/spa must be permitted and inspected by this Division.

If the applicant stores hazardous materials equal or greater than 55 gallons of a liquid, 500 pounds of a solid or 200 cubic feet of compressed gas, the applicant will be required to submit a Hazardous Materials Inventory Disclosure Statement/ Business Plan to the Environmental Health Division via the California Electronic Reporting System (CERS) and it shall be renewed and updated annually or if quantities increase.

If the amount of hazardous materials is less than the above quantities, the applicant will need to complete and submit a Hazardous Materials/Waste Declaration stating the name of the material and the quantity to be stored on site.

From: ROBERTSON, JESSE GRAHAM@DOT

To: Mark Roberts

Cc: OPR State Clearinghouse; Quintrell, Heidi L@DOT

Subject: Caltrans" comments for the CEQA MND for the Airport Hotel and 18th Ave Extension Project, SCH# 2022100562

Date: Wednesday, November 30, 2022 5:03:42 PM

Attachments: LAK - 53 - 1.99 - Clearlake Hotel MND.pdf

LAK 53 ROW Man Set for the Clearlake Hotel or

LAK 53 ROW Map Set for the Clearlake Hotel.pdf LAK-53 ROS Monumentation 88-RS-12-24.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mark Roberts,

Caltrans' comments for the CEQA MND for the Airport Hotel and 18th Ave Extension Project, State Clearinghouse #2022100562, are attached. Please print any copies of the attached letter for your files, as needed. You are welcome to contact me with questions or for further assistance.

Jesse Robertson Transportation Planning Caltrans District 1 (707) 684-6879 (mobile)

California Department of Transportation

DISTRICT 1
P.O. BOX 3700 | EUREKA, CA 95502–3700
(707) 445-6600 | FAX (707) 441-6314 TTY 711
www.dot.ca.gov





November 30, 2022

1-LAK-53-1.99 Airport Hotel & 18th Ave Extension SCH#2022100562

Mr. Mark Roberts City of Clearlake 14050 Olympic Drive Clearlake, CA 95422

Dear Mr. Roberts:

Thank you for giving Caltrans the opportunity to review and comment on the Mitigated Negative Declaration for the proposed Airport Hotel and 18th Avenue Extension Project, which would include development of a four-story, 75-room hotel, as well as a one-story meeting hall. In addition, the proposed project would construct an extension of 18th Avenue that would connect State Route (SR) 53 to Old Highway 53. The project is located west of SR 53, at the former Pearce Airport, and is bound by the unimproved public rights of way for Spruce Ave, Armijo Ave, Victor Street and Warner Street/18th Ave. We have the following comments:

Page 21 of 74 in the Mitigated Negative Declaration shows a widening of the eastbound approach to 18th Ave at its intersection with SR 53. As shown, the proposed improvements would make California Department of Transportation (Caltrans) a responsible agency under CEQA. An encroachment permit from Caltrans will be required to construct the proposed improvements.

In order to adequately evaluate the proposed intersection improvements at 18th Ave and SR 53, a delineation of the State right-of-way (R/W) will need to be added to pages 16 through 23 (of 74) of the Mitigated Negative Declaration and "Figure 3 - Proposed Roadway Improvements," found in Attachment C -Transportation Impact Study. For the applicant's benefit, the enclosed maps (labeled "LAK 53 RoW Map Set for the Clearlake Hotel.pdf" and "LAK-53_ROS Monumentation_88-RS-12-24.pdf") are offered for surveying and delineating State R/W. The maps may require the retention of a licensed land surveyor due to known errors on the maps and the need to consult the deeds. For further assistance with mapping State R/W, please contact Caltrans Chief Right of Way Engineer, Lorien Sanchez, at (707) 497-7693, or by email at: <loren.sanchez@dot.ca.gov>.

Mr. Mark Roberts, Senior Planner 11/30/2022 Page 2

The location of State R/W limits are important elements of the permit approval process. Intersection design elements within State R/W are required to meet State Design Standards. Any deviation from State standards will require an approved Design Standard Decision Document (DSDD). Any permit application requiring a DSDD cannot be processed as a standard encroachment permit but must follow the Caltrans Quality Management Assessment Process (QMAP). Additional information on the QMAP process can be found in Appendix I of the Caltrans Project Development Procedures Manual (PDPM), available online: < https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-appendixi-a11y.pdf>. We highly recommend avoiding the QMAP process in order to save both time and expense for the Caltrans permitting process.

A revised set of design plans with dimensions labeled will need to be reviewed and approved by Caltrans prior to submitting an application for an encroachment permit.

We will also need to check the truck turn radii for the westbound direction.

A protected left turn warrant should be performed to verify that protected left turns are not required.

We recommend that sidewalk and bike lanes continue on both sides of 18th Avenue to the intersection of Highway 53. The four-foot bike lanes on 18th Ave will need to be revised to meet State standards within State R/W.

We will need the width dimensions for the westbound right turn lane on 18th Ave. It appears the bike lane ends in the right turn lane. The dimensions will allow us to determine whether westbound bicyclists can be accommodated in a separate lane through the intersection.

The new left turn lanes may require changes to the signal hardware, to allow for a protected left turn phase unless the existing timing be used such as a permissive left on a green ball. Future increases in left-turning traffic with the build out of the commercial center/airport redevelopment may result in significant impacts to signal operations, potentially requiring modification to signal geometrics and/or timing. We request more information about the build out plans for the Airport to ensure that the signal continues to operate safely and effectively.

Archaeological studies will be required if there are constructive changes to the R/W in the vicinity of 18th Street. This area is sensitive for archaeological resources. Current records indicate that resources are present. In the event that construction activities could be limited to previously disturbed areas, risk will be significantly reduced. Native

Mr. Mark Roberts, Senior Planner 11/30/2022 Page 3

American Consultation will be key to successful project implementation. The area is of elevated concern to local Tribes.

Any work within Caltrans right of way will require an encroachment permit from Caltrans. To streamline the process, we require the applicant arrange and participate in a pre-submittal meeting with the Caltrans encroachment permits staff in Ukiah, prior to submitting a permit application. For more information or to request an encroachment permit application, please contact the Ukiah permits office at 707-463-4743, and refer to the Caltrans website: https://dot.ca.gov/programs/traffic-operations/ep.

Please contact me with questions or for further assistance with the comments provided at (707) 684-6879 or by email at: <jesse.robertson@dot.ca.gov>. Sincerely,

Jesse G. Robertson

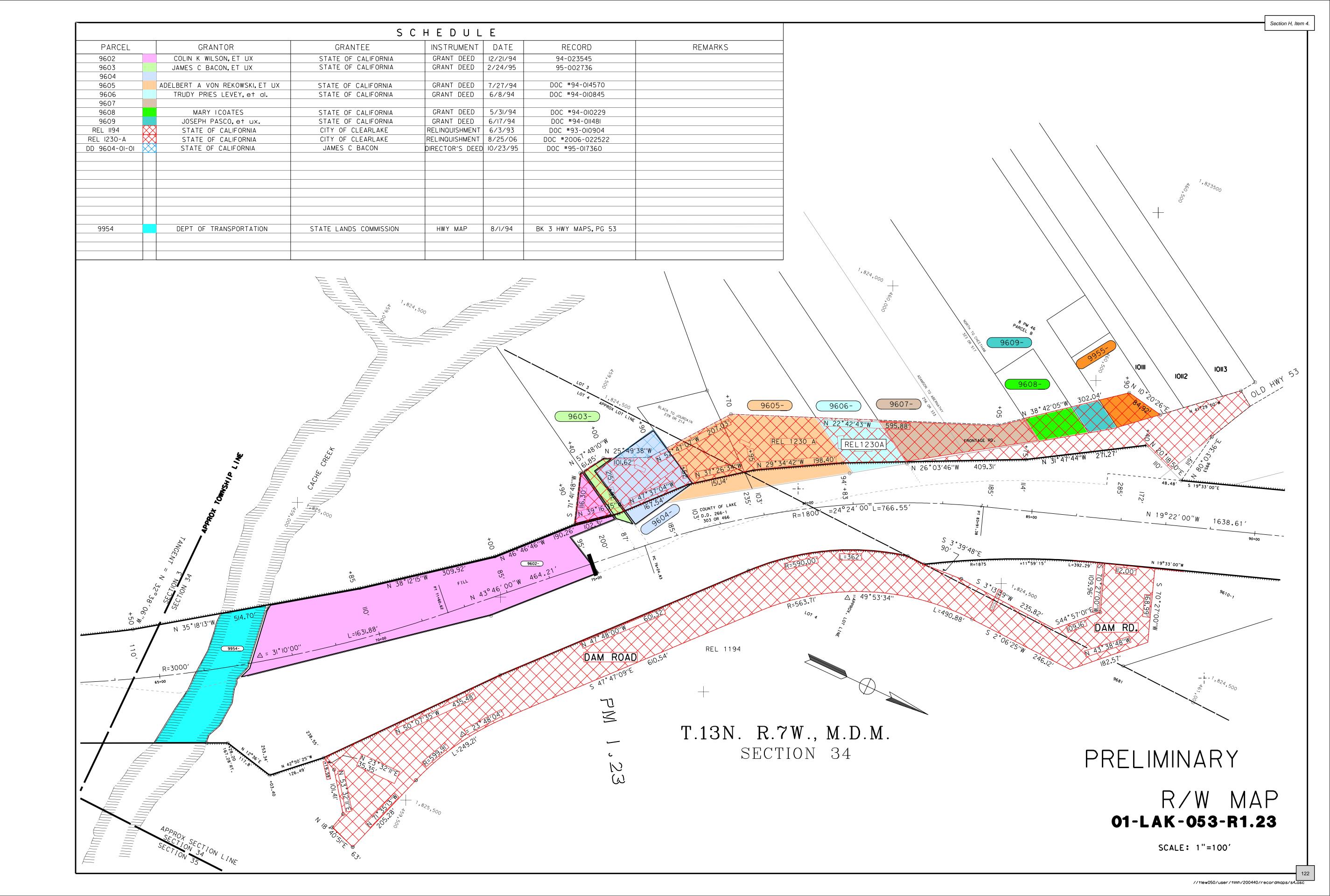
Jesse Robertson
Transportation Planning
Caltrans District 1

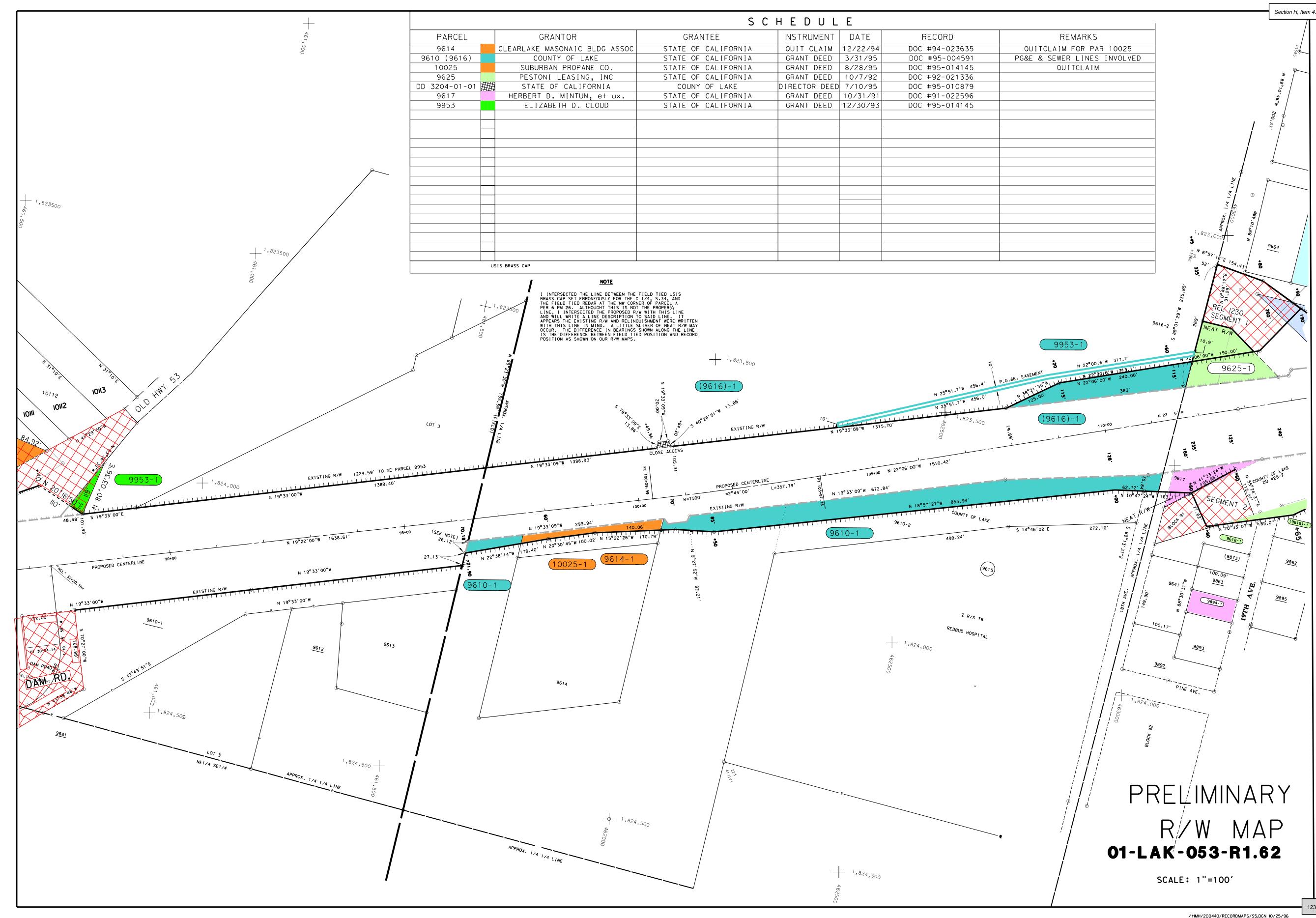
Enclosed: LAK 53 RoW Map Set for the Clearlake Hotel.pdf

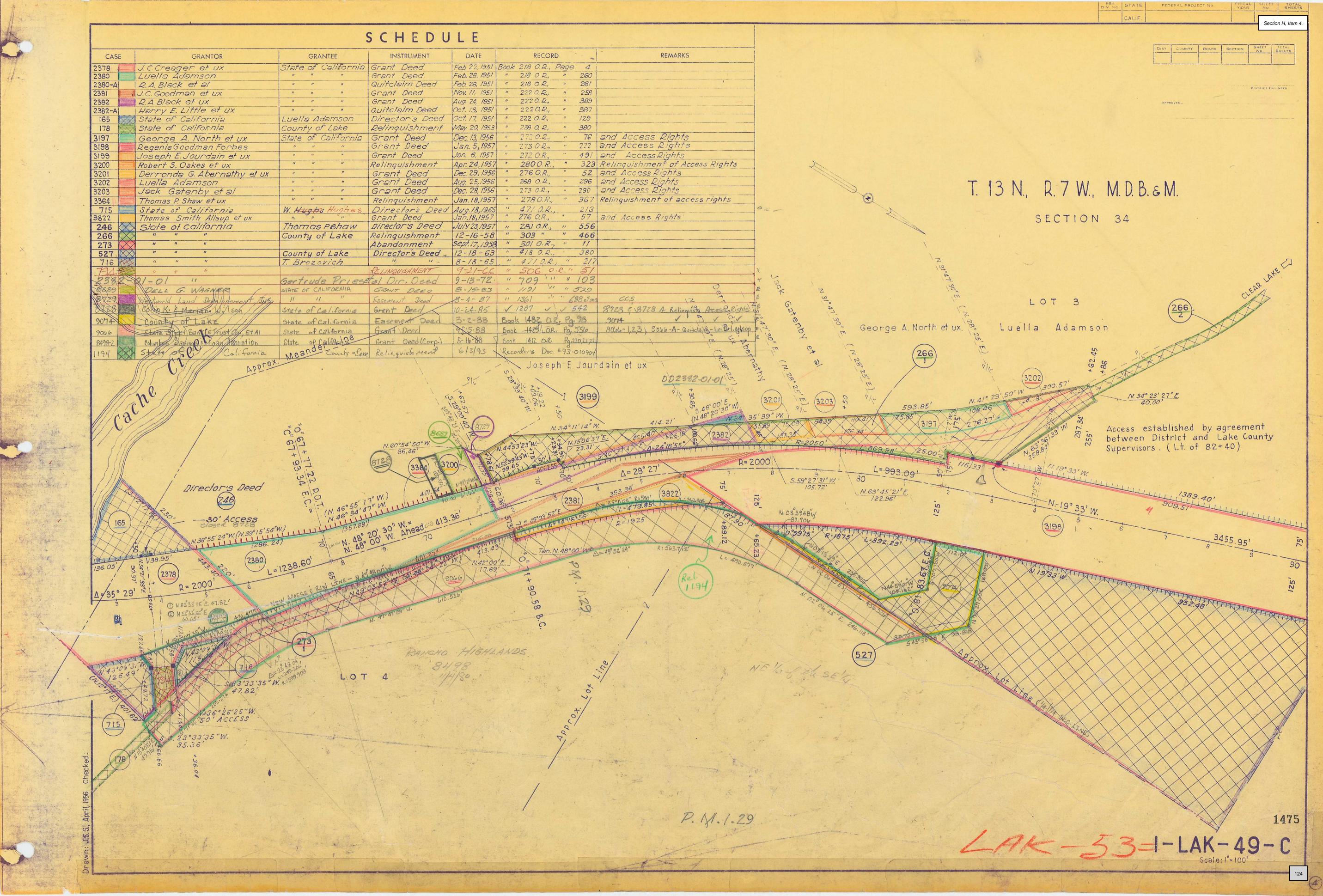
LAK-53_ROS Monumentation_88-RS-12-24.pdf

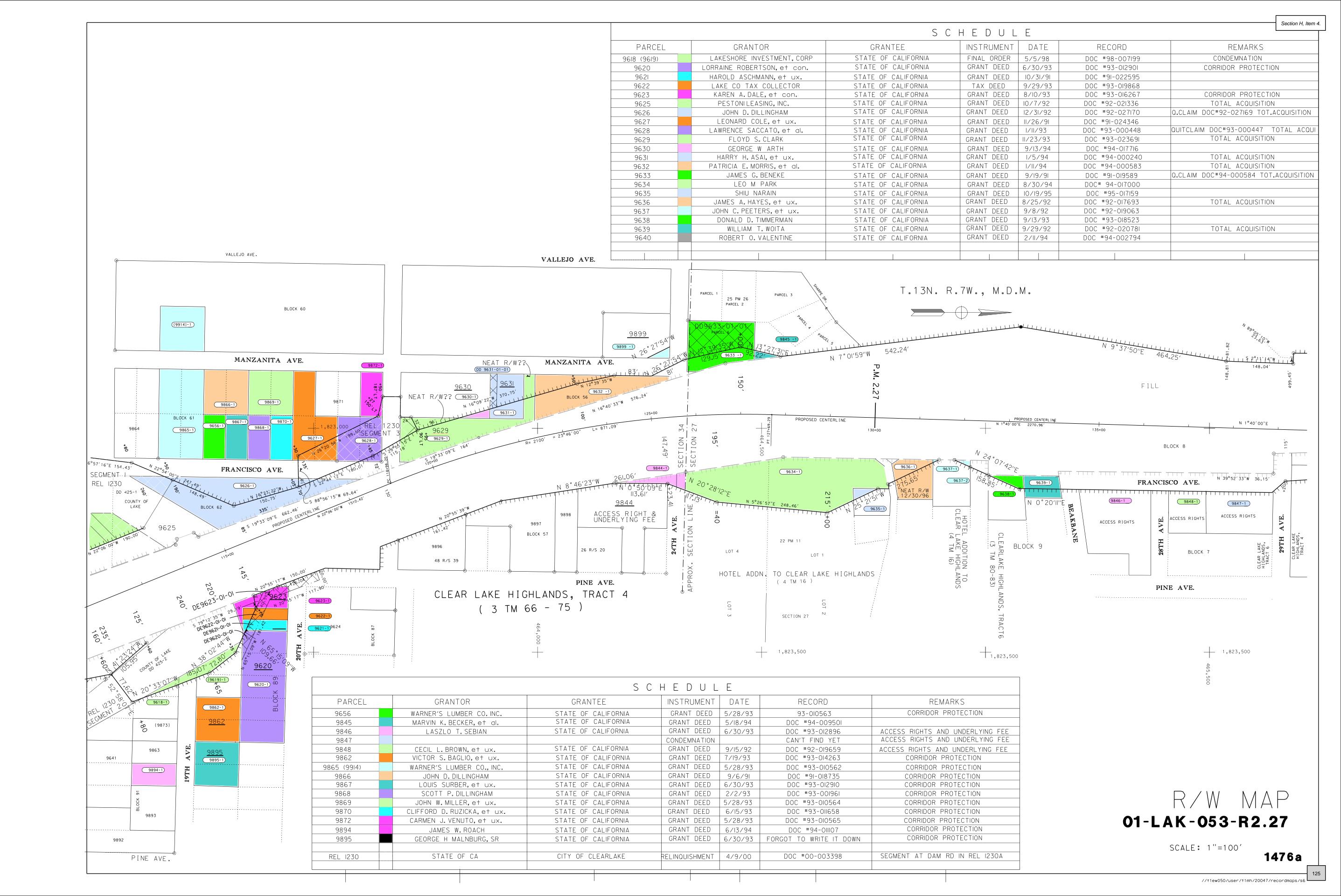
c: State Clearinghouse

Heidi Quintrell, Chief, Caltrans District 1 Encroachment Permits







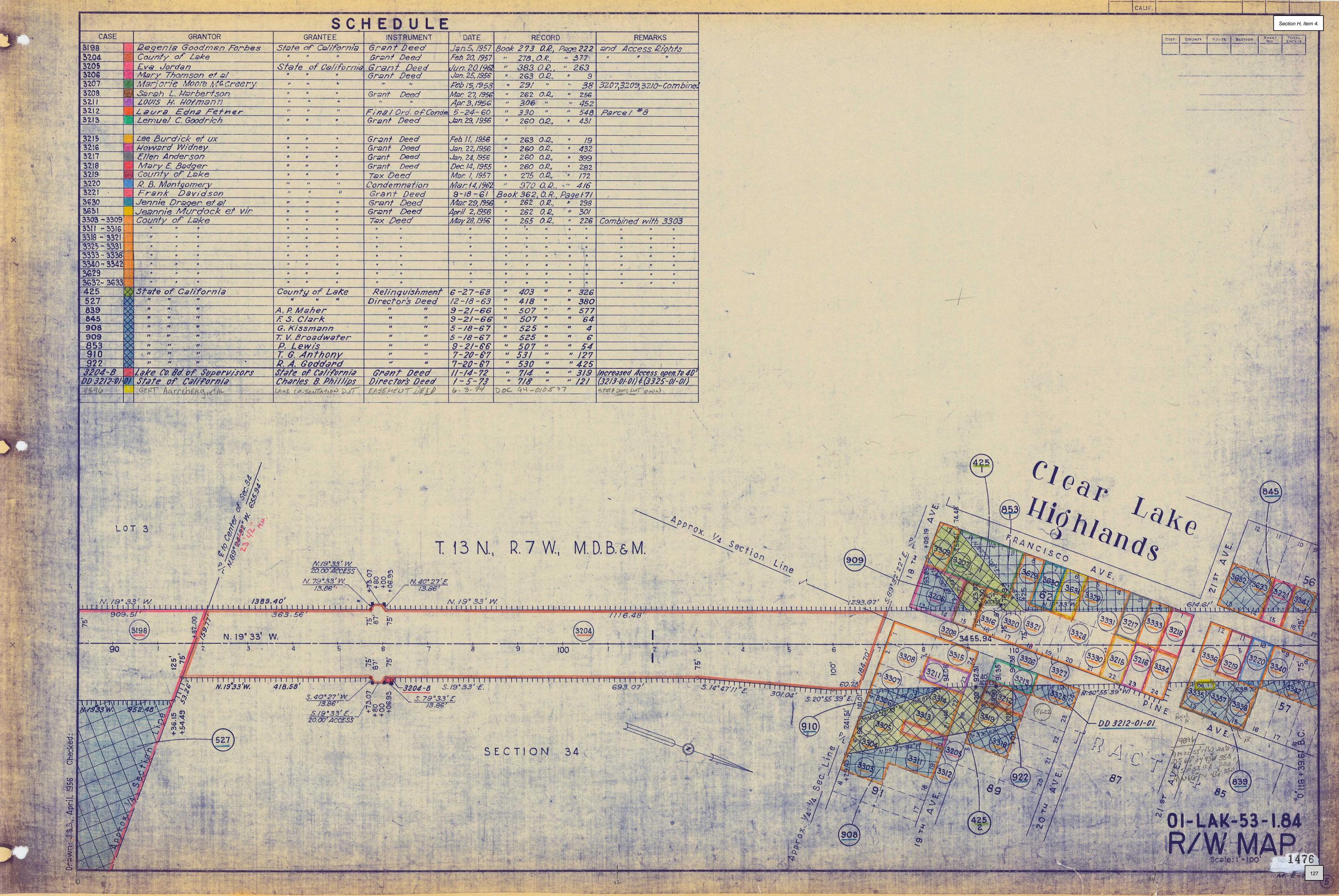


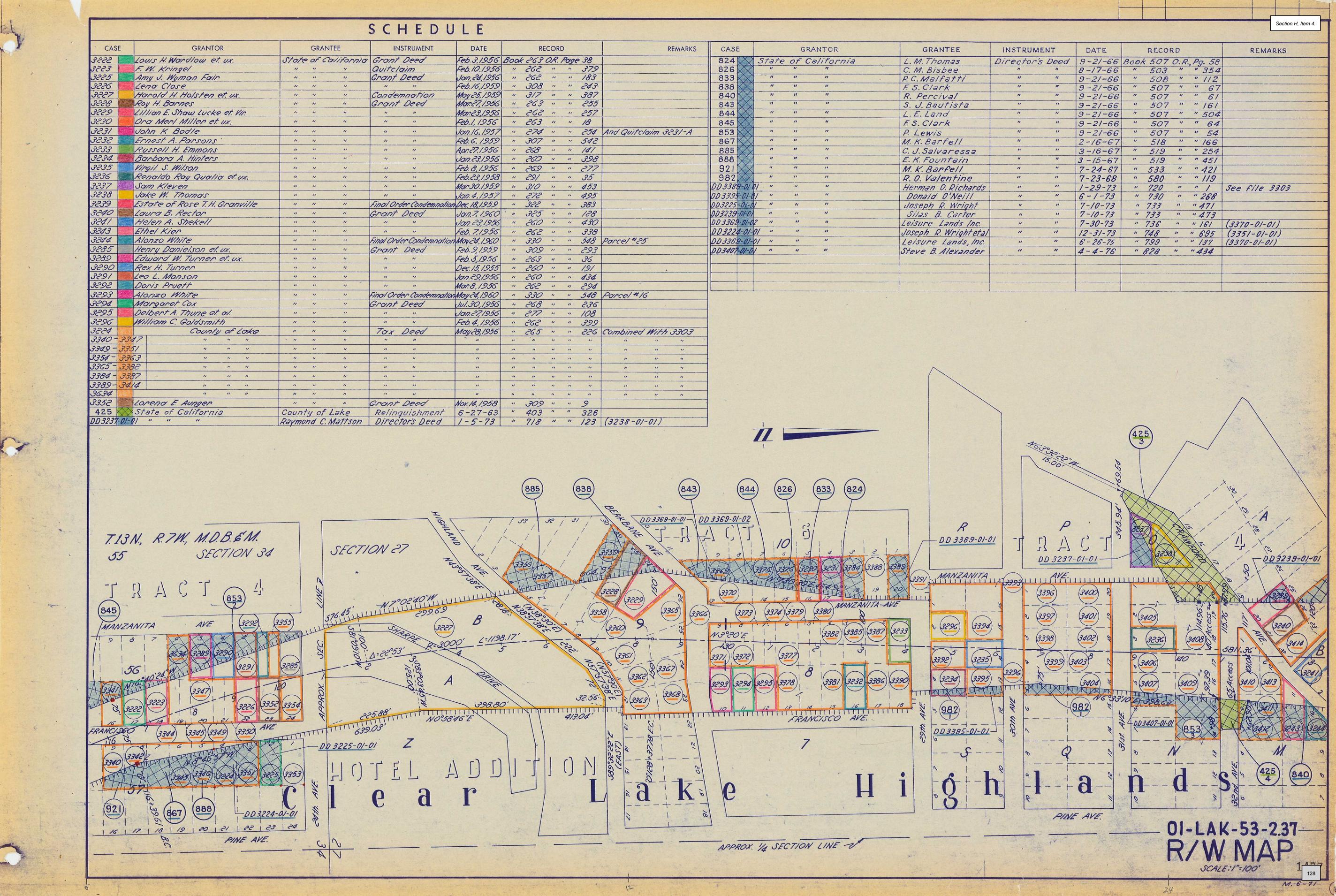
SCHEDULE								
PARCEL	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	REMARKS		
DE9620-01-01	STATE OF CALIFORNIA	LAKE COUNTY SANITATION DISTRICT	DIRECTOR DEED	12/05/94	DOC NO. 94-022684	DE9621-01-01 DE9622-01-01 DE9623-01-01		
DE962I-0I-0I	STATE OF CALIFORNIA	LAKE COUNTY SANITATION DISTRICT	DIRECTOR DEED					
DE9622-01-01	STATE OF CALIFORNIA	LAKE COUNTY SANITATION DISTRICT	DIRECTOR DEED					
DE9623-01-01	STATE OF CALIFORNIA	LAKE COUNTY SANITATION DISTRICT	DIRECTOR DEED					
		Wag.						
		//						
	= 4							

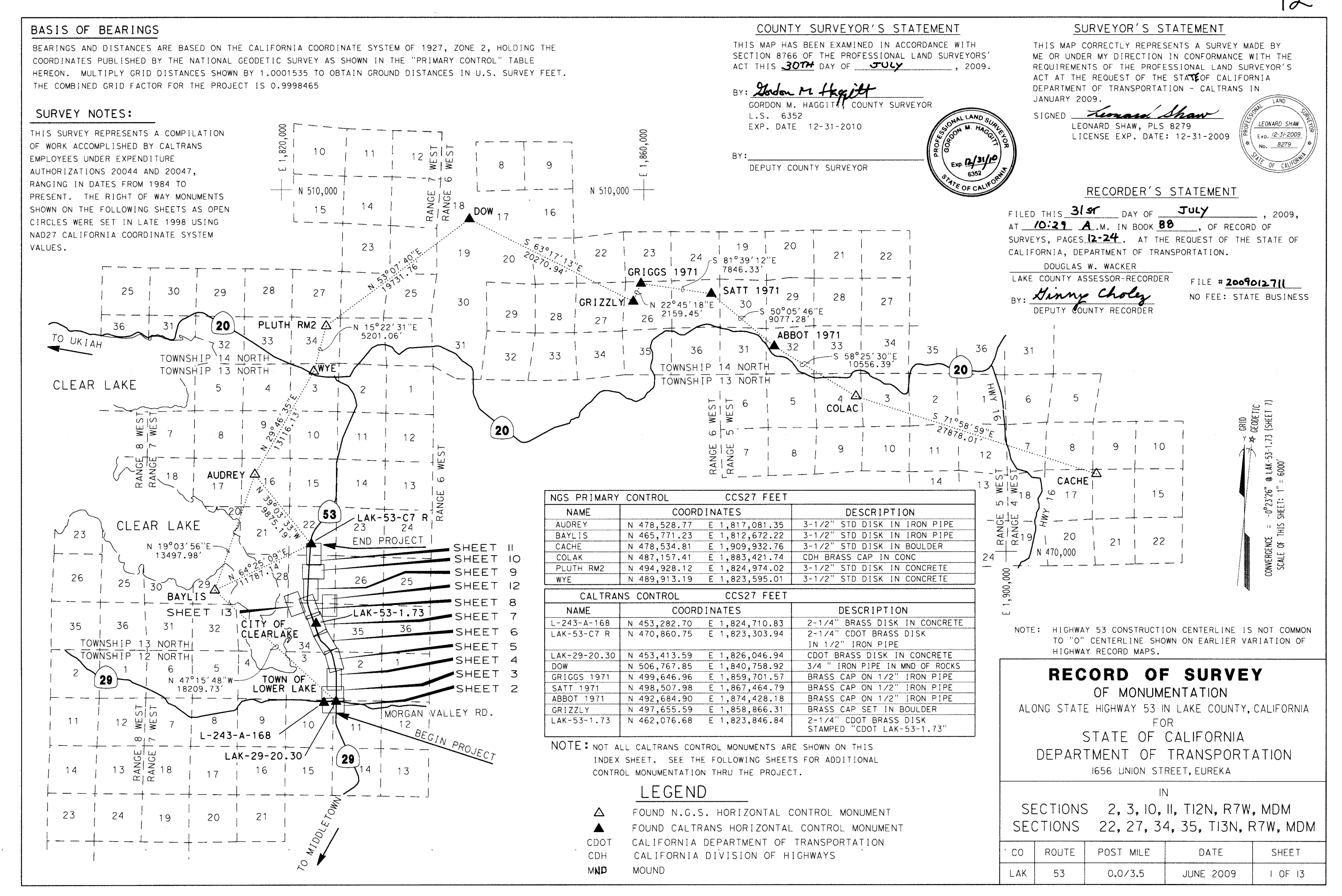
R/W MAP 01-LAK-053-R2.27

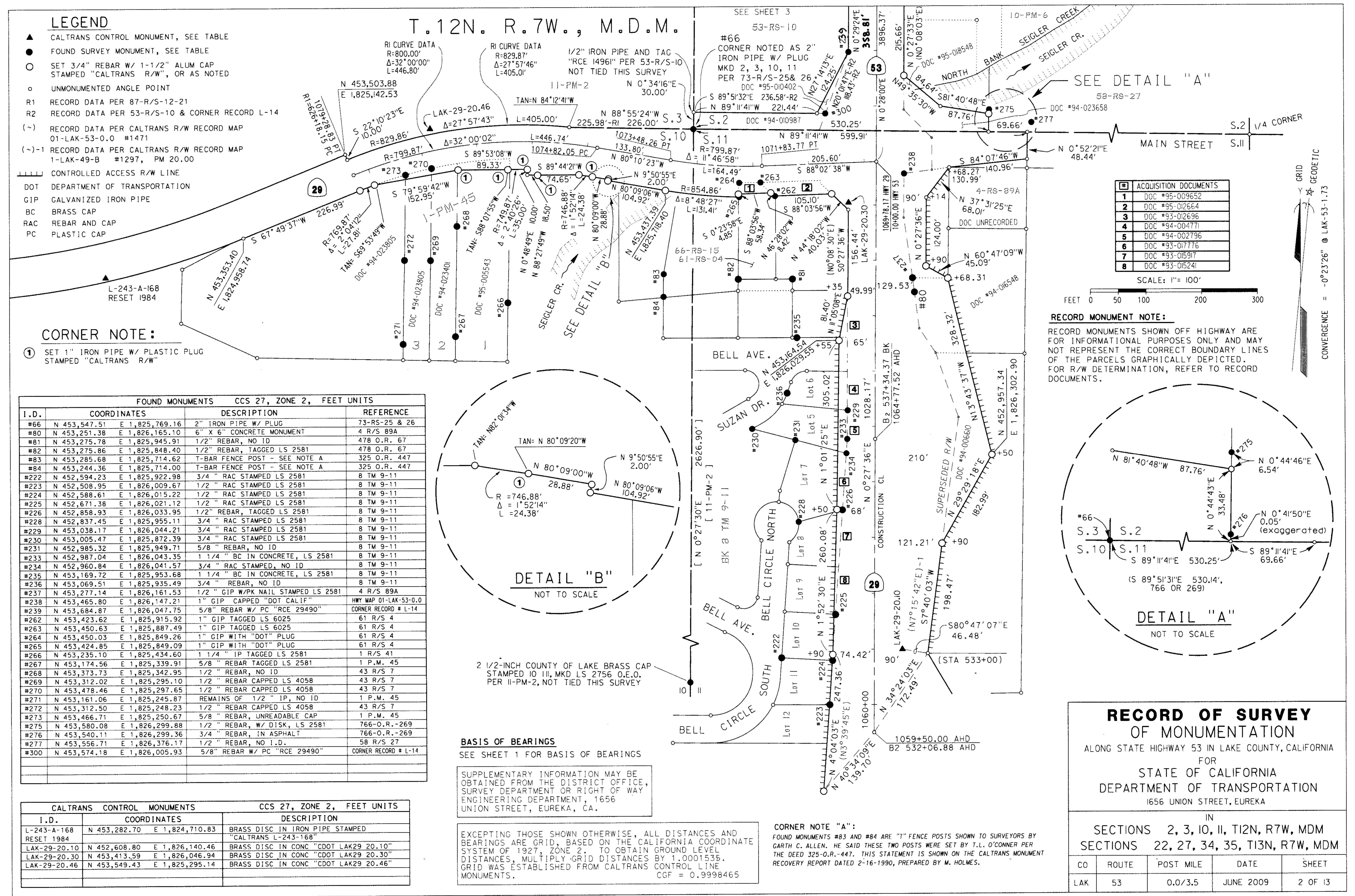
SCALE: 1"=100'

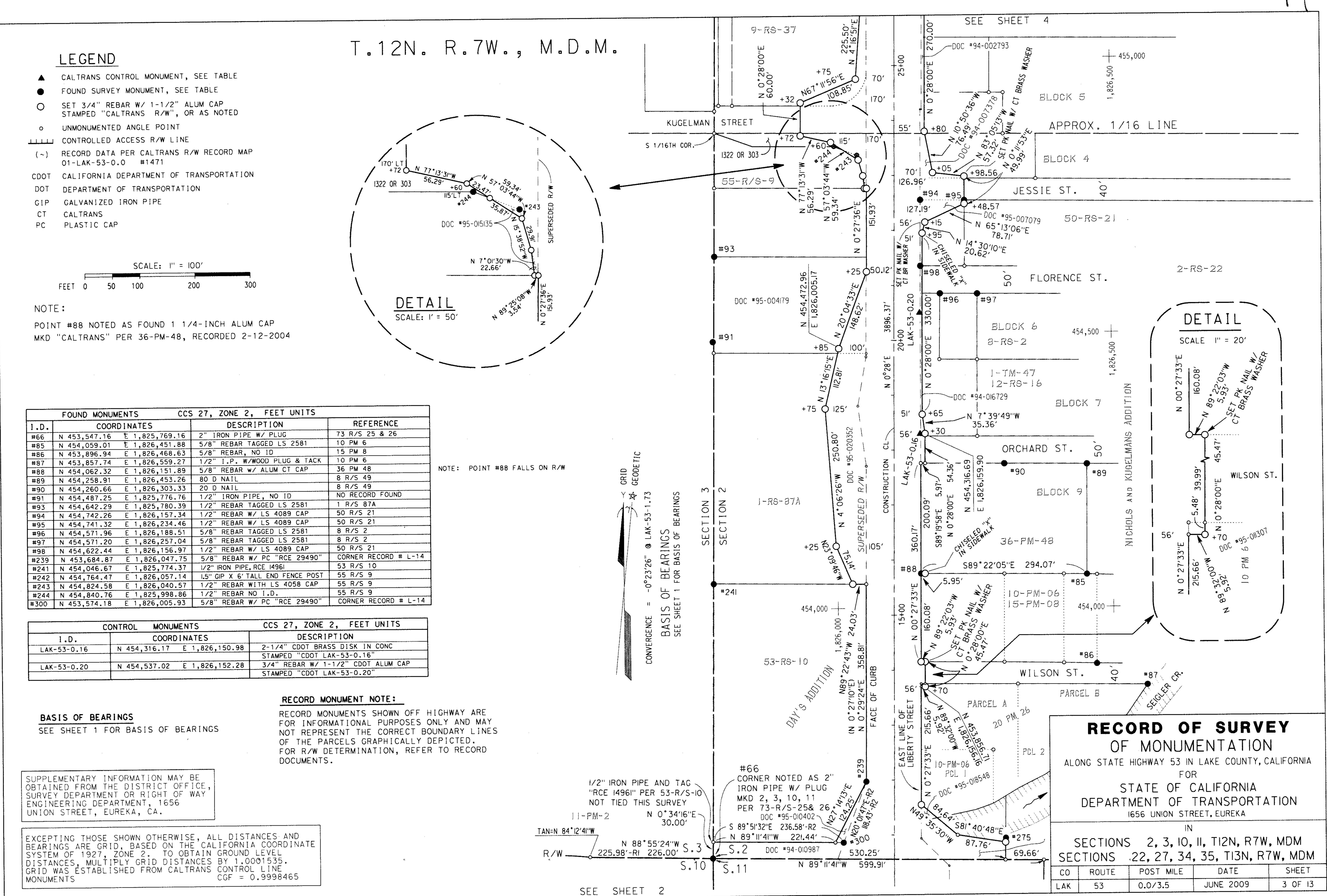
1476b

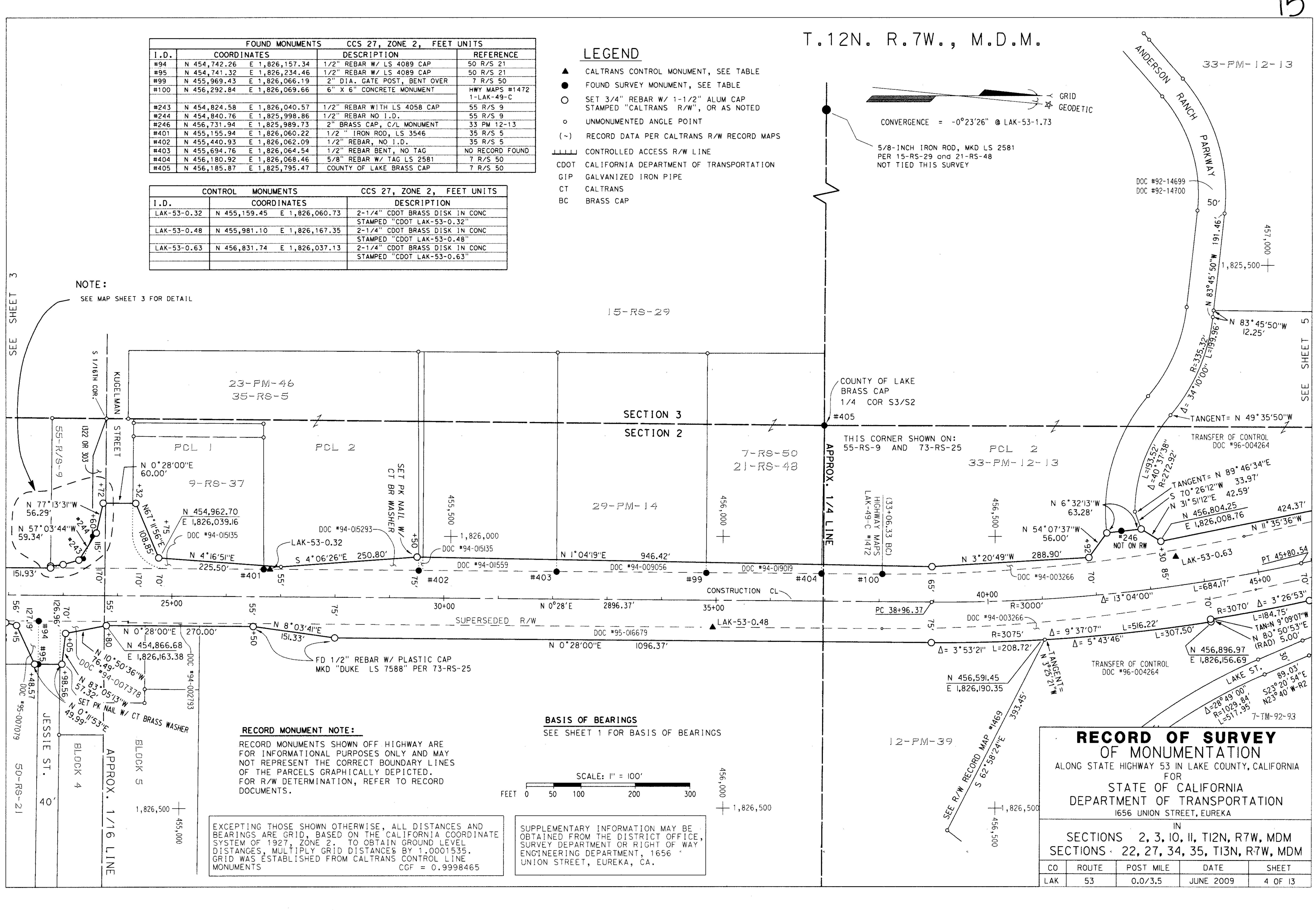


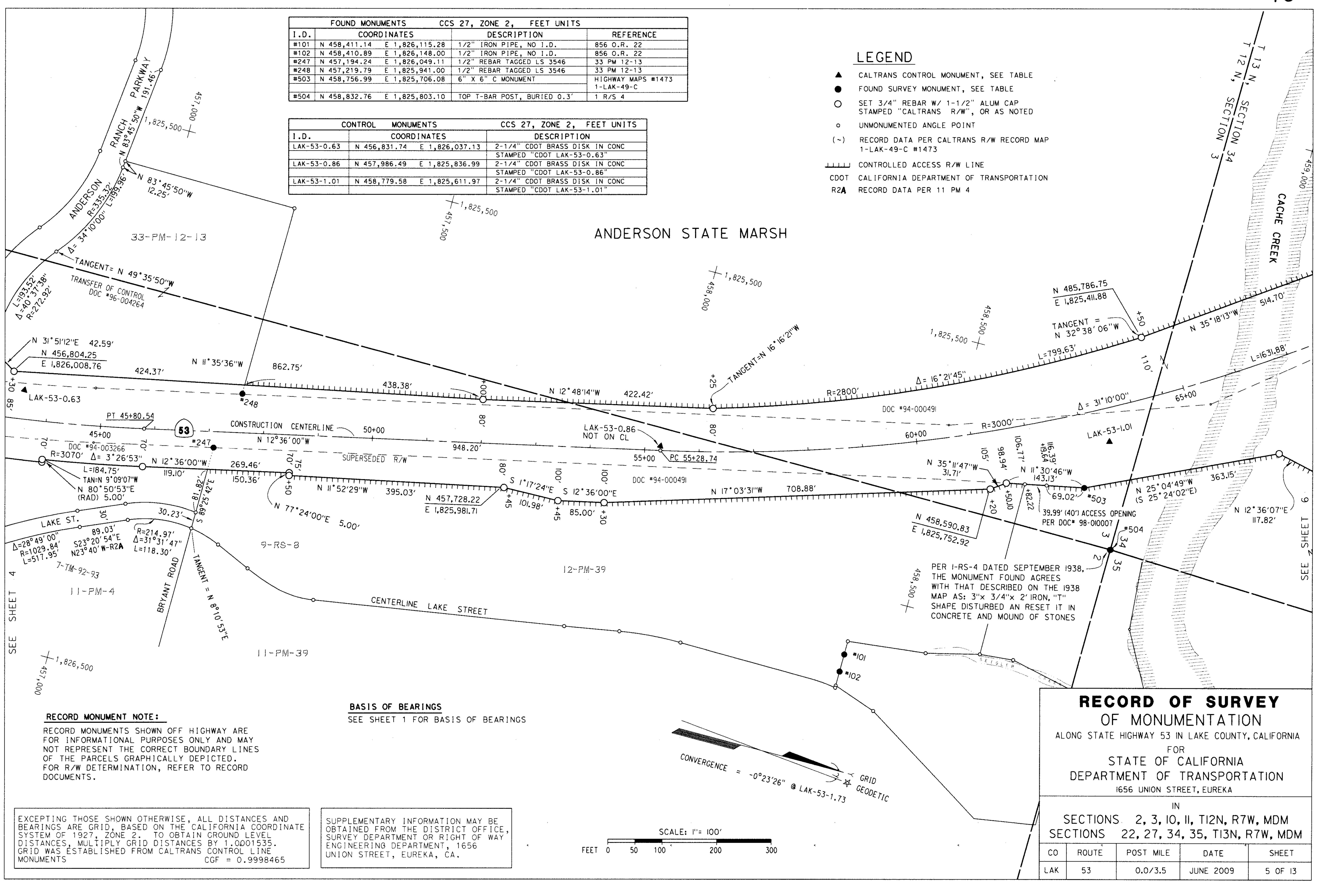


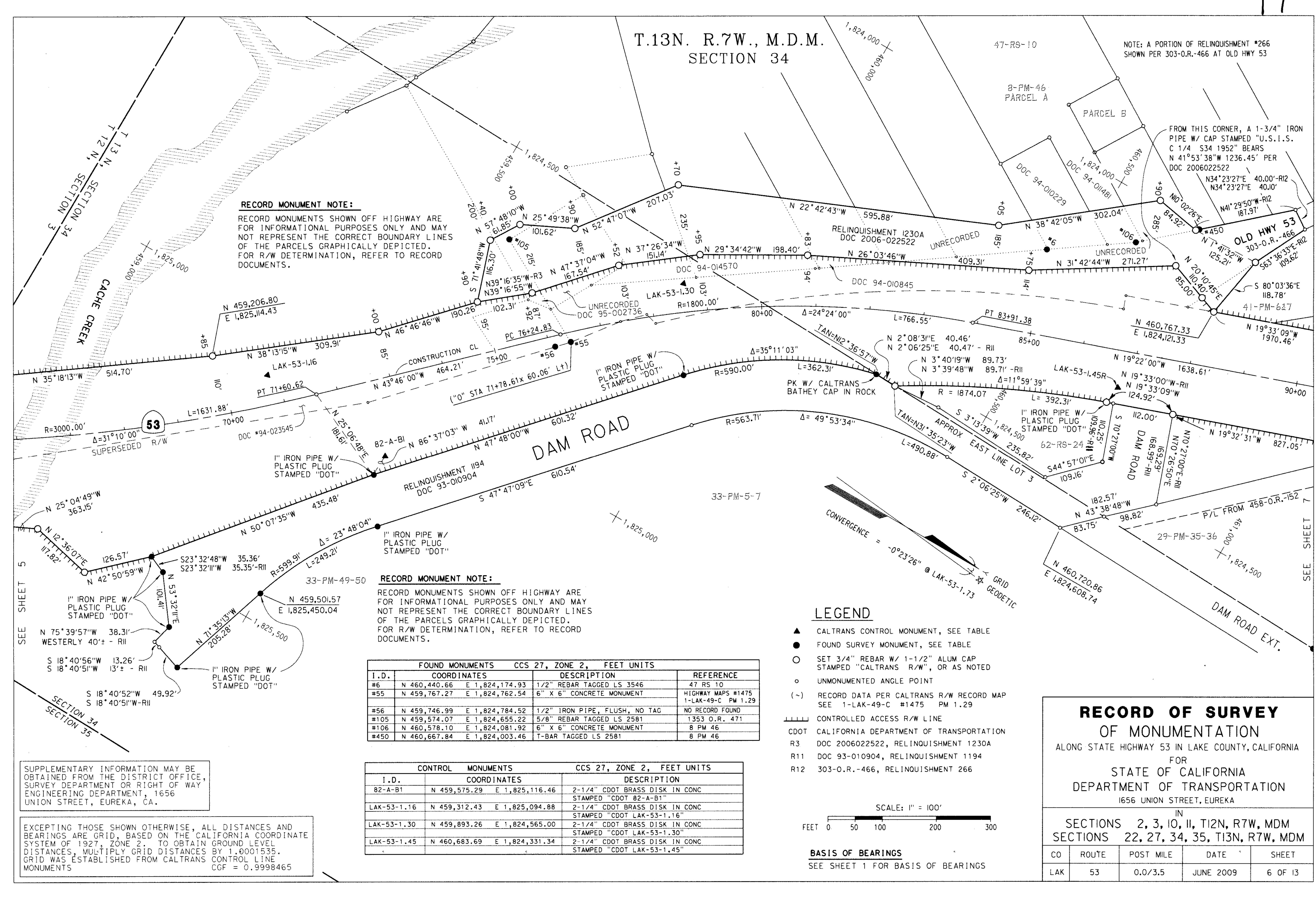


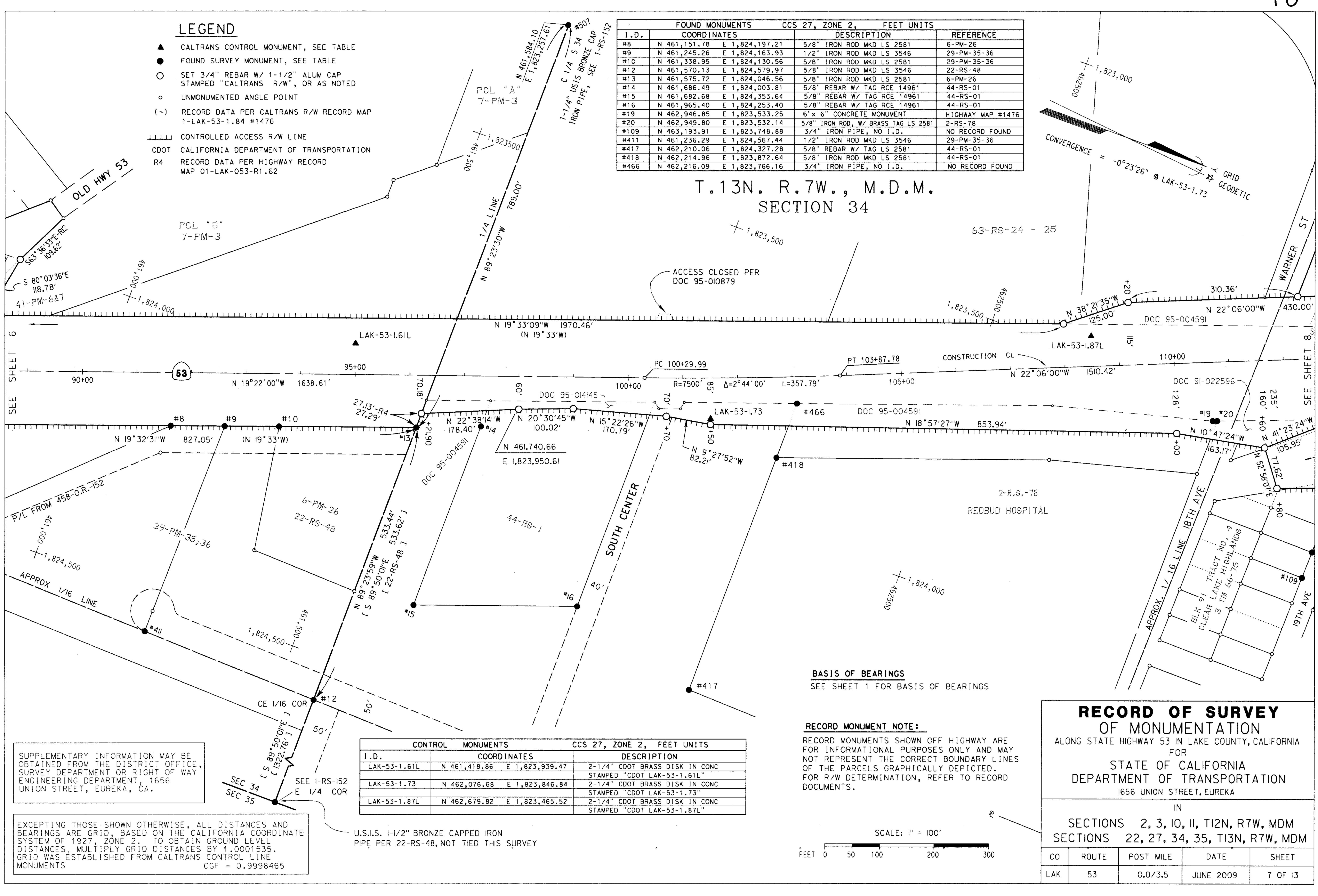


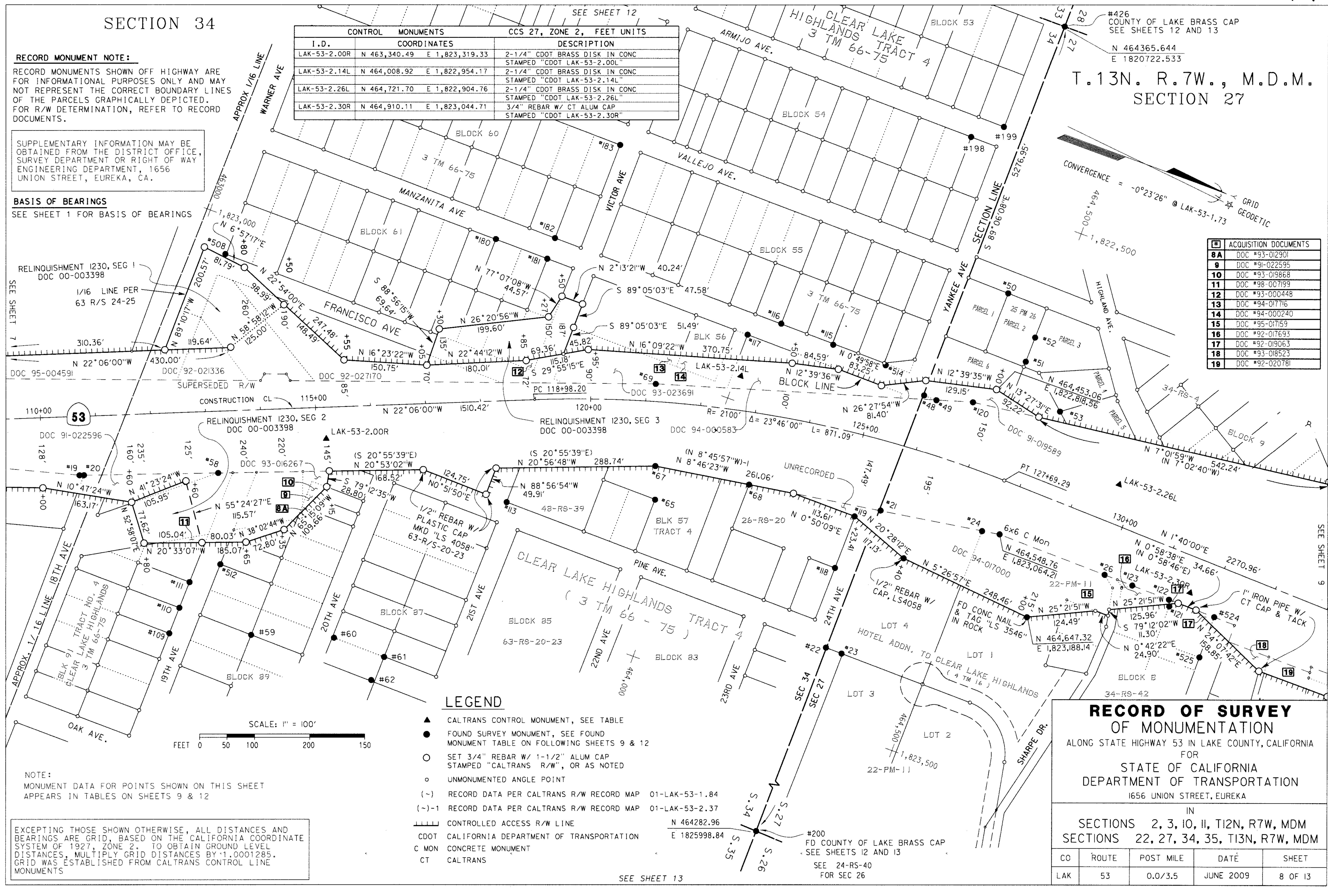


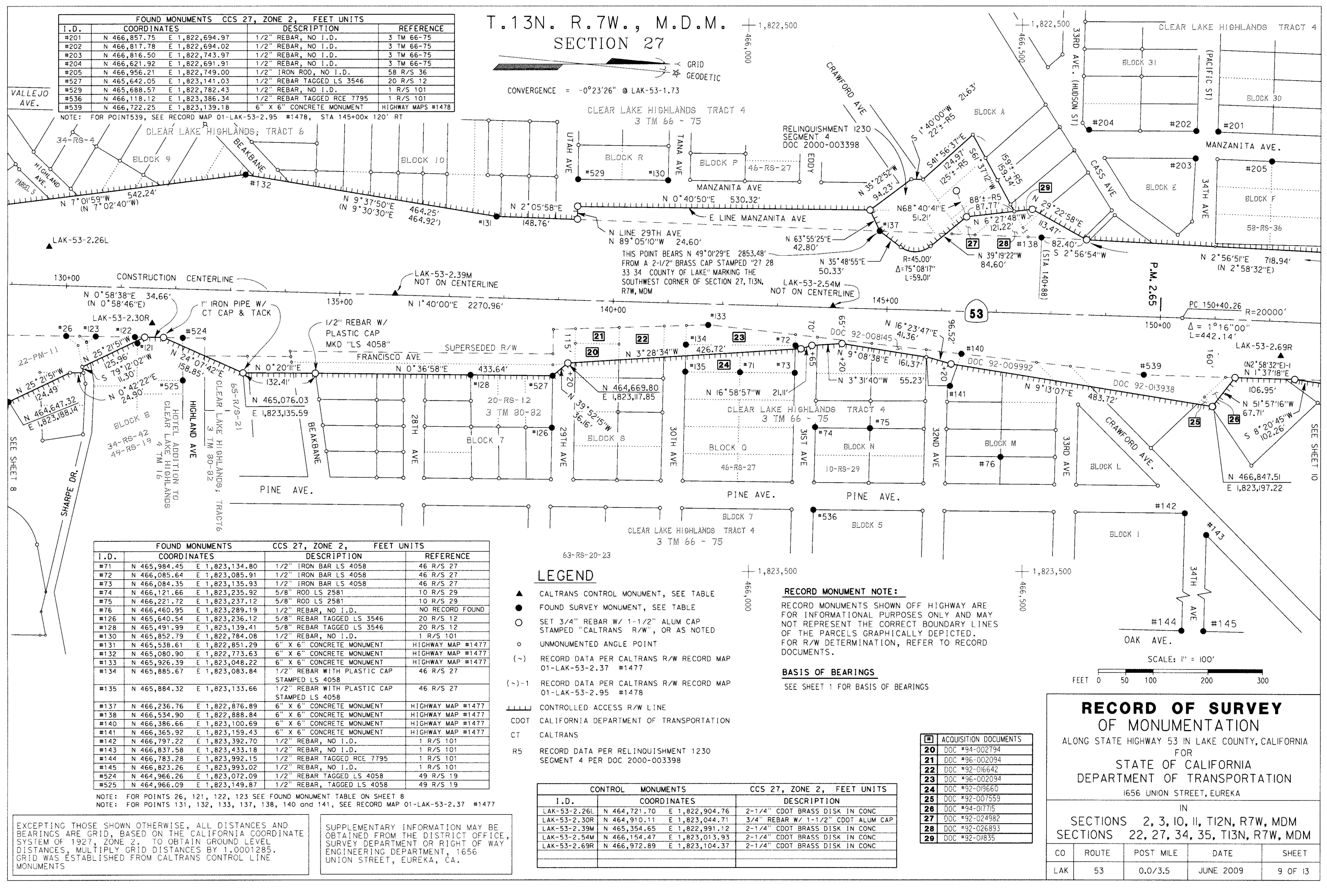


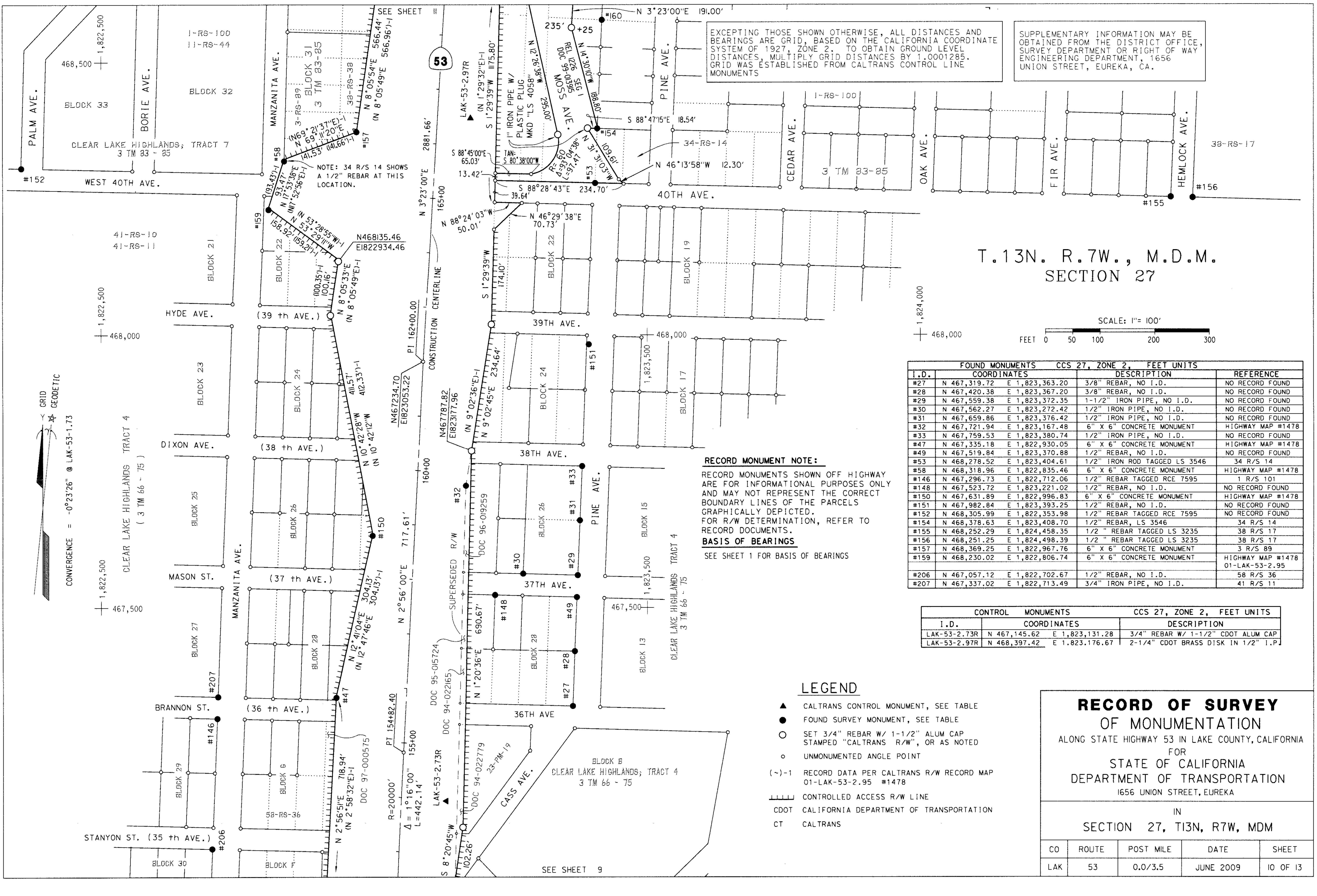


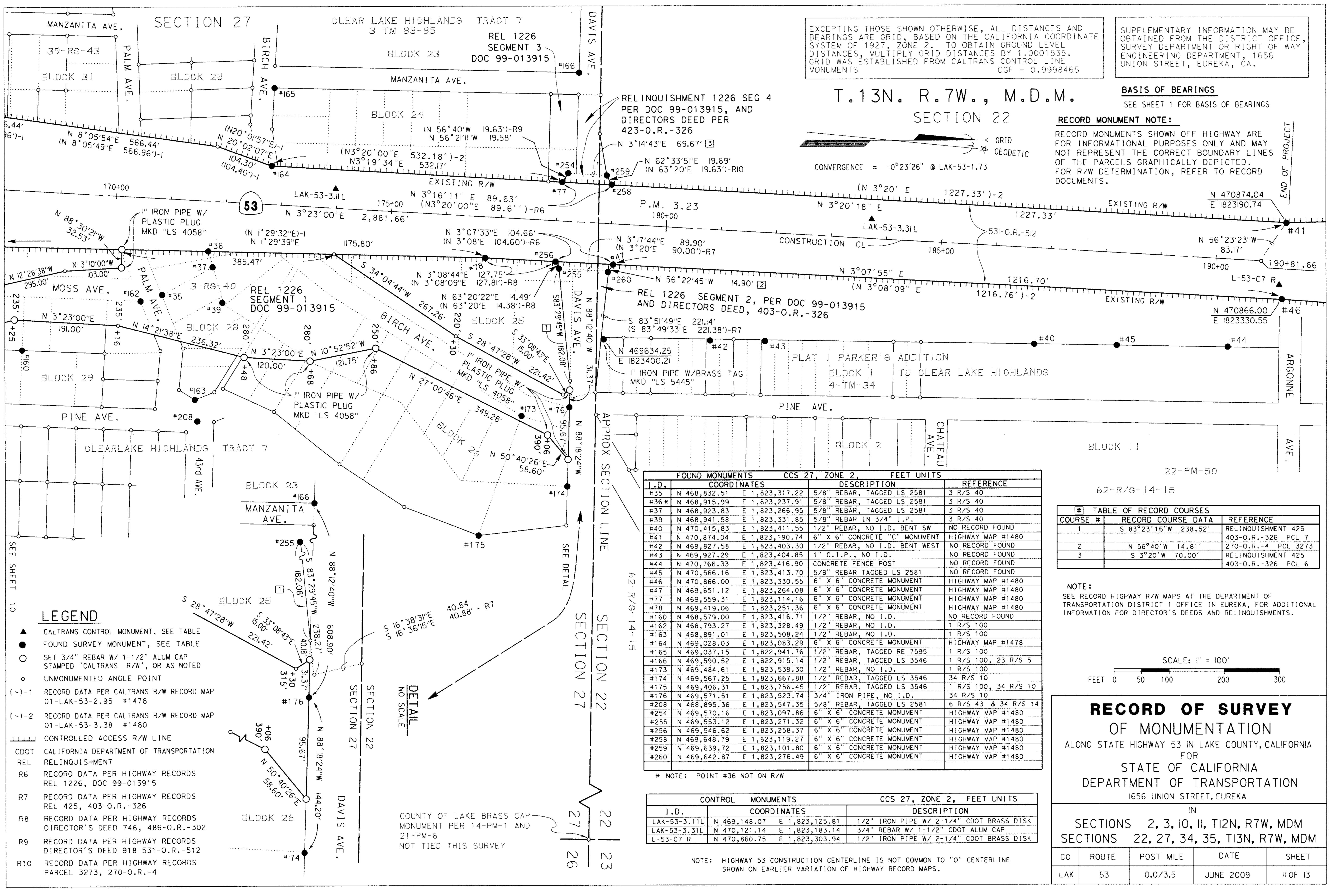












FEET UNITS CCS 27, ZONE 2 FOUND MONUMENTS REFERENCE DESCRIPTION CCS 27, ZONE 2 1/2" IRON PIPE, LS 3665 PLASTIC CAP 22 PM 11-12 N 464,330.83 E 1,823,097.48 1/2" IRON PIPE, LS 3665 PLASTIC CAP 22 PM 11-12 E 1,823,365.10 22 PM 11-12 1/2" GALV. IRON PIPE, NO 1.D. N 464,353.58 E 1,823,365.59 22 PM 11-12 N 464,516.78 E 1,823,069.54 1/2" IRON PIPE, LS 3665 49 RS 19 1/2" I. PIPE, LS 3665 PLASTIC CAP E 1,823,066.25 25 PM 26 E 1,822,873.37 1/2" REBAR WITH LS3546 BRASS DISC 25 PM 26 1/2" REBAR WITH LS3546 BRASS DISC E 1,822,873.90 25 PM 26 1/2" REBAR, UNREADABLE BRASS DISC E 1,822,647.07 25 PM 26 1/2" REBAR BENT SOUTHEAST E 1,822,752.34 NO RECORD FOUND 2" X 2" HUB, LS 3546 BRASS DISC 25 PM 26 1/2" REBAR WITH LS3546 BRASS DISC E 1,822,816.83 NO RECORD FOUND 1/2" REBAR, 2"X2" WOOD HUB ON TOP E 1,823,445.31 NO RECORD FOUND E 1,823,700.67 3/8 " REBAR, NO ID NO RECORD FOUND 1/2 " REBAR, NO ID E 1,823,654.15 NO RECORD FOUND 1/2 " REBAR, NO ID E 1,823,655.74 NO RECORD FOUND 1/2 " REBAR, NO ID 1,823,703.34 N 463,939.53 E 1,823,219.34 3/8 " REBAR, NO ID 48 RS 39 $\frac{\omega}{\omega}$ SEE ALSO SHEET 8 AND 13 E 1,823,161.74 6" X 6" CONCRETE MONUMENT 48 RS 39 26 RS 20 E 1,823,135.26 | 5/8 " REBAR TAGGED LS 3546 48 R/S 39 6" X 6" CONCRETE MONUMENT E 1,823,020.51 N 463,868.46 63 R/S 20-23 3/8" IRON REBAR, NO TAG E 1,823,748.88 N 463,193.91 NO RECORD FOUND N 464365.64 #110 N 463,195.25 E 1,823,698.84 3/4" I.P., NO I.D. NO RECORD FOUND 1/2" REBAR WITH 2" X 2" WOOD N 463,196.72 E 1 823,648.93 E 1820722.53 HUB ON TOP, NO I.D. 48 R/S 39 #113 N 463,688.11 E 1,823,315.57 1/2" REBAR, NO I.D. NO RECORD FOUND 1/2" REBAR WITH 2" X 2" WOOD #115 N 464,146.88 E 1,822,843.36 HUB ON TOP, NO I.D. NO RECORD FOUND 1/2" REBAR TAGGED LS 3546 #116 N 464,045.03 E 1,822,839.65 NO RECORD FOUND 1/2" REBAR WITH 2" X 2" WOOD N 463,998.94 E 1,822,881.91 HUB ON TOP, NO I.D. 1/2" REBAR WITH 2" X 2" WOOD 26 R/S 20 #118 N 464,289.00 E 1,823,223.60 HUB ON TOP, NO I.D. 63 R/S 20-23 5/8" REBAR TAGGED LS 3546 #119 N 464,290.25 E 1,823,123.58 25-PM-26 6" X 6" CONRETE MONUMENT N 464,420.42 E 1,822,855.11 49 R/S 19 1/2" REBAR, LS 3235 E 1,823,078.96 N 464,882.41 49 R/S 19 1/2" REBAR, NO I.D. #122 N 464,877.71 E 1,823,067.74 49 R/S 19 1/2" REBAR & PLASTIC CAP #123 N 464,805.93 E 1,823,066.72 **₩** STAMPED LS 4058 NO RECORD FOUND #180 N 463,505.14 E 1,822,872.61 1/2" REBAR, NO I.D. NO RECORD FOUND 1/2" REBAR, NO I.D. E 1,822,874.12 N 463,605.17 NO RECORD FOUND 1/2" REBAR, NO I.D. N 463,605.70 E 1,822,833.90 NO RECORD FOUND 2" X 2" WOOD STAKE, NO 1.D. E 1,822,635.23 N 463,663.01 NO RECORD FOUND BENT 3/8" REBAR, NO I.D. 1,822,403.28 N 464,252.16 NO RECORD FOUND 1/2" REBAR TAGGED LS 3546 E 1,822,365.71 #199 N 464,301.98 #200 N 464,282.96 E 1,825,998.84 2 1/4" BRASS CAP STAMPED 26, 24 R/S 40 27, 34, & 35, LAKE CO. NO RECORD FOUND #508 N 463,053.11 E 1,825,065.88 1/2" REBAR INSIDE 1/2" I.PIPE 63 R/S 20-23 #512 N 463,237.89 E 1,823,599.54 3/8" REBAR, NO I.D. NO RECORD FOUND #514 N 464,248.84 E 1,822,845.78 3/4" IRON PIPE, NO I.D. N 464008.92 1822954.17 LAK-53-2.14L SEE SHEET 8 N 463340.49 E 1823319.33/ LAK-53-2.00R SEE SHEET 8 N 458832.76 SEE 1-RS-152 E 1825803.10 __ 1-1/2" BRONZE CAPPED IRON PIPE S MARKED U.S.I.S. 1952 PER 1-R/S-152 NOT TIED THIS SURVEY [1-RS-152] [N 01°42′26"E 2728.76'] [1-RS-152] FD COUNTY OF LAKE BRASS CAP [N 01°35'35"E 2723.90'] SEE ALSO SHEET 8 AND 13 #504 SEE SHEET 5 N 2°03'24"E 5453.71' PER I-RS-4 DATED SEPTEMBER 1938, THE MONUMENT FOUND AGREES N 464282.96 SEE 24-RS-40 WITH THAT DESCRIBED ON THE 1938 E 1825998.84 FOR SEC 26 MAP AS: 3"x 3/4"x 2' IRON, "T" SHAPE, DISTURBED, AND RESET IN CONCRETE AND MOUND OF STONES

SCALE: I'' = 100'
FEET 0 50 100 200 300

GRID

GEODETIC

CONVERGENCE = $-0^{\circ}23'26''$ @ LAK-53-1.73

LEGEND

FOUND SURVEY MONUMENT, AS NOTED OR SEE TABLE

▲ CALTRANS CONTROL MONUMENT, SEE TABLE SHEET 8

O UNMONUMENTED ANGLE POINT

RECORD MONUMENT NOTE:

RECORD MONUMENTS SHOWN OFF HIGHWAY ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT REPRESENT THE CORRECT BOUNDARY LINES OF THE PARCELS GRAPHICALLY DEPICTED. FOR R/W DETERMINATION, REFER TO RECORD DOCUMENTS.

BASIS OF BEARINGS

SEE SHEET 1 FOR BASIS OF BEARINGS

RECORD OF SURVEY

OF MONUMENTATION

ALONG STATE HIGHWAY 53 IN LAKE COUNTY, CALIFORNIA

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
1656 UNION STREET, EUREKA

SECTIONS 2, 3, 10, 11, T12N, R7W, MDM SECTIONS 22, 27, 34, 35, T13N, R7W, MDM

СО	ROUTE	POST MILE	DATE	SHEET
LAK	53	0.0/3.5	JUNE 2009	12 OF 13

SUPPLEMENTARY INFORMATION MAY BE OBTAINED FROM THE DISTRICT OFFICE, SURVEY DEPARTMENT OR RIGHT OF WAY ENGINEERING DEPARTMENT, 1656 UNION STREET, EUREKA, CA.

1,825,000

EXCEPTING THOSE SHOWN OTHERWISE, ALL DISTANCES AND BEARINGS ARE GRID, BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 2. TO OBTAIN GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.0001535. GRID WAS ESTABLISHED FROM CALTRANS CONTROL LINE MONUMENTS

CGF = 0.9998465

	FOUND MONUMENTS CCS	27, ZONE 2, FEET UNITS	
1.D.	COORDINATES	DESCRIPTION	REFERENCE
#184	N 463,509.91 E 1,821,873.40	1/2" REBAR, NO I.D.	26 R/S 43
#185	N 463,604.33 E 1,821,761.24	1/2" REBAR, NO I.D.	26 R/S 43
#186	N 463,695.58 E 1,821,721.27	1/2" REBAR, NO I.D.	26 R/S 43
#187	N 463,670.38 E 1,821,875.71	1/2" REBAR, NO I.D.	26 R/S 43
#188	N 463,710.45 E 1,821,876.25	1/2" REBAR, NO 1.D.	NO RECORD FOUND
#189	N 463,809.90 E 1,821,918.22	1/2" REBAR, NO I.D.	32 R/S 24
#190	N 463,862.50 E 1,821,878.74	5/8" REBAR, LS 3546	26 R/S 43
#191	N 463,955.54 E 1,822,160.84	1/2" I.R. LS 4058	84 R/S 40
#192	N 464,105.64 E 1,822,163.65	3/8" REBAR, NO I.D.	39 R/S 40
#193	N 464,009.77 E 1,821,921.23	1/2" REBAR TAGGED LS 3546, IN A CONCRETE FILLED 1 1/4" I.P.	47 R/S 11
#194	N 464,109.73 E 1,821,922.59	1/2" REBAR TAGGED LS 3546	47 R/S 11
#195	N 463,964.08 E 1,821,880.30	5/8" REBAR, LS 3546	26 R/S 43
#196	N 464,034.04 E 1,821,806.44	5/8" ROD, LS 3546	31 R/S 28
#197	N 463,960.71 E 1,821,733.45	REBAR CONCRETED IN DRIVE WITH UNREADABLE BRASS DISC VISABLE	34 R/S 30
#426	N 464,365.64 E 1,820,722.53	2 1/2" BRASS CAP STAMPED "27, 28, 33, 34 LAKE CO." IN PLACE OF SHINER	NO RECORD FOUND SEE 1-RS-152

A MONUMENT RECOVERY REPORT DATED 2-12-1991, UNDER EXPENDITURE AUTHORIZATION NO 200442. A 28" WHITE OAK BEARING TREE WITH NO VISIBLE BLAZE BEARS N23°W 63.5' (SET P-K NAIL IN FACE OF TREE). GOV'T NOTES: A 14" OAK, N22-1/2°W 96 LINKS (63.4'). A 26" WHITE OAK BEARING TREE WITH HEALED BLAZE BEARS S14"E 57.9' (SET P-K NAIL IN FACE

CGF = 0.9998465

OF BLAZE). GOV'T NOTES: A 10" AOK, S14°E 85 LINKS (56.1'). THE MAP FILED IN 1-R/S-152 ON 3-29-1961 NOTES SHINER SET IN PAVEMENT BY COUNTY SURVEYOR'S OFFICE. EXCEPTING THOSE SHOWN OTHERWISE, ALL DISTANCES AND

SYSTEM OF 1927, ZONE 2. TO OBTAIN GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.0001535.
GRID WAS ESTABLISHED FROM CALTRANS CONTROL LINE

SUPPLEMENTARY INFORMATION MAY BE OBTAINED FROM THE DISTRICT OFFICE, SURVEY DEPARTMENT OR RIGHT OF WAY ENGINEERING DEPARTMENT, 1656 UNION STREET, EUREKA, ĆA.

T.13N. R.7W., M.D.M.

SECTION 34

HALE #184 ___ 34-RS-30 #197 BLOCK 18 -31-RS-28 #188 BLOCK 17 26-RS-43 32-RS-24 BLOCK 16 47-RS-1 BLOCK 53 #200 FD COUNTY OF LAKE BRASS CAP SEE SHEET 8 N 464282.96 SEE 24-RS-40 SEE SHEET 8 E 1825998.84 FOR SEC 26

___FD 2-1/2" BRASS CAP STAMPED "27 28 33 34 LAKE CO", NO RECORD FOUND. FD BEARING TREES IN NW AND SE QUADS, SEE NOTE. THE CORNER WAS FOUND UNDER PAVING. 1-RS-152 NOTES SHINER SET IN PVT (PAVEMENT). 1955 DEPT. OF TRANSPORTATION FIELD NOTES STATES THE BEARING TREE IN THE SW QUAD WAS MISSING. FD 1/2" IRON PIPE UP 0.10' IN BURIED -MOUND OF STONES. IN 2-14-1954 THE STATE SURVEY CREWS TIED A 1/2" IRON PIPE IN MOUND OF STONES FOR CORNER. TWO BEARING TREES FD PER GOVT NOTES. 1-R/S-105 FILED 12-5-1957 NOTES: FOUND 1/2" PIPE SET BY H. WITHAM ACCEPTED FOR THIS LOCATION. CALTRANS MONUMENT RECOVERY POINT #211 SECTION 27 RECORD MONUMENT NOTE: RECORD MONUMENTS SHOWN OFF HIGHWAY ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY BASIS OF BEARINGS NOT REPRESENT THE CORRECT BOUNDARY LINES OF THE PARCELS GRAPHICALLY DEPICTED. SEE SHEET 1 FOR BASIS OF BEARINGS FOR R/W DETERMINATION, REFER TO RECORD DOCUMENTS. RECORD OF SURVEY OF MONUMENTATION ALONG STATE HIGHWAY 53 IN LAKE COUNTY, CALIFORNIA LEGEND STATE OF CALIFORNIA FOUND SURVEY MONUMENT, SEE TABLE DEPARTMENT OF TRANSPORTATION UNMONUMENTED ANGLE POINT 1656 UNION STREET, EUREKA BRG BEARING SECTIONS 2, 3, 10, 11, T12N, R7W, MDM SCALE: " = 100'

SECTIONS 22, 27, 34, 35, TI3N, R7W, MDM

DATE ROUTE POST MILE SHEET JUNE 2009 13 OF 13 0.0/3.5



City of Clearlake Notice of Intent to Adopt a Mitigated Negative Declaration (MND)

Notice is hereby given that the City of Clearlake has tentatively determined that the project described below will not result in a significant adverse impact on the environment and that, in accordance with the California Environmental Quality Act, the City is prepared to issue a "mitigated negative declaration" in accordance with the California Environmental Quality Act (CEQA).

Project Name: Airport Hotel and 18th Avenue Extension Project

Project Numbers: Conditional Use Permit (CUP 2022-02); Design Review (DR 2022-02) &

Environmental Analysis (CEQA IS 2022-06).

Project Location: 6356 Armijo Avenue, Clearlake, CA 95422, Assessor Parcel Number

(APN): 042-121-25.

Zoning Designation: "GC" General Commercial

Project Summary: The Airport Hotel and 18th Avenue Extension Project would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk. The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM. A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site.

The proposed 18th Avenue extension would consist of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 interest of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue leg ADA-compliant curb ramps, a relocated pure would include a marked crosswalk on the 18th Avenue leg ADA-compliant curb ramps, a relocated pure which is a second pure which is a seco

would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater

This tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. Anyone may review this study at Clearlake City Hall, 14050 Olympic Drive, Clearlake, CA 95901, during normal business hours or by downloading the CEQA Packet from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

The public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

For more information, please call (707) 994-8201 during normal business hours of City Hall (Monday through Thursday – 8am to 5pm). During this period written comments on the project and the proposed mitigated negative declaration may be addressed. You may also submit comments via email at mroberts@clearlake.ca.us. Final environmental determinations are made by the decision-making body, which, in this case would be the City of Clearlake, Planning Commission.

City of Clearlake - Community Development Department Attn: Mark Roberts - Senior Planner 14050 Olympic Drive Clearlake, CA 95422

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613 SCH# For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814 Project Title: Airport Hotel and 18th Avenue Extension Project Lead Agency: City of Clearlake, CA Contact Person: Mark Roberts - City Senior Planner Mailing Address: 14050 Olympic Drive Phone: (707) 994-8201 City: Clearlake County: Lake County City/Nearest Community: Clearlake Project Location: County: Lake County Cross Streets: State Highway 53 and 18th Avenue (6356 Armijo Avenue, Clearlake, CA) Zip Code: 95422 Longitude/Latitude (degrees, minutes and seconds): 38 °56 ′ 13 ″ N / 122 °37 ′ 32.94″ W Total Acres: 2.8 Assessor's Parcel No.: 042-121-25-000 Section: Twp.: Range: Base: State Hwy #: 53/20 Waterways: N/A Within 2 Miles: Schools: Konocti Unified School Dist Airports: N/A Railways: N/A **Document Type:** CEQA: NOP Draft EIR NOI Other: Joint Document NEPA: Supplement/Subsequent EIR Early Cons EA Final Document Other: ☐ Neg Dec (Prior SCH No.) _____ Draft EIS ■ Mit Neg Dec FONSI **Local Action Type:** General Plan Update ☐ Specific Plan Rezone Annexation General Plan Amendment Master Plan ☐ Prezone Redevelopment General Plan Element ☐ Planned Unit Development ■ Use Permit ☐ Coastal Permit Community Plan Land Division (Subdivision, etc.)

Other: Design Review & CEQA Site Plan **Development Type:** Residential: Units Acres ☐ Transportation: Type ☐ Mining: Mineral Industrial: Sq.ft. Acres ____ Employees_ Power: Type Educational: ☐ Waste Treatment: Type MGD ☐ Hazardous Waste:Type Recreational: Other: 75 Room Hotel with Meeting/Convention (44,214 SQFT Hotel; 4,250 SQFT Meeting/Convention Center) ☐ Water Facilities:Type **Project Issues Discussed in Document:** Fiscal ■ Aesthetic/Visual ☐ Recreation/Parks Vegetation ☐ Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality ☐ Forest Land/Fire Hazard ■ Air Quality Septic Systems Water Supply/Groundwater Sewer Capacity Archeological/Historical ■ Geologic/Seismic Wetland/Riparian ■ Soil Erosion/Compaction/Grading ■ Biological Resources Minerals Growth Inducement ☐ Coastal Zone Noise Solid Waste Land Use ☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous Cumulative Effects ☐ Economic/Jobs Public Services/Facilities Traffic/Circulation Other: Tribal Cultural Resources Present Land Use/Zoning/General Plan Designation: Vacant/undeveloped. Zoning is "GC" General Commercial Project Description: (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation

Continue to next page for project description (Exhibit A)

previous draft document) please fill in.

Exhibit A

Project Description

The Airport Hotel and 18th Avenue Extension Project (proposed project) would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. Continue to next page for more details

The proposed project would be located at 6356 Armijo Avenue, east of State Route (SR) 53, and north of the former Pearce Airport site. The project site is primarily undeveloped and, is zoned "GC", General Commercial. The Airport Hotel and 18th Avenue Extension Project (proposed project) would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53.

The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk.

The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to trade shows, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM.

A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site

The proposed 18th Avenue extension would consist of two eight-foot lanes, and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of storm water.

Reviewing Agencies Checklist

	Air Resources Board	Х	Office of Historic Preservation				
	Boating & Waterways, Department of	X	Office of Public School Construction				
	California Emergency Management Agency		Parks & Recreation, Department of				
	California Highway Patrol		Pesticide Regulation, Department of				
$\frac{\chi}{\chi}$	Caltrans District # 1		Public Utilities Commission				
	Caltrans Division of Aeronautics	X	Regional WQCB # 1				
	Caltrans Planning		Resources Agency				
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of				
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.				
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy				
	Colorado River Board		San Joaquin River Conservancy				
	Conservation, Department of		Santa Monica Mtns. Conservancy				
	Corrections, Department of		State Lands Commission				
	Delta Protection Commission		SWRCB: Clean Water Grants				
	Education, Department of		SWRCB: Water Quality				
	Energy Commission		SWRCB: Water Rights				
X	Fish & Game Region # 2		Tahoe Regional Planning Agency				
X	Food & Agriculture, Department of	X	-				
$\frac{\lambda}{X}$	Forestry and Fire Protection, Department of		Water Resources, Department of				
	•	-	water Resources, Department of				
	General Services, Department of	V	Other: CA Dept. of Alcoholic Beverage Control; (ABC)				
<u>X</u>	Health Services, Department of	_X_	Other:				
X X	Housing & Community Development		_ Other:				
	Native American Heritage Commission						
Local	Public Review Period (to be filled in by lead age	ncy)					
Startir	ng Date October 26, 2022	Ending Date November 30, 2022					
Lead	Agency (Complete if applicable):						
Consu	ılting Firm:	Applica	Applicant:				
	ess:						
City/S	tate/Zip:	City/State/Zip:					
	ct:	Phone:					
Phone	:						
Signa	ture of Lead Agency Representative:		Date: 10/26/2022				

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



CITY OF CLEARLAKE

DRAFT MITIGATED NEGATIVE DECLARATION

ENVIRONMENTAL ANALYSIS (CEQA)

INITIAL STUDY, IS 2022-06

AIRPORT PROPERTY COMMERCIAL CENTER PROJECT

LOCATED AT: APN: 042-121-25

October 20th, 2022

Section H, Item 4.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL CHECKLIST FORM INITIAL STUDY, IS 2022-06

1. Project Title: Airport Hotel and 18th Avenue Extension Project

2. Permit Numbers: Conditional Use Permit 2022-02

Design Review 2022-02 CEQA, IS 2022-06

3. Lead Agency Name/Address: City of Clearlake

14050 Olympic Drive Clearlake, CA 95422

4. Contact Person: Mark Roberts, Senior City Planner

Phone: (707) 994-8201

Email: mroberts@clearlake.ca.us

5. Project Location(s): 6356 Armijo Avenue

Clearlake, California 95422

6. Parcel Number(s): APN: 042-121-25

7. Project Sponsor's Name/Address: City of Clearlake

14050 Olympic Drive Clearlake, CA 95422

8. Project Developers Name: Hotel Developer

Matt Patel, MLI Associates, Inc. Rep: Josh Divilbiss, Designer

2511 llwood Dr

Cameron Park, CA 95682

9. Property Owner(s) Name/Address: City of Clearlake

14050 Olympic Drive Clearlake, CA 95422

10. Zoning Designation: General Commercial (GC)

11. General Plan Designation: Commercial

12. Supervisor District: District Two (2)

13. Average Cross Slope: Average cross slope – less than 10%

14. Earthquake Fault Zone: Not within a fault zone

Section H. Item 4.

15. Dam Failure Inundation Area: Not within a Dam Failure Inundation Zone

16. Flood Zone: Not located within a known flood zone

17. Waste Management: Clearlake Waste Solutions

18. Water Access: Highlands Mutual Water Company

19. Fire Department: Lake County Fire Protection District

20. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project and any secondary, support, or off-site features necessary for its implementation. Attach additional pages if necessary.)

The proposed project would be located at 6356 Armijo Avenue, east of State Route (SR) 53, and north of the former Pearce Airport site (see Figure 1 through Figure 3). The project site is primarily undeveloped and, is zoned General Commercial (GC) (see Figure 4 and Figure 5).

The Airport Hotel and 18th Avenue Extension Project (proposed project) would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site (see Figure 6 and Figure 7). In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53 (see Figure 8 through Figure 15).

The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC General Commercial Zoning District.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk.

The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. It should be noted that the meeting hall would include

an outdoor patio which could be used during events, and low amplified music would be also on the outdoor patio until 9:00 PM.

A number of existing trees would be removed in order to develop the proposed hotel and roadway extension (see Figure 16). However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site (see Figure 17).

The proposed 18th Avenue extension would consist of two eight-foot lanes, and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater.

20. Environmental Setting:

The project site consists of the rectangular-shaped, 2.8-acre parcel identified by APN 042-121-25, as well as the land located south of the parcel, which would be used to extend 18th Avenue from SR 53 to Old Highway 53. The southern portion of APN 042-121-25 has been previously disturbed, as the site is currently being used as a construction staging area for the storage of equipment and vehicles, stockpiles, and other construction-related materials (see Figure 5). The northern portion of the site is relatively undisturbed and consists primarily of wooded areas.

A portion of the 18th Avenue extension is currently developed as a paved roadway, which extends from the SR 53 intersection to just past Vallejo Avenue. The remaining portions of the proposed 18th Avenue extension currently consist of previously disturbed construction staging areas, as well as undisturbed land which consists primarily of ruderal grassland with trees and shrubs scattered throughout.

Section H, Item 4.

21. Surrounding Land Uses and Setting: Briefly describe the project's surroundings!

- The parcels to the **North** Single-family residences
- The parcels to the **South** Former Pearce Airport site
- The parcels to the **West** Single-family residences; convenience store
- The parcels to the **East** Single-family residences; storage facility
- **22. Other Public Agencies Whose Approval is Required**: Local Agencies: City of Clearlake Community Development (Planning, Building, Public Works); Clearlake Police Department, Lake County Fire Protection District, Lake County Department of Environmental Health, Lake County Air Quality Management District, Lake County Special Districts, Highlands Mutual Water District and Local Tribal Organizations.
- 23. Federal and State Agencies: Central Valley Regional Water Quality Control Board, California Department of Transportation (Caltrans); California Department of Fish and Wildlife, California Alcoholic of Bureau Control (ABC); California Department of Public Health. The applicant will adhere to and obtain all necessary Federal and State Agency permits.
- 24. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3 (c) contains provisions specific to confidentiality.

Notification of the project was sent to local tribes for "AB 52" Notification, which allows interested Tribes to request tribal consultation within 30 days of receipt of notice. Additional consultation was conducted by Sub-Terra Heritage Resource Investigations as part of the Cultural Resource Investigation prepared for the proposed project.

- 25. Impact Categories defined by CEQA: The following documents are referenced information sources and are incorporated by reference into this document and are available for review upon request of the Community Development Department if they have not already been incorporated by reference into this report:
 - Bollard Acoustical Consultants, Inc. *Environmental Noise Analysis, Proposed Winery and Farm Brewery Zoning Text Amendment Project*. April 2019.
 - CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed August 2022.
 - California Department of Conservation. *California Important Farmland Finder*. Available at: http://maps.conservation.ca.gov/ciff/ciff.html. Accessed August 2022.
 - California Department of Forestry and Fire Protection. *FHSZ Viewer*. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed August 2022.

- California Geological Survey. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2022.
- CalRecycle. SWIS Facility/Site Activity Details Eastlake Sanitary Landfill (17-AA-0001). Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3787?siteID=930. Accessed August 2022.
- City of Clearlake. 2040 General Plan Update Final Environmental Impact Report (EIR). February 2017.
- City of Clearlake. 2040 General Plan Update. February 28, 2017.
- Department of Toxic Substances Control. *Hazardous Waste and Substances Site List* (*Cortese*). Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed August 2022.
- Doug Gearhart, Air Pollution Control Officer at Lake County Air Quality Management District. Personal communication [phone] with Briette Shea, Senior Associate/Air Quality Technician at Raney Planning and Management, Inc. April 27, 2022.
- FEMA. FEMA Flood Map Service Center. Available at: https://msc.fema.gov/portal/home. Accessed August 2022.
- Highlands Mutual Water Company. *Drought Contingency Plan.* June 30, 2021.
- Live Oak Associates, Inc. Airport Property Commercial Center Hotel Project Biological Evaluation Clearlake, Lake County, California. July 18, 2022.
- Live Oak Associates, Inc. Arborist Tree Inventory and Assessment for Proposed Airport Property Commercial Center Hotel Project, Clearlake, Lake County, California (PN 2671-02). July 18, 2022.
- Live Oak Associates, Inc. Post-Fire Tree Assessment for Proposed Airport Property Commercial Center Hotel Project, Clearlake, Lake County, California (PN 2671-02). August 8, 2022.
- Sub-Terra Heritage Resource Investigations. Cultural Resource Investigation of the 2.8-Acre Clearlake Airport Parcel APN 04212125 and the 3.47-Acre Proposed 18th Avenue Extension, City of Clearlake, Lake County, California. August 4, 2022.
- USDA NRCS. Web Soil Survey. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed August 2022.
- W-Trans. Transportation Impact Study for the Airport Hotel Project. July 1, 2022.

Figures

- Figure 1: Regional Map
- Figure 2: Vicinity Map
- Figure 3: USGS Map
- Figure 4: Zoning Map
- Figure 5: Site Photos
- Figure 6: Hotel Site Plan
- Figure 7: Hotel Building Elevations
- Figure 8: Roadway Site Plan Overall
- Figure 9: Roadway Site Plan Segment 1 (Sheet 4)
- Figure 10: Roadway Site Plan Segment 2 (Sheet 5)
- Figure 11: Roadway Site Plan Segment 3 (Sheet 6)
- Figure 12: Roadway Site Plan Segment 4 (Sheet 7)
- Figure 13: Roadway Site Plan Segment 5 (Sheet 8)
- Figure 14: Roadway Site Plan Segment 6 (Sheet 9)

- Figure 15: Striping Plan
- Figure 16: Overall Site Plan with Existing Vegetation
- Figure 17: Landscaping Plan
- Figure 19: On-Site Habitat

Attachments

- Attachment A Air Quality and Greenhouse Gas Modeling Results
- Attachment B Biological Evaluation and Arborist Report
- Attachment C Transportation Impact Study

Figure 1: Regional Map Pomo Rd Crestview Dr Sulphur Bank Dr Ogulin Canyon Rd CLEARLAKE HIGHLANDS CLEARLAKE PARK Olympic Dr Davis St Davis St Steshore Dr CLEARLAKE Project Location 21st Ave Lakeview Way Thurston Lake Anderson Marsh State Hist'l Park LOWER LAKE

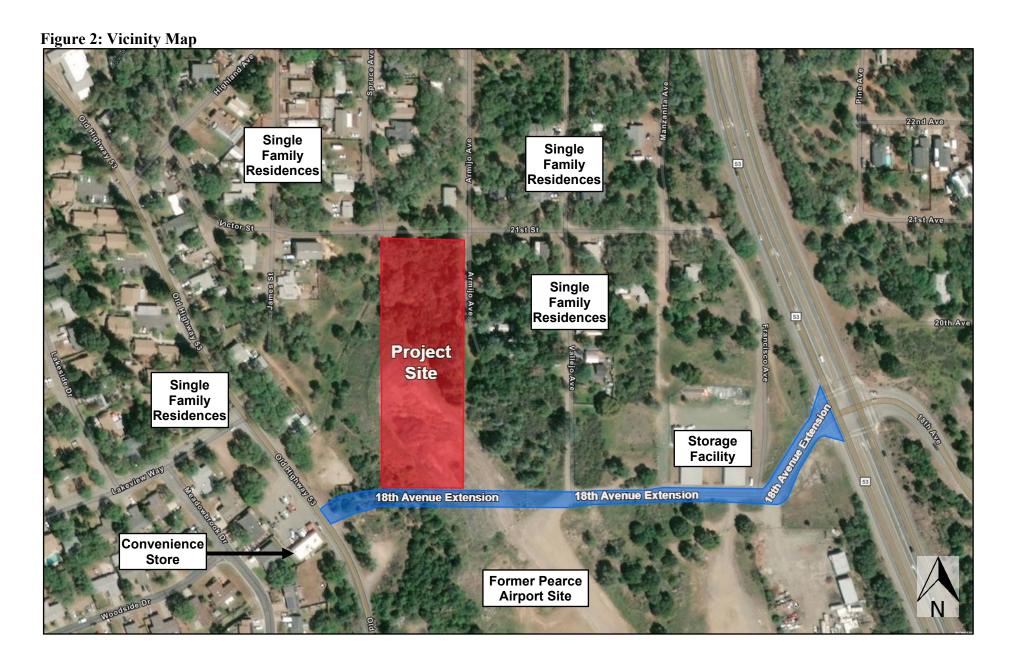


Figure 3: USGS Map

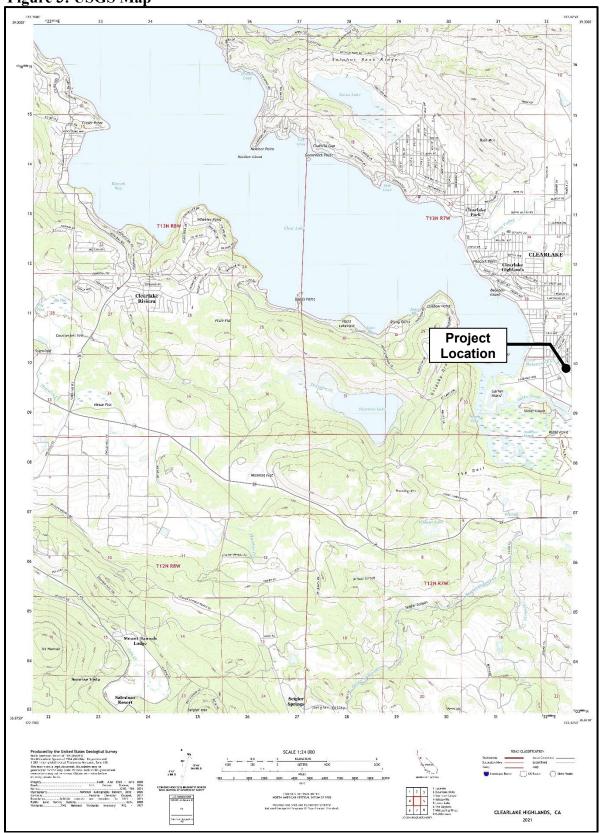


Figure 4: Zoning Map DAVIS Legend CARROL MANZANTA **Base Zoning Districts** BORIE Commercial Downtown Commercial Medium Density Res High Density Res. LAKESHORE Open Space DIXON City Boundary MASON YARRINGTON BALLPARK BRANNAN STANYON PACIFIC LAGUNA KONOCTI VIEW HUDSON LELABELLE FRENCH WEYLAND CLEMENT TANA LAKEVIEW CASS UTAH-29ТН 29ТН BROWN JONES ARMIJO PARK VICTOR FRANCISCO 20TH 19TH WARNER LAKEVIEW DAM STONYBROOK MEADOWBROOK & CENTER **Project** Site ROAD HARBOR

RINA

DAM

Figure 5: Site Photos



Existing SR 53/18th Avenue Intersection



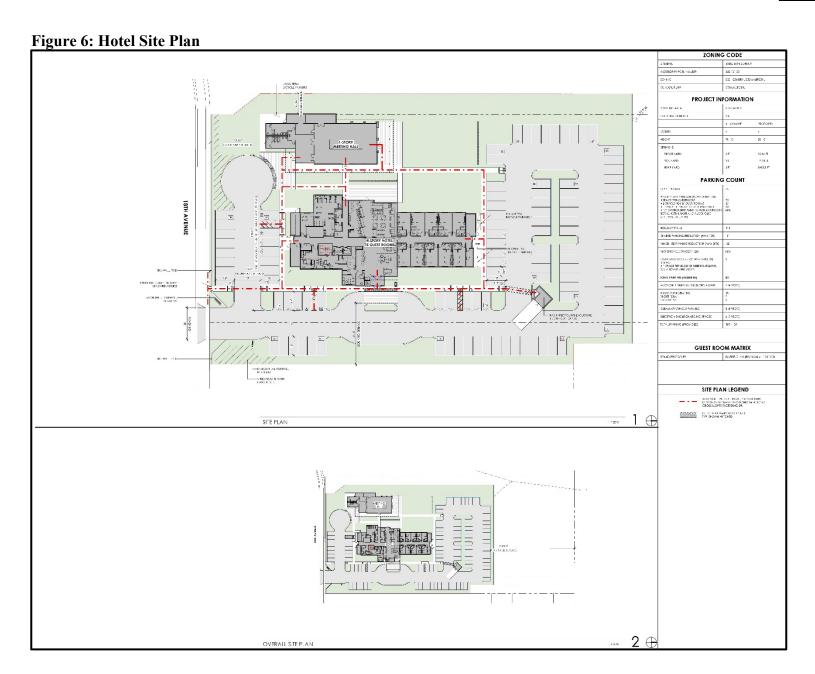
Northerly View from Southeast Portion of the Site



Westerly View from Site Towards Future Old Highway 53 Connection



Southerly View from Southern Portion of Project Site

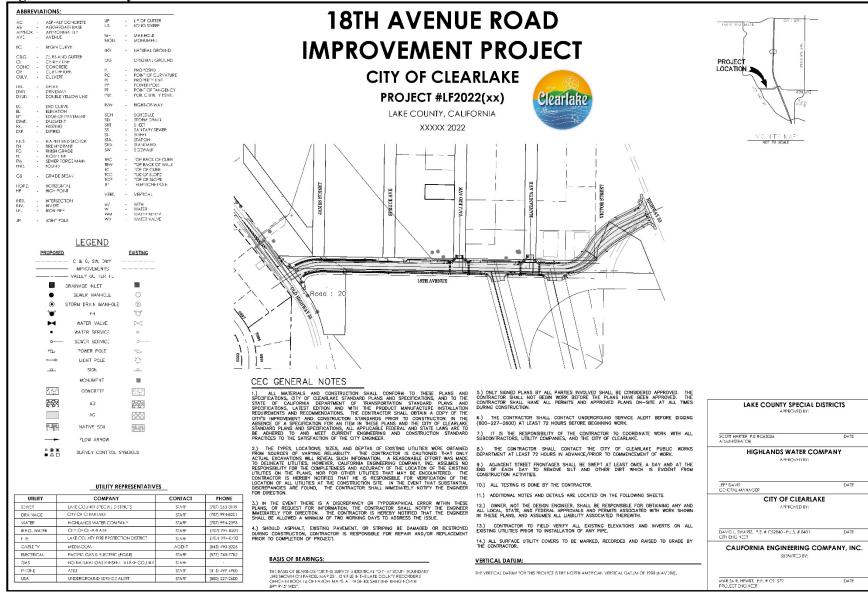


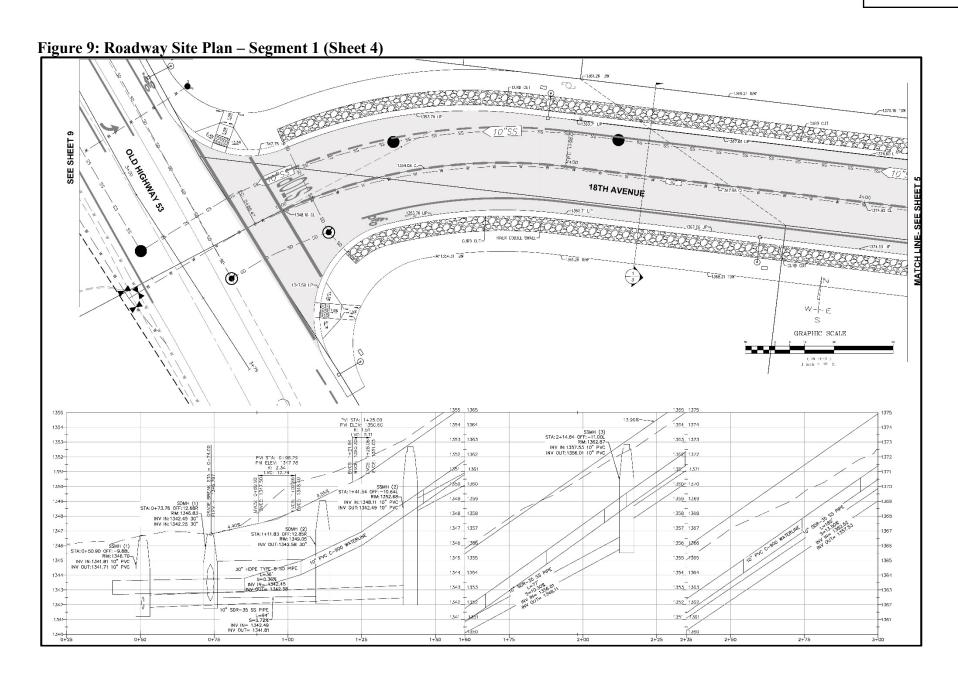
Page 14 of 74

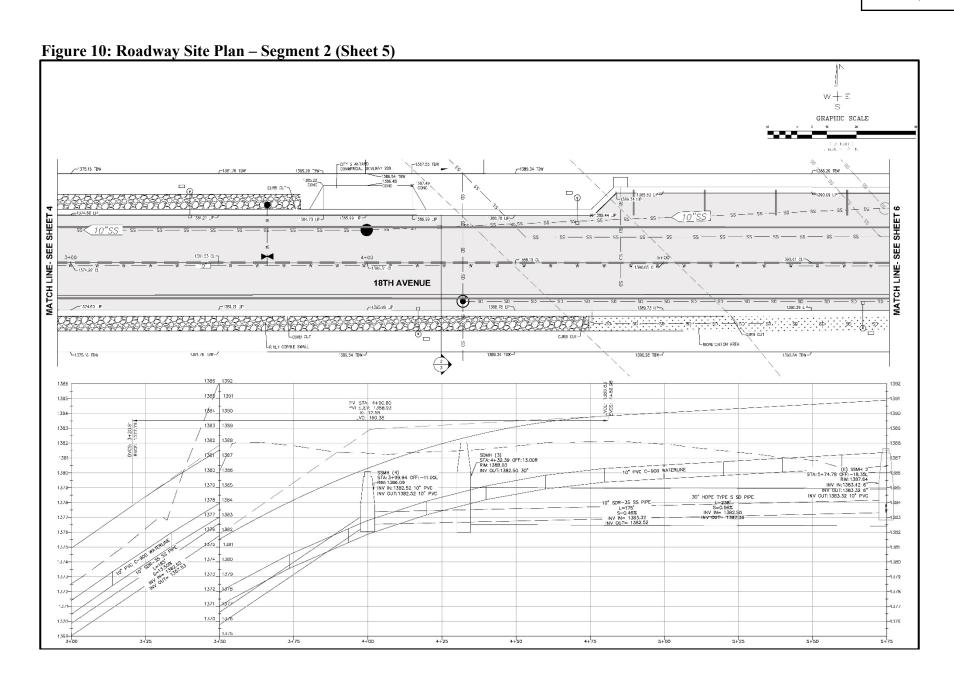


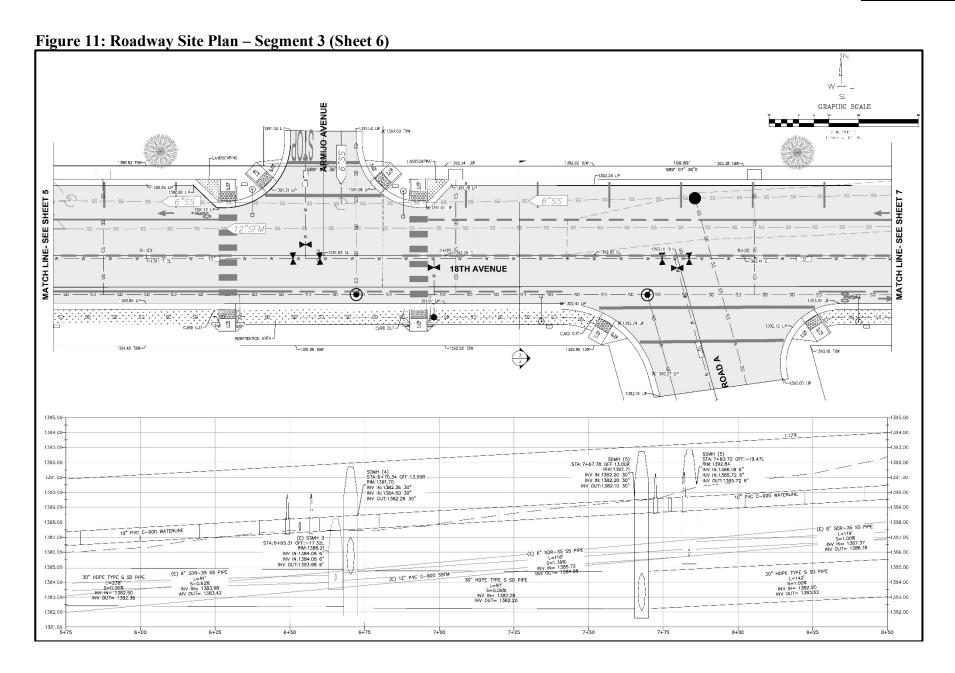
Page 15 of 74

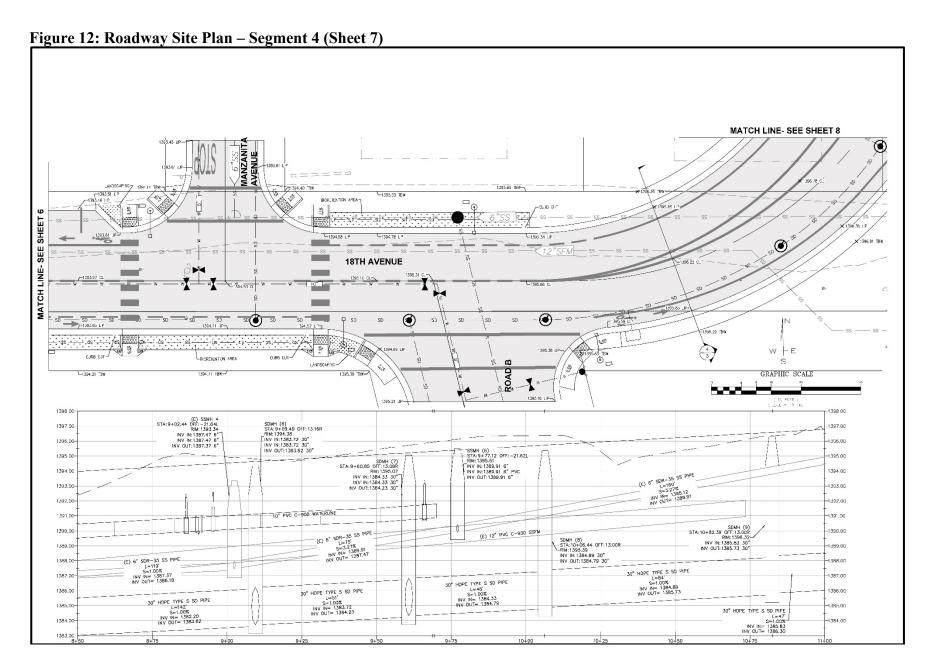
Figure 8: Roadway Site Plan - Overall

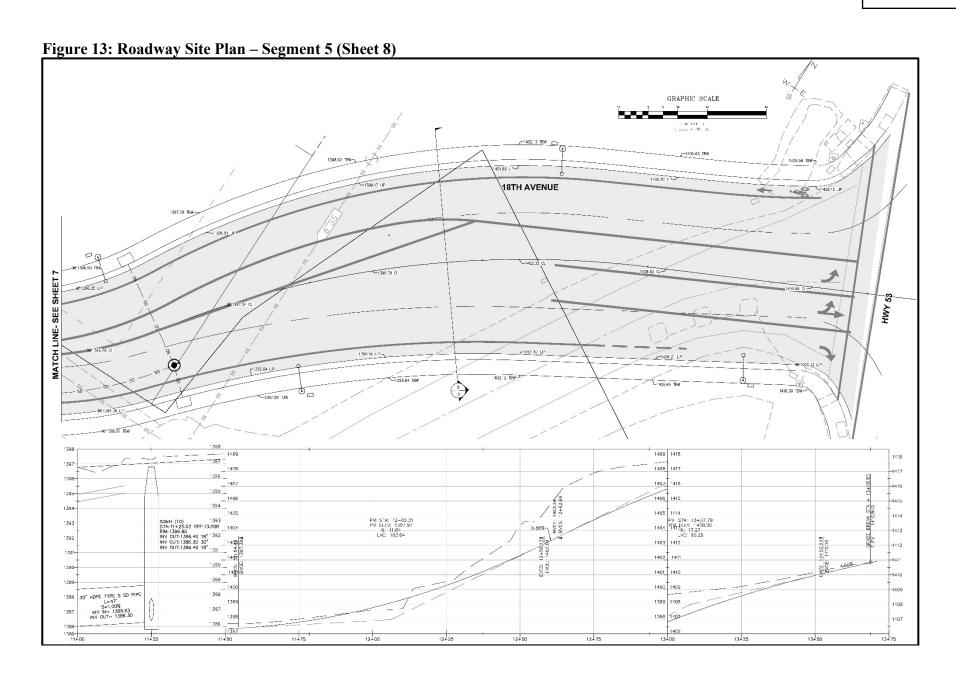












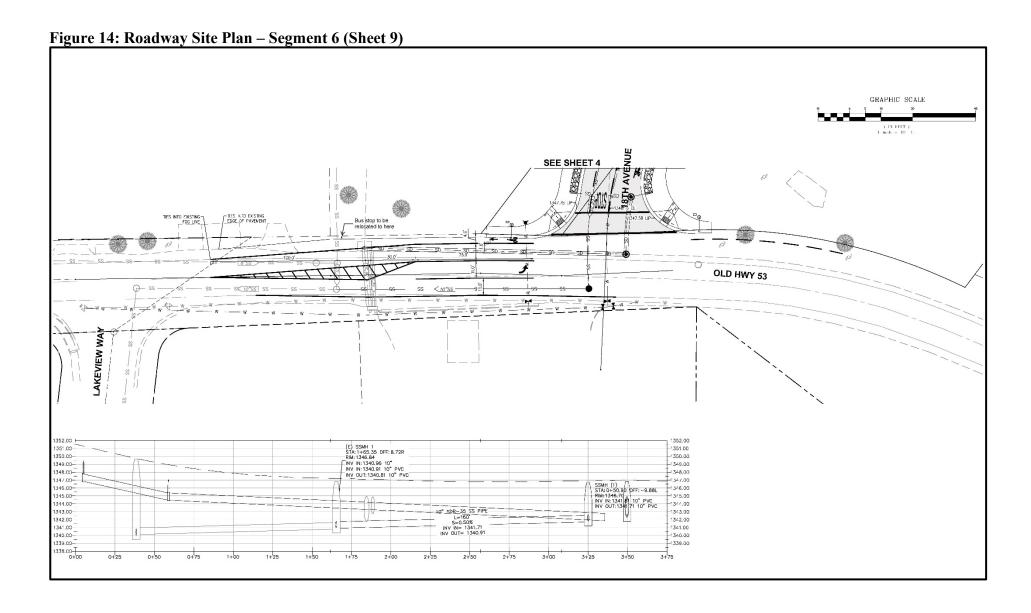
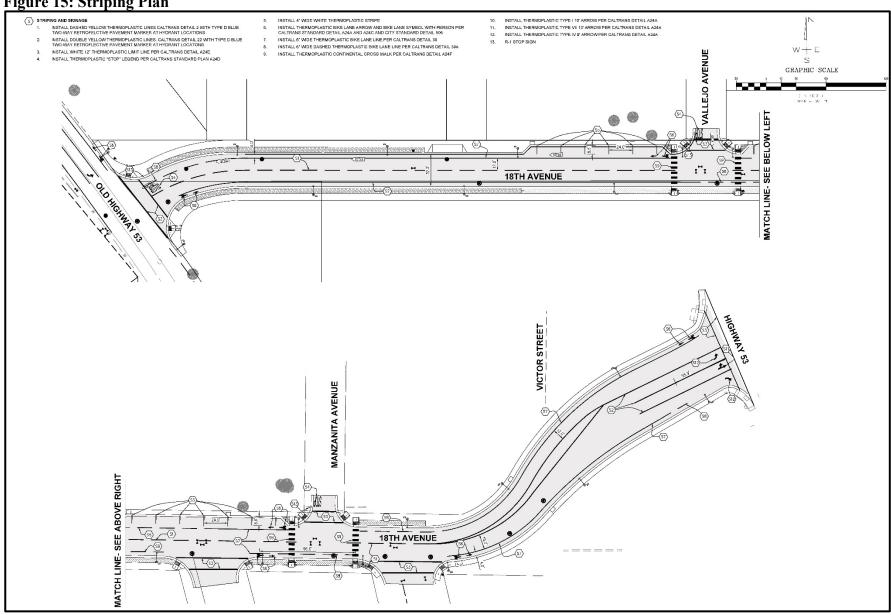


Figure 15: Striping Plan



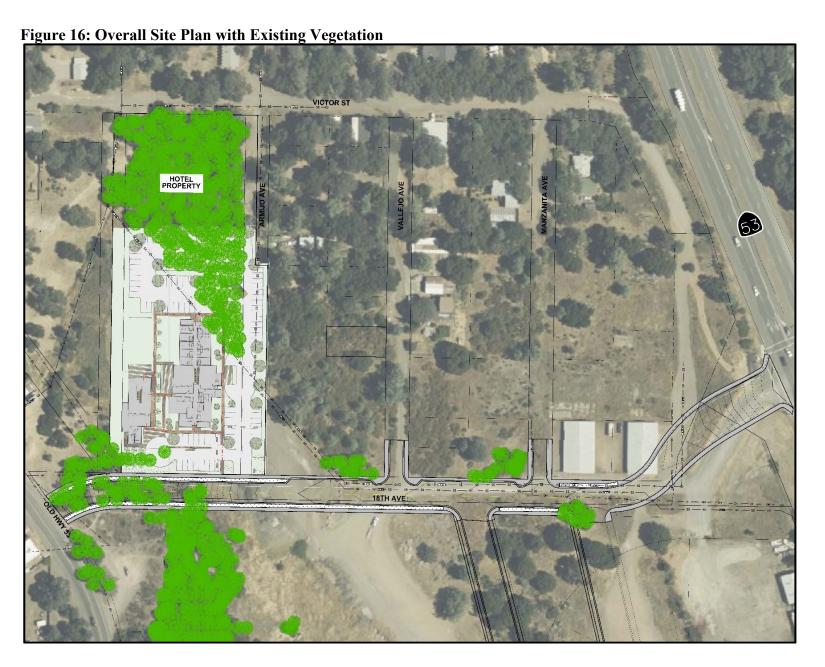


Figure 17: Landscaping Plan Preliminary Plant Legend SHADE TISE
Acentitum October Glory / Gooder Glory Red Maple
Gringce ord Maturin Gold (Mr. Ausumin Gold Malderhalt Troc
Process common Medic Table y). Each Zoney Chase Process
Fasteries accords a *Columbia* Colory Chase Process
Grindon application for the City
Units of process of the City
Units of process of these for the Leadant Elm. - Vineyard planting - Covered patio STREETTREE
Arm infavor Codes Glory / October Glory Ned Magde
Ginlege o con Watern Geld TM / Aurum Geld Middehaln Teol
Nysis syntra / Tupe (
Paucha chemis Kohl Teoy) / No In Davig Chinan Pistadio
Cuccina grante / Ceest Leo Olia
Cuccina grante / Ceest Leo Olia 1 Story Meeting Hall MTDUM TREET
ABSCULS CARROTTON (COLOR DELICKEYS
Accelerator of point about 10 color of the Theoretic Laure (Terrotton) (Color of the Theoretic Laure (Terrotton) (Color of the Terrotton) (Color of the Color of the C SMALL BL: Actrinolarum Revolvall / Rosenall Red Maple Betath in gra / Tower Biron Malas a Prainfier? Prainfine Createpoid Prussis consisters (Purple Reny Purple-Reny Purple-Leaf Flum ACCENTARES
AGIT FORTEX, Inf. Mathetrum, Accessore McCell
Gours corrections to Recent Gickelmannel (City Recent Recent Correct Access (Access Recent R **18TH AVENUE** NEST, ELIKE A COLUMNICOLE S
REMAN LINCO CORPERCY TOWN TOWN TWO ARCONDAYS OF COMMISSION OF THE ARCONDAYS OF COMMISSION OF THE ARCONDAYS OF COMMISSION OF THE COURSE OF COMMISSION OF THE COMMISSION OF THE COMMISSION OF COMMISSION 4 Story Hotel VINEYARD Landscape Concept Statement Irrigation Design Statement The hotel and morting hall landscapes will provide an attractive destination for visitors and guests. Plants have been shosen to compensed the sunounding native landscape, with primarily low water use plants. One high water use lawn area will be included for events and The impetion for this project will be designed thoughthilly, using equipment that will target not comes and avoid vested water. All shrules and non-tail groundscover will use drip trigation and trees will be irrigated with deep root bubblers. The event full cree, which will be the only high trees will be impassed with deep root purposes. The event is an oten, which will be the only right extent use a rewithin the project, will be impated with low flow rottery notifies, which will ensure even watering without misting or overspray. The system will use a smart controller with a eventher sensor to onsure that triggation will not occur when it is not readed. Accent planting will be used at the drawway entrance on 18th Avenue as well as building antrances. The purking lot will be well shaded with caregy frees at frequent intervals.

Figure 18: Road Abandonment Exhibits

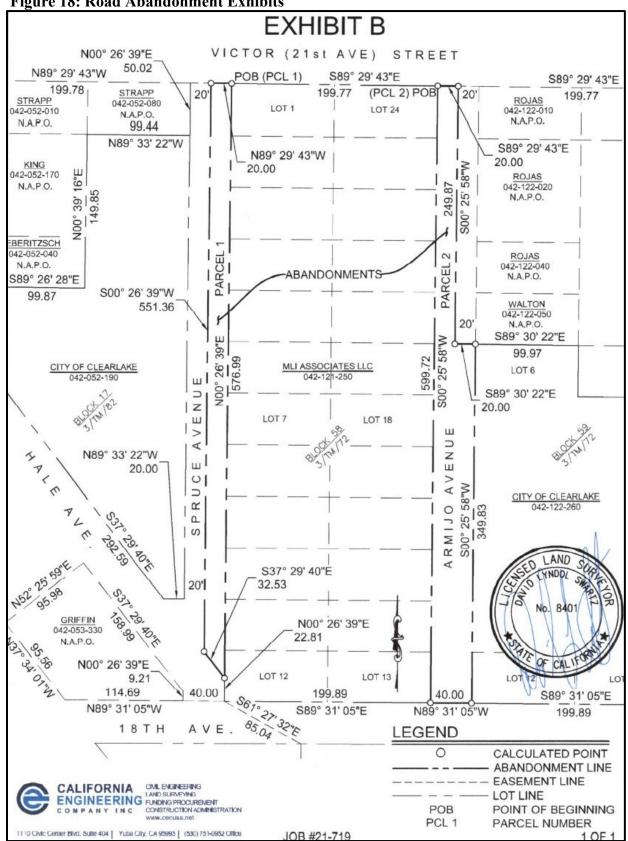


Exhibit A

Description of a

Road Abandonment

All that certain real property situate in the City of Clearlake, County of Lake, State of California, and described as follows:

Parcel 1 - Portion of Spruce Avenue

Beginning at the northwest corner of Lot 1, Block 58, as shown on that certain map entitled "Tract No. 4, Clear Lake Highlands", on file with the Lake County Recorder's Office in Book 3 of Town Maps, at Page 72; Thence from said Point of Beginning North 89° 29' 43" West, along the south right of way line of 21st Avenue, also known as Victor Street, a distance of 20 feet; thence South 0° 26' 39" West a distance of 551.36 feet, to a point on the north right of way projection of Hale Avenue as shown on that certain map entitled "Tract No. 6, Clear Lake Highlands", on file with the Lake County Recorder's Office in Book 3 of Town Maps, at Page 82, said point being 39.92 feet from and perpendicular to the south right of way line of said Hale Avenue; Thence South 37° 29' 40" East a distance of 32.53 feet to a point on the east right of way line of said Spruce Avenue that bears North 0° 26' 39" East from the southwest corner of Lot 12, Block 58, as shown on said "Tract No. 4, Clear Lake Highlands", a distance of 22.81 feet; Thence North 0° 26' 39" East, along the east right of way of Spruce avenue to the point of beginning, a distance of 576.99 feet.

The above-described abandonment contains 0.259 acres, more or less.

Parcel 2 - Portion of Armijo Avenue

Beginning at the northeast corner of Lot 24, Block 58, as shown on that certain map entitled "Tract No. 4, Clear Lake Highlands", on file with the Lake County Recorder's Office in Book 3 of Town Maps, at Page 72; Thence from said Point of Beginning South 89° 29' 43" East, along the south right of way line of 21st Avenue, also known as Victor Street, a distance of 20 feet; thence South 0° 25' 58" West a distance of 249.87 feet; Thence south 89° 30' 22" East a distance of 20 feet, to a point on the easterly right of way line of Armijo Avenue and being the northwest corner of lot 6, block of said "Tract No. 4, Clear Lake Highlands"; Thence, along the east right of way of Armijo Avenue, South 0° 25' 58" West a distance of 349.83 feet, said point being the southwest corner of Lot 12, of said Block 59; Thence North 89° 31' 05" West, along the northerly right of way line of 18th Avenue, a distance of 40 feet, said point being the south east corner of lot 13, aforementioned Block 58; thence North 0° 25' 58" East, along the westerly right of way of said Armijo Avenue to the point of beginning, a distance of 599.72 feet.

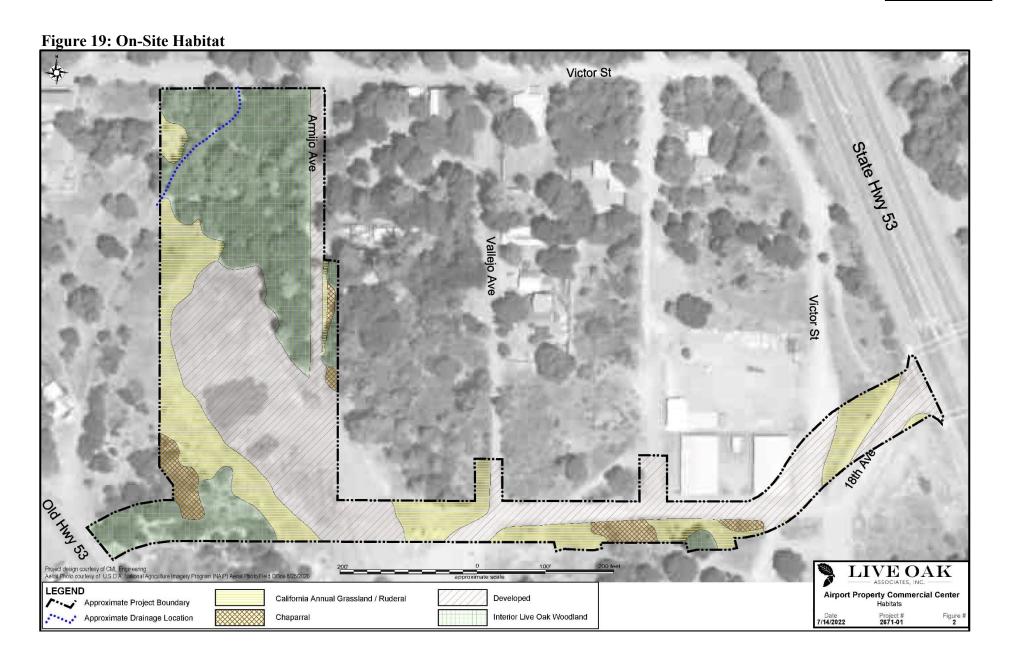
The above-described abandonment contains 0.436 acres, more or less.

Page 1 of 2

The basis of bearings for the above-described road abandonments are shown on that certain map entitled "Record of Survey", on file with the Lake County Recorder's Office in Book 63 of Record of Surveys, at Pages 24 and 25.



Page 2 of 2



issue/significance criteria that is a "less than significant impact with mitigation" as indicated by the analysis in the following evaluation of environmental impacts.											
\boxtimes	Aesthetics		Greenhouse Gas Emissions		Public Services						
	Agriculture & Forestry Resources		Hazards & Hazardous Materials		Recreation						
	Air Quality		Hydrology / Water Quality		Transportation						
\boxtimes	Biological Resources		Land Use / Planning	\boxtimes	Tribal Cultural Resources						
\boxtimes	Cultural Resources		Mineral Resources		Utilities / Service Systems						
	Energy	\boxtimes	Noise & Vibration		Wildfire						
\boxtimes	Geology / Soils		Population / Housing	\boxtimes	Mandatory Findings of Significance						
	 □ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. □ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. 										
		I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.									
	significant unless mitiga adequately analyzed in a been addressed by mitiga sheets. An ENVIRONN	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.									
	because all potentially si or NEGATIVE DECL. avoided or mitigated p	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.									

31. Environmental Factors Effected: The environmental sections checked below would be potentially affected by this project in an adverse manner, including at least one environmental

Prepared By: Mark Roberts Title: City Senior Planner

Signature: Date: October 26th, 2022

SECTION 1 - EVALUATION OF ENVIRONMENTAL IMPACTS:

- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- Once the lead agency has determined that a particular physical impact may occur, and then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

IMACT CATEGORIES KEY:

- 1 = Potentially Significant Impact
- 2 = Less Than Significant with Mitigation Incorporation
- 3 = Analyzed in Prior EIR
- 4 = Substantially Mitigated by Uniformly Applicable Development Policies/Standards
- 5 = Less Than Significant Impact
- 6 = No Impact

IMPACT All determinations need explanation.													
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.						
SECTION I. AESTHETICS													
Except as provided in Public Resources Code Section 21099, would the project:													
a) Have a substantial \square \square \square \square \square \square \square No impact. According to the City's General Plan, officially designated sco													
adverse effect on a or view corridors do not exist within Clearlake. However, three vistas and the													
scenic vista that is							potential view corridors have been identified along the Lakeshore Drive Corridor.						
visible from a City							In addition, three existing public parks, including Redbud Park, Highlands Park, and						
scenic corridor?							Austin Park, provide panoramic views of the lake and act as vistas. Figure 4.1-1 of						
							the General Plan shows the locations of the identified vistas and view corridors. The						
							project site is not located in the vicinity of, or visible from, any vistas or potential						
							view corridors as identified by the General Plan.						
b) Substantially						\boxtimes	No Impact. The proposed project is not located in the vicinity of an officially						
damage scenic							designated State scenic highway. It should be noted that SR 53, which is located east						
resources that is visible							of the project site, is eligible for listing as a State scenic highway; however, the						
from a City Corridor, roadway is not officially designated as such. In addition, while the City identifies vi													
including, but not							corridors along a portion of Olympic Drive (from Austin Park to SR 53) and along						
limited to, trees, rock							Lakeshore Drive, the project site is not visible from either City corridor. As a result,						
outcroppings, and							the proposed project would not substantially damage scenic resources that may be						
historic buildings							visible from a City Corridor, including, but not limited to, trees, rock outcroppings,						
within a state scenic							and historic buildings within a state scenic highway.						
highway?													
c) Conflict with						\boxtimes	No impact. The City of Clearlake General Plan designates the project site as						
applicable General							Commercial and the site is zoned "GC", General Commercial. Therefore, the proposed						
Plan policies or zoning							project is consistent with the site's land use and zoning designations, and the site has						
regulations governing							been anticipated for commercial development by the City. In addition, the proposed						
scenic quality.							project would be required to comply with Section 18-9.020, of the City's Municipal						
							Code, which sets forth requirements and standards for development that apply to the						

IMPACT All determinations need explanation.											
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.				
							C zone such as building setbacks and height limitations. Furthermore, all development within the City is required to adhere to the general development standards included in Article 18-5, Development Standards, of the City's Municipal Code. Compliance with such would ensure that the proposed project does not conflict with applicable zoning and other regulations governing scenic quality.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?							Less Than Significant Impact with Mitigation. The proposed project would increase lighting levels in the area, which may impact nighttime views and may result in substantial light or glare, particularly from the hotel and associated parking lot lighting. All lighting would be directed downwards and shielded, in compliance with the City's lighting design standards. However, details of the lighting design for the proposed project are not currently shown in the plans. As such, preparation of a detailed lighting plan would be required to demonstrate that the project compliance City Municipal code and darksky.org. Therefore, with the following incorporated Mitigation Measure, the potential impact has been reduced to a less than significant level.				
				Mitigation Measure: AES 1: Prior to the issuance of development plans and/or building permits, a Final Lighting Design Plan shall be submitted to the City's Community Development Department for review and approval. All outdoor lighting shall be directed downwards and shielded onto the project site and not onto adjacent properties. All lighting shall comply and adhere to all federal, state and local agency requirements, including all requirements in darksky.org, in accordance with the City's Design Standards and Municipal Codes.							
SECTIO	N	II.	A	GR	RICI		TURE AND FORESTRY RESOURCES				
California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:											
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?							No impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the entirety of the project site is characterized as "Urban and Built-Up Land." The project site does not contain, and is not located adjacent to, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Given the designation of the site as Urban and Built-Up Land, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Therefore, no impact would occur as a result of the proposed project.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?						×	No Impact. The project site is currently zoned GC, General Commercial and designated Commercial by the City's General Plan. In addition, the project site is not under a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland						×	No Impact. While the northern portion of the project site is relatively undisturbed and consists primarily of wooded areas, the project site is not considered forest land (as defined in Public Resources Code [PRC] Section 12220[g]), timberland (as defined by PRC Section 4526) and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the project would not conflict with existing zoning for, or cause the rezoning of, forest land, timberland, or timberland zoned Timberland Production.				

IMPACT CATECORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.						
CATEGORIES*	1	2	3	4	3	O	Keierence to	documentation, sot	irces, notes and corr	espondence.			
Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?													
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?							No Impact. See Questions II-a and II-c, above.						
SECTION III. AIR QUALITY													
Where available, th	e sigr	ıificar					by the applicable ai	_	ent district or air p	pollution control			
,							pon to make the foll						
			,				Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?							Less Than Significant Impact with Mitigation. The City of Clearlake is located in the Lake County Air Basin (LCAB), which is under the jurisdiction of the local air quality agency, the Lake County Air Quality Management District (LCAQMD). The LCAB is the only air basin in the State that is classified as an attainment area for all California Ambient Air Quality Standards (CAAQS). Because the CAAQS are more stringent than the National Ambient Air Quality Standards (NAAQS), the LCAB is designated attainment for all NAAQS as well. Due to the attainment status of the LCAB, an air quality plan for the area is not required to be and has not been prepared. Because the LCAQMD is under attainment for all CAAQS and NAAQS, numerical thresholds of significance for air pollutants have not been established by the LCAQMD for CEQA analysis purposes, as such thresholds of significance are typically developed based on attainment goals set forth within an air quality plan. Based on the recommendation of the LCAQMD, this analysis applies the thresholds of significance used for CEQA analyses within the nearby San Francisco Bay Area Air Basin (SFBAAB), formulated by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD thresholds of significance are based on the SFBAAB's current nonattainment status of ozone and particulate matter (PM) emissions and the subsequent air quality attainment plans. Using the BAAQMD thresholds of significance for the proposed project presents a conservative analysis. The BAAQMD's thresholds of significance are listed in Table 1.						
								Tab					
							BAAQMD Thresholds of Significance Construction Operational						
							Dallatant	Average Daily Emissions	Average Daily Emissions	Maximum Annual Emissions			
							Pollutant ROG	(lbs/day) 54	(lbs/day) 54	(tons/year)			
							NO _X	54	54	10			
							PM ₁₀ (exhaust)* PM _{2.5} (exhaust)*	82 54	82 54	15 10			
							* Emissions from exhaust only. BAAQMD has not yet adopted thresholds for fugitive PM emissions.						
							Source: BAAQMD, CEQA Guidelines, May 2017.						

IMPACT										need explana		
CATEGORIES*	1	2	3	4	5	6	Reference	to docume	ntation, sou	rces, notes ai	nd correspo	ondence.
							If a project were t during construction adverse air quality	n or operati				
							The proposed projethe California Emi Statewide model d land use planners, including GHG em values for various average speed, etc. is applied in the model.	esigned to pand environ issions, from land uses, Where proj	nator Model provide a un mental profe n land use pr including co	(CalEEMod) iform platfor essionals to que rojects. The monstruction da	software ve m for gove nantify air q nodel applies ata, vehicle	ersion 2022.1 – a rmment agencies, uality emissions, is inherent default mix, trip length,
							The proposed properations and the provided below. Al	project's o	contribution	to cumulativ	e air qualit	y conditions are
							Construction Emiss According to the C unmitigated constr shown in the table, PM _{2.5} would be we proposed project's threshold. Consequent potentially significe	CalEEMod ruction crite the propose ell below th constructio uently, the	ria air pollud d project's ce applicable n emissions proposed pro	tant emission onstruction en thresholds of of NO _X wor oject could be	is as shown missions for f significand uld be above oe considere	in Table 2. As ROG, PM ₁₀ and e. However, the re the applicable
								T T •	Tabl			
							Maxin		igated Cons oject	truction Emi Thresholo		Exceeds
							Pollutant	Emi	ssions	Significa		Threshold?
							ROG NO _x		6.9	54		NO
							PM ₁₀ (exhaust)	_	.54	54 82		YES NO
							PM _{2.5} (exhaust)	_	.34	54		NO
							Source: CalEEMod	, August 2022	(see Attachm	ent A).		
							Operational Emissi According to the C unmitigated operat	CalEEMod r	air pollutan	t emissions as		
								Javimum I	Tabl	le 3 Operational	Fmissions	
							1	-aamum U	mnugattu		old of	
								Project E		Signif		Exceeds
							Pollutant	lbs/day	tons/yr	lbs/day	tons/yr	Threshold?
							ROG NO _X	6.19 2.97	1.03 0.58	54 54	10 10	NO NO
							PM ₁₀ (exhaust)	0.07	0.38	82	15	NO
							PM _{2.5} (exhaust)	0.07	0.01	54	10	NO
							Source: CalEEMod	$August 20\overline{22}$	(see Attachm	ent A).		
							As shown in the tabelow the applicable result in a less-than	le threshold	s of significa	ince. As such	, the propos	ed project would
							Cumulative Emissi Past, present and quality impacts on impact. A single pr AAQS. Instead, a cumulatively signific cumulative impact considered signific	future devel a cumulative oject is not se a project's ficant adverse is considera	e basis. By n sufficient in s individual c se air quality	ature, air poll size to, by itse emissions we impacts. If a	ution is largelf, result in buld contribution project's contributions.	ely a cumulative nonattainment of oute to existing ontribution to the

IMPACT CATEGORIES*	1	2	3	4	5	6	Reference to		s need explanation. urces, notes and corr	respondence.
							represent the levels a emissions of criteria a to existing air quality project would result significance, the project ontribution to the regas shown in Table 2 threshold. Nonethele 13, as discussed belo	at which the LCAQN air pollutants to result conditions. As demore in operational emissect would not be expertion's existing air quate, construction emisses, implementation ow, would reduce NO to would not be expected.	MD would consider a in a cumulatively constrated in Table 3 (see sions below the apported to result in a cumulity conditions during ions of NO _X would of Mitigation Measure x emissions to a less-ted to result in a cumulative to the cumulative states of the cumulative states are the cumulative states of the cumulative states are	than-significant level. ulatively considerable
							Conclusion Based on the above, above the applicable would result in constapplicable thresholds applicable threshold considered to result in The primary source construction equipment through AQ-13, who would substantially reductions are present	the proposed project thresholds. In additional truction-related emission of significance. How during construction. In a potentially significance of construction-related emissions. Therefore, impleits the requires the use reduce the emission ted in Table 4. As sliped.	would not result in on, implementation of sions of ROG, PM ₁₀ , wever, emissions of N Therefore, the proposant impact. Elated NO _X emission ementation of Mitigated of some higher-tier ons of NO _X . The shown in the table, wi	operational emissions The proposed project and PM _{2.5} below the Ox would exceed the osed project could be as is from off-road
							thresholds.	Tak	ole 4	
							Maximu		struction Emissions	
							Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?
							ROG	10.0	54	NO
							NO_X	53.5	54	NO
							PM ₁₀ (exhaust)	2.37	82	NO
							PM _{2.5} (exhaust)	2.19	54	NO
							Source: CalEEMod, A	ugust 2022 (see Attachn	nent A).	
							mitigation measure AQ-1: Prior to appron the plans via no off-road vehicles (sproject, including oproject wide fleet a 2023 CARB fleet avequiring a combin equipment or the usinstance, the emiss tractors/loaders/bacIn addition, all offmaintained in pr	roval of any grading tation that the cont 50 horsepower or owned, leased, and average 5.1 percent reage. The 5.1 percent of e of hybrid, electric ions presented in Takhoes used for gravoad equipment oper working con	g plans, the project a ractor shall ensure more) to be used subcontractor vehice NO _X reduction corent NO _X reduction for 3 or Tier 4 of a she a were achieved ing to be engine Tier the construction according	applicant shall show that the heavy-duty in the construction cles, shall achieve a mpared to the year may be achieved by f-road construction eled equipment. For ed by requiring all er 4. ruction site must be to manufacturer's in accordance with
							the Off-Road Diese	el Fueled Fleet Reg	gulation as require	d by CARB. Clear the entrances to the

D.CD. COT	1	1	1	1	I	1	
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							AQ-2: Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.
							AQ-3: Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods approved by the Lake County Air Quality Management District. Prior to initiating soil removing activities for construction purposes, the applicant shall pre-wet affected areas with at least 0.5 gallons of water per square yard of ground area to control dust.
							AQ-4: Driveways, access roads and parking areas shall be surfaced in a manner so as to minimize dust. The applicant shall obtain all necessary encroachment permits for any work within the right-of-way. All improvement shall adhere to all applicable federal, State and local agency requirements.
							AQ-5: Any disposal of vegetation removed as a result of lot clearing shall be lawfully disposed of, preferably by chipping and composting, or as authorized by the Lake County Air Quality Management District and the Lake County Fire Protection District
							AQ-6 During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site.
							AQ-7: Grading permits shall be secured for any applicable activity from the Community Development Department, Building Division. Applicable activities shall adhere to all grading permit conditions, including Best Management Practices. All areas disturbed by grading shall be either surfaced in manner to minimize dust, landscaped or hydro seeded. All BMPs shall be routinely inspected and maintained for lifer of the project
							AQ-8: All refuse generated by the facility shall be stored in approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis so as to avoid excess waste. All trash receptacles/containers shall remain covered at all times to prevent fugitive odors and rodent infestation. An odor control plan shall be submitted for review and approval by the City In accordance with the Zoning Code. Odor control shall be maintained to an acceptable level at all times.
							AQ-9: Construction activities that involve pavement, masonry, sand, gravel, grading, and other activities that could produce airborne particulate should be conducted with adequate dust controls to minimize airborne emissions. A dust mitigation plan may be required should the applicant fail to maintain adequate dust controls.
							AQ-10: If construction or site activities are conducted within Serpentine soils, a Serpentine Control Plan may be required. Any parcel with Serpentine soils must obtain proper approvals from LCAQMD prior to beginning any construction activities. Contact LCAQMD for more details.
							AQ-11: All engines must notify LCAQMD prior to beginning construction activities and prior to engine Use. Mobile diesel equipment used for construction and/or maintenance must be in compliance with State registration requirements. All equipment units must meet Federal, State and local requirements. All equipment units must meet RICE NESHAP/ NSPS requirements including proper maintenance to minimize airborne emissions and proper record-keeping of all activities, all units must meet the State Air Toxic Control Measures for CI engines and must meet local regulations.

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							AQ-12: Site development, vegetation disposal, and site operation shall not create nuisance odors or dust. During the site preparation phase, the District recommends that any removed vegetation be chipped and spread for ground cover and erosion control. Burning of debris/construction material is not allowed on commercial property, materials generated from the commercial operation, and waste material from construction debris, must not be burned as a means of disposal.
							AQ-13: Significant dust may be generated from increase vehicle traffic if driveways and parking areas are not adequately surfaced. Surfacing standards should be included as a requirement in the use permit to minimize dust impacts to the public, visitors, and road traffic. At a minimum, the district recommends chip seal as a temporary measure for primary access roads and parking. Paving with asphaltic concrete is preferred and should be required for long term occupancy. All areas subject to semi-truck / trailer traffic should require asphaltic concrete paving or equivalent to prevent fugitive dust generation. Gravel surfacing may be adequate for low use driveways and overflow parking areas; however, gravel surfaces require more maintenance to achieve dust control, and permit conditions should require regular palliative treatment if gravel is utilized. White rock is not suitable for surfacing (and should be prohibited in the permit) because of its tendency to break down and create excessive dust. Grading and re-graveling roads should utilizing water trucks, if necessary, reduce travel times through efficient time management and consolidating solid waste removal/supply deliveries, and speed limits
							be confirmed through review and approval of grading plans by the City of Clearlake Community Development Department.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?		⊠					Less Than Significant Impact with Mitigation. See Question III-a, above.
c) Expose sensitive receptors to substantial pollutant concentrations?					X		Less Than Significant Impact. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors include existing single-family residences, located approximately 65 feet east, and 150 feet west, of the project site. The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions, toxic air contaminants (TAC) emissions, and criteria pollutant emissions,
							which are addressed in further detail below. Localized CO Emissions Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high.

IMPACT						1	All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							The LCAQMD has not established screening criteria for localized CO emissions. Therefore, in order to provide a conservative indication of whether the proposed project would result in localized CO emissions that would exceed the applicable threshold of significance, the screening criteria for localized CO emissions established by BAAQMD was used in this analysis. According to BAAQMD, a project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:
							 The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).
							An established congestion management program does not exist for the project area. As such, the proposed project would not be inconsistent with any such a plan. In addition, according to the General Plan EIR, daily traffic volumes along SR 53 range from 19,000 vehicles per day near the southern end of the roadway to 10,000 vehicles per day near SR 20. Because SR 53 is a State Highway, the assumption can be made that the traffic travelling along the roadway would be greater than the traffic travelling on the local roadways in the project vicinity. Therefore, given the relatively small size of the proposed project, the addition of project-generated vehicle trips would not be expected to increase traffic volumes at any intersections within the project vicinity to more than 44,000 vehicles per hour. Furthermore, intersections where vertical and/or horizontal mixing is limited are not located in the project vicinity.
							Based on the BAAQMD's screening criteria for localized CO emissions, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.
							TAC Emissions Another category of environmental concern is TACs. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.
							The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.
							Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, as noted above, construction would occur over an approximately one-year period. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the estimated one-year

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							construction period associated with the proposed project. In addition, all construction equipment and operation thereof would be regulated by the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. During construction, only portions of the project site would be disturbed at a time. Operation of construction equipment would occur on such portions of the site intermittently throughout the course of a day over the overall construction period. Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, sensitive receptors in the area would not be exposed to pollutants for a permanent or substantially extended period of time. Considering the short-term nature of construction activities, the regulated and
							intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expose sensitive receptors to substantial pollutant concentrations.
							Criteria Pollutants As discussed above, the LCAB is the only air basin in the State that is classified as an attainment area for all CAAQS and NAAQS. Due to the attainment status of the LCAB, an air quality plan for the area is not required to be and has not been prepared. As such, numerical thresholds of significance for air pollutants have not been established by the LCAQMD for CEQA analysis purposes, as such thresholds of significance are typically developed based on attainment goals set forth within an air quality plan. According to the BAAQMD, a project's compliance with BAAQMD's thresholds of significance provides an indication that criteria pollutants released as a result of project implementation would not inhibit attainment of the health-based regional NAAQS and CAAQS. Because the LCAB is in attainment for all CAAQS and NAAQS, and project-related emissions would not exceed the BAAQMD's thresholds with implementation of Mitigation Measure AQ-1, the criteria pollutants emitted during project implementation would not be anticipated to result in measurable health impacts to sensitive receptors. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of criteria pollutants.
							Conclusion Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO, or criteria pollutants from construction or operation. Therefore, a less-than-significant impact would occur.
d) Result in other emissions that create objectionable odors adversely affecting a substantial number of people?							Less Than Significant Impact. While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, it is difficult to quantitatively determine the presence of a significant odor impact. Typical odorgenerating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses.
							Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction is temporary and construction equipment would operate intermittently throughout the course of a day, and would likely only occur over portions of the site at a time. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable LCAQMD

77.57 (677)			1	·			
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions, as well as any associated odors related to operation of construction equipment. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, the proposed project would not be expected to create objectionable odors affecting a substantial number of people.
	S	EC	TIC	NC	IV.		BIOLOGICAL RESOURCES
							Would the project:
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X					Less than Significant Impact with Mitigation. A Biological Evaluation conducted by Live Oak Associates, Inc., was prepared for the proposed project. A search of the California Natural Diversity Database (CNDDB) was included in the Biological Evaluation, and based on the results, a total of 12 special-status plant species and 18 special-status wildlife species are known to occur within the project region. In addition, a site survey was conducted on July 11, 2022 as part of the Biological Evaluation to assess the potential for the identified special-status species to occur on-site. According to the Biological Evaluation, of the 12 special-status plant species known to occur in the area, three are either absent from or unlikely to occur on the site due to a lack of suitable habitat, because the species has not been observed in the site's vicinity, and/or because the species is a perennial and would have been identifiable during the time of year that the site survey was conducted, and the species was not observed. However, the Biological Evaluation identified nine special-status plant
							species as having the potential to occur on-site including eight species listed under California Native Plant Society (CNPS) Rare Plant Rank 1B (bent-flowered fiddleneck, Raiche's manzanita, three-fingered morning glory, deep-scarred cryptantha, Tracy's eriastrum, congested-headed hayfield tarplant, Napa bluecurls, and San Joaquin spearscale) and one species listed under CNPS Rare Plant Rank 2B (oval-leaved viburnum). Focused floristic surveys during the appropriate blooming season in all potentially suitable habitats on-site for the aforementioned species would be necessary to determine whether the proposed project would impact any populations of the species. Should focused surveys determine populations of any of the species are present on the site, and if the project as proposed would impact the populations, a potentially significant impact could occur.
							Many of the 18 special-status wildlife species identified as a result of the CNDDB search have habitat requirements that are not present on the project site. Although the project site does not contain suitable habitat for a majority of special-status wildlife species, four species may regularly or occasionally use the project site for foraging, including the Clear Lake roach, Townsend's big-eared bat, pallid bat, and western red bat. While the three bat species listed above, including the Townsend's big-eared bat, pallid bat, and western red bat may forage over the site, roosting habitat is absent from the site for the species, as trees with suitable cavities and leaf density are not present within the site. In addition, the project site does not provide regionally important foraging habitat for the aforementioned species. Furthermore, while a drainage is located in the northwestern corner of the site, the drainage is not within the development area, and, therefore, Clear Lake roach habitat would not be impacted.
							Avian species protected by the Migratory Bird Treaty Act (MBTA) could use the project site as potential foraging and/or nesting habitat. Therefore, while development of the project would result in a less-than-significant impact on Clear Lake roach, Townsend's big-eared bat, pallid bat, and western red bat, if construction activity occurs during nesting season, the proposed project could result in a potentially significant impact to avian species protected under the MBTA.
							Mitigation Measures BIO-1 through BIO-8 shall be implemented to ensure potential impacts to special-status species will be reduced to a less-than-significant levels.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Mitigation Measures: BIO-1: Prior to initiation of ground-disturbing activities on the project site, the project applicant shall retain a qualified biologist to conduct floristic surveys to identify any special-status plant species on-site. • Floristic surveys shall be conducted in all on-site habitats that potentially support special status species during the appropriate season to identify the species, which is typically during the species' blooming period. Based upon the suite of special status plant species potentially occurring on the site, at a minimum, four surveys shall be conducted, (i.e., in March, April, June, and October) in all areas of the site within and adjacent to (within 100 feet) project development footprints that provide potential habitat for the target species. Surveys shall be conducted in conformance with the most recent version of CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities and CNPS' Botanical Survey Guidelines.
							BIO-2: If rare plant populations are determined to be present on the project site during the focused floristic surveys by a qualified/license biologist, the populations shall be mapped, and the number of individuals shall be estimated. A qualified plant ecologist or botanist shall determine whether project impacts to plant populations are significant.
							BIO-3: To the extent practicable, the project shall be designed to avoid or minimize impacts to special status plant populations with a buffer determined by the qualified botanist or plant ecologist.
							BIO-4: If the project cannot be redesigned to avoid or minimize impacts to the identified species to a less-than-significant level, then compensation measures shall include development of an onsite or off-site restoration plan for the species. At a minimum, any restoration plan shall contain the following elements: 1) location of restoration areas, 2) propagation and planting techniques to be employed for the restoration effort, 3) a timetable for implementation, 4) a monitoring plan and performance criteria, 5) an adaptive management plan should the restoration not meet interim success criteria, and 6) a site maintenance plan. The restoration plan shall be approved by the City of Clearlake Community Development Department prior to the start of project construction and shall, where feasible, occur in the immediate vicinity of the identified population(s).
							BIO-5: If tree removal is required, site preparation, grading, or construction is planned to occur within the avian breeding period (i.e., between February 1 and August 31), a qualified biologist shall conduct pre-construction surveys for active nests of migratory birds within seven days of the onset of construction activities. If construction activity is planned to commence outside the breeding period, pre-construction surveys are not required for nesting birds and raptors. Survey results shall be submitted to the City of Clearlake Community Development Department. If active nests of migratory birds are not detected within the project site, further mitigation is not required. If nesting birds are detected, the applicant shall implement Mitigation Measure BIO-3.
							BIO-6: If any active nests are discovered in or near proposed construction zones, a qualified biologist shall establish a construction-free buffer around the nest. The buffer shall be adequate to ensure the nest is not disturbed by construction activities and shall be based on the location of the nest, species of bird, sensitivity of the bird (as determined by the biologist), and proximity to and type of construction occurring near the nest. The buffer shall be identified on the ground with flagging or fencing and shall be maintained until the biologist has determined that the young have fledged. Established buffers may be altered only if a qualified biologist provides compelling biological or ecological reason to do so. Proof of compliance with this Mitigation Measure

BADA CE		1	1	1			AD 1 4 4 4 1 1 1 4 4
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							shall be provided to the City of Clearlake Community Development Department prior to recommencing construction within the buffer area.
							BIO-7: All construction and operations workers on the project site shall be trained by a qualified biologist prior to ground disturbing activities. The
							tailgate training shall include a description of the Migratory Bird Treaty Act, instructions on what to do if an active nest is located, and the importance of
							capping pipes and pipe-like structures standing upright to avoid birds falling into the pipes and getting stuck. Proof of compliance with this Mitigation
							Measure shall be provided to the City of Clearlake Community Development Department.
b) Have a substantial adverse effect on any					⊠		Less than Significant Impact. A drainage occurs in the northwestern corner of the site with culverts running under the road to the north of the site (see Figure 19). The
riparian habitat or other sensitive natural							drainage was dry at the time of the July 2022 site visit conducted as part of the Biological Evaluation. The drainage has a flat bottom with fairly steep sides,
community identified in local or regional							suggesting a large volume of seasonal flow. The width of the drainage varied from approximately 12 feet wide at the northern boundary of the site to approximately
plans, policies, and							five feet wide where the drainage exits the site on the western side of the project
regulations or by the California Department							site. The unnamed drainage appears to be a tributary of Cache Creek which is connected to Clear Lake. As such, the drainage is likely considered to be a water of
of Fish and Game or U.S. Fish and Wildlife							the U.S. and/or water of the State. However, while the drainage is located on-site, development of the project is not proposed within the near vicinity of the drainage,
Service?							and the disturbance area of the project would avoid the drainage feature completely. Therefore, impacts to jurisdictional waters, wetlands, or riparian habitats are not
c) Have a substantial					×		expected to occur. Less than Significant Impact. See Question IV-b, above.
adverse effect on state							Less than Significant Impact. See Question 1v-0, above.
or federally protected wetlands (including,							
not limited to, marsh, vernal pool, coastal,							
etc.) through direct removal, filling,							
hydrological interruption, or other							
means? d) Interfere					⊠		Less than Significant Impact. Wildlife movement corridors are areas where
substantially with the							regional wildlife populations regularly and predictably move during dispersal or
movement of any native resident or							migration. Movement corridors in California are typically associated with valleys, rivers and creeks supporting riparian vegetation, and ridgelines. Wildlife will often
migratory fish or wildlife species or with							move across ill-defined undeveloped habitat patches, or regional movement is facilitated along existing linear features such as ditches, canals, farm roads, and
established native resident or migratory							creeks.
wildlife corridors, or impede the use of							Regionally, the nearest area believed to provide for regional wildlife movement is Cache creek and the riparian habitat approximately 0.5-mile to the south of the site.
native wildlife nursery sites?							In addition, according to the Biological Evaluation prepared for the proposed project, the Lake County Land Trust Conservation Priority Plan identifies the
sites:							project site location as being along the northern edge of a structural connectivity
							corridor which appears to center around Cache Creek and upland habitat to the east of Clearlake.
							The project site consists mainly of open, previously developed area with some natural lands along the northern edge. Development within the City of Clearlake
							occurs to the west, north, and east of the site, with dispersed rural residential uses located immediately north of the site. Therefore, the Biological Evaluation
							concluded that the site does not play a major role as a wildlife corridor; however,
							wildlife which currently use the site for daily or dispersal movements would likely continue to do so after the site is built out because the majority of the undisturbed
							lands in the northern portion of the site would remain undeveloped under post- project conditions. Nonetheless, the proposed project would not interfere
							substantially with the movement of any native resident or migratory fish or wildlife

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and a less-than-significant impact would occur.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		×					Less than Significant Impact with Mitigation. Chapter 18-40 of the City's Municipal Code comprises the City's Native Tree Protection Ordinance. The City's Native Tree Protection Ordinance defines Protected Trees as native oak trees, including Blue Oak, Valley Oak, Interior Live Oak, California Black Oak, Canyon Live Oak, and Oregon White Oak with a greater than six-inch diameter at breast height (DBH).
ordinance?							An Arborist Report (Attachment B) was prepared to evaluate the health and structural condition of the trees within the project area, determine which trees could be preserved and removed, and provide guidelines for tree preservation during the design, construction, and maintenance phases of development.
							Based on a survey of the project site conducted on July 11 and 12, 2022, a total of 78 protected trees were determined to exist on site, including nine Blue Oaks, one Valley Oak, and 68 Interior Live Oaks. Of the 78 protected trees, the Arborist Report concluded that 51 trees would require removal during development of the proposed project. In addition, 27 trees are expected to experience encroachment from the proposed project. It should be noted that a portion of the site was inaccessible during the field survey. An estimated additional 25 trees from that area, including 20 Interior Live Oaks and five Blue Oaks, may require removal, and an additional 10 Interior Live Oaks from that area are expected to experience encroachment from the proposed project. Overall, a total of 76 protected trees are expected to be removed as part of the proposed project, including 70 Interior Live Oaks, one Valley Oak, and five Blue Oaks; and a total of 37 protected trees are expected to experience encroachment from the proposed project, including 28 Interior Live Oaks, and nine Blue Oaks.
							However, in July 2022, after the tree inventory and assessment of the project site were conducted, a fire occurred that potentially damaged, injured, and/or killed some of the existing protected trees. As such, a Post-Fire Tree Assessment was prepared by Live Oak Associates (LOA), which provided recommendations to determine the health status of each tree. According to LOA, within eight to 10 weeks of being impacted by fire, a tree's cambium can be checked to determine if a tree is dying or is living. The method of checking a tree's cambium for health is recommended only for trees expected to be removed by the project, as the method damages the tree's bark and should not be conducted on trees that would remain in place.
							A permit is required by the City of Clearlake to remove or encroach into the dripline of a protected tree. In addition, the City would impose tree replacement standards or in-lieu fees pursuant to Section 18-40.050 of the Municipal Code for all protected trees proposed for removal. Furthermore, the tree protection measures included in the Arborist Report would be required for all protected trees expected to experience encroachment from the proposed project. Without adequate protection measures for the trees to be retained on the site, the proposed project could result in injury to protected trees. Because of the fire that occurred on-site, the site would require additional surveys prior to commencement of construction to determine the number of protected trees that would be removed and retained on-site during project development. Mitigation Measure BIO-5 would ensure impacts to protected trees would be less-than-significant.
							Mitigation Measures: BIO-8: Prior to the start of construction activities, the applicant shall retain a certified arborist to reassess the protected trees on-site and determine if any additional trees would require removal due to damage from the on-site fire. The updated report shall be submitted to the City of Clearlake Community Development Department for review and approval.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?							 A native tree protection and removal permit, waiver, or similar approval shall be secured prior to impacting trees protected under the City ordinance. The project applicant shall mitigate for the removal of Protected Trees located within the project site, as identified in the Arborist Report prepared for the proposed project, by preparing a Tree Replacement Plan to ensure on-site replacement planting or the payment of in-lieu fees, or a combination of both. For the Protected Trees to be preserved as part of the project, the project applicant shall implement the Tree Protection Measures and Performance Standards included in the Arborist Report prepared for the proposed project, including requirements related to: tree removal, tree protection fencing, trenching, tree protection training, tree protection measure monitoring, and other general provisions. The above measures shall be included in the notes on construction drawings, subject to review and approval by the City of Clearlake Community Development Department, prior to initiation of construction activities. No Impact. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation Community Plan, or other approved local, regional, or state habitat conservation Community Plan, or other approved local, regional, or state habitat conservation Community Plan, or other approved local, regional, or state habitat conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation Plan, or other approved local, regional, or state habitat conservation Plan, or other approved local, regional, or state habitat conservation Plan.
		SE	CT	IO	V		CULTURAL RESOURCES
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?					×		Less than Significant Impact. Currently, the site is vacant and undeveloped. Thus, the site does not contain any existing structures, buildings, or other features which would be considered historical. A Cultural Resource Investigation was prepared for the proposed project by Sub-Terra Heritage Resource Investigations (Sub-Terra), which included an archival review of historic General Land Office plats and USGS topographic maps, as well as an archeological field survey of the entire project site. The field survey included a complete, intensive inspection of the project site, with transects of three meters or less. Ground visibility was generally good, and where necessary, the surveyor dug small holes to examine the sediments of the land. As discussed within the Cultural Resource Investigation, evidence of historic period cultural resources was not present within the project area, and historic properties were not recorded within the project site. In addition, portions of the project site have been used as a designated construction staging area. As such, the storage of equipment and vehicles, stockpiles, waste bins, and other construction-related materials has occurred on the project site. Therefore, portions of the project site have been subject to disturbance. Based on the above, the proposed project would have a less-than-significant impact related to the substantial adverse change of a historical resource.
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?		×					Less than Significant Impact with Mitigation. Based on the California Historical Resources Information System (CHRIS) records search conducted by the Northwest Information Center (NWIC), and archival review of historic General Land Office plats and USGS topographic maps conducted as part of the Cultural Resource Investigation prepared for the proposed project, previously recorded cultural resources are not located within the project site. As discussed above, an archeological field survey was also conducted as part of the Cultural Resource Investigation, which included the minor modification of ground cover, to allow for the detection of all evidence of prior human activity including

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							archeological remains. The archeological field survey did not find any cultural resources within the project area. Additionally, according to the Cultural Resource Investigation, the project area has been previously bulldozed, severely graded, and most of the original landscape was previously removed and re-distributed as fill. From the 1990s to present day, the project area has served as the City's materials storage yard, resulting in further modification by introduction of fill materials of various kinds and from various sources.
							Although the project area has been subject to a records search and an archeological field survey, and has been subject to previous disturbance, the Koi Nation tribe has ancestral ties to the area. Therefore, a remote possibility exists that unknown archaeological resources, including human remains, could be uncovered during ground-disturbing activities at the project site. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries, during construction. Therefore, Mitigation Measures CUL-1 and CUL-2 would be required to ensure impacts would be less than significant.
							Mitigation Measures: CUL-1: During construction activities, if any subsurface archaeological remains are uncovered, all work shall be halted within 100 feet of the find and the owner shall utilize a qualified cultural resources consultant to identify and investigate any subsurface historic remains and define their physical extent and the nature of any built features or artifact-bearing deposits.
							CUL-2: The cultural resource consultant's investigation shall proceed into formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists – e.g., there is an intact feature with a large and varied artifact assemblage – it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project
							CUL-3: If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Lake County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Lake County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the "most likely descendant(s)", The landowner shall engage in consultations with the most likely descendant (MLD). The MLD will make recommendations concerning

IMPACT		_		4	_		All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							the treatment of the remains within 48 hours as provided in Public Resources Code 5097.98.
							CUL-4: On or prior to the first day of construction the owner shall organize cultural sensitivity training for contractors involved in ground disturbing activities.
c) Disturb any human remains, including those interred outside		×					Less Than Significant Impact with Mitigation. See Question V-b, above.
of formal cemeteries?				<u> </u>	SEC	TI/	ON VI. ENERGY
				2	EC		Would the project:
a) Consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation?							Less Than Significant Impact. The main forms of available energy supply are electricity, natural gas, and oil. The following provides a discussion regarding the proposed project's potential effects related to energy demand during construction and operations. Construction of the proposed project would involve increased energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. As a result, construction equipment would be used intermittently over the duration of the construction period, and the increased energy demand associated with construction would also occur intermittently, and for a limited amount of time. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions by requiring

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.
							Operational Energy Use Following implementation of the proposed project, PG&E would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of hotel uses, requiring electricity for interior and exterior building lighting, operation of stoves, kitchen and cleaning appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes, hotel patrons, and the movement of goods. Energy use associated with operation of the roadway extension would consist solely of electricity required for roadway lighting.
							The proposed project would be subject to all relevant provisions of the most recent update of the California Buildings Standards Code (CBSC), including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources. Furthermore, the project would be required to incorporate design features to reduce outdoor water use by 20 percent.
							With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this Initial Study, the project site would provide new pedestrian infrastructure along the project frontage, and electric vehicle (EV) charging stations would be included in the project. Bicycle parking would be included on-site, which would encourage patrons to use alternative transportation. With regard to the proposed roadway extension, the proposed project would result in transportation energy use associated with vehicles travelling along the roadway. However, the roadway extension would not induce additional vehicle travel in the project area. Rather, the proposed project would redistribute existing traffic within the City and allow for residents of the City to use an alternative, potentially shorter, route. As such, energy consumption associated with vehicles travelling along the proposed roadway would not be considered wasteful, inefficient, or unnecessary.
							Based on the above, compliance with the State's latest Energy Efficiency Standards would ensure that the proposed project would implement all necessary energy efficiency regulations.
							Conclusion Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?					⊠		Less Than Significant Impact. See Question VI-a, above.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
		SF	CT	OI	NV	II.	GEOLOGY AND SOILS
	1	1		I	ı		Would the project:
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?							Less than Significant Impact with Mitigation. The Coast Ranges are composed primarily of Mesozoic and Cenozoic sedimentary strata. The northern Coast Ranges are dominated by irregular, knobby, landslide-topography of the Franciscan Complex. The eastern border is characterized by ridges and valleys comprised primarily of Upper Mesozoic strata. In several areas, Franciscan rocks are overlain by volcanic cones and flows of the Quien Sabe, Sonoma and Clear Lake volcanic fields. Mount Konocti, the largest volcanic feature of the Clear Lake volcanic fields, is located approximately eight miles northeast of the Project site. i) Earthquake Faults Known active faults are not located at or adjacent to the project site. Furthermore, designated Alquist-Priolo Fault Zones do not intersect the project site. Therefore, potential for fault rupture on the site is estimated to be low. ii) Seismic Ground Shaking According to the City's General Plan, a 50 percent to 60 percent chance exists that a 6.0 magnitude earthquake could occur within 50 kilometers of Clearlake in the next 50 years, and strong ground shaking could occur in the area. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without collapse but with some nonstructural damage, and 31 resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance with the design standards is verified by the City prior to the issuance of building permits. Proper engineering of the proposed buildings would ensure that the project would not be subject to substantial risks related to seismic ground shaking. iii) Seismic–Related Ground Failure, including liquefaction The California Geologic Survey (CGS) has designated certain areas within California as pote

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							 Structural foundations, including retaining wall design (if applicable). Grading practices. Erosion/winterization. Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and Slope stability.
							GEO-2: All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official/Building Inspector, and a licensed/qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design.
b) Result in substantial soil erosion or the loss of topsoil?							Less than Significant Impact with Mitigation. The project site would be graded for project development, and approximately 1,300 cubic yards of soil would be imported to the project site during grading activities. As such, during construction, the project applicant shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. All grading measure shall adhere to all Federal, State and local agency requirements. Therefore, to ensure impacts related to the Geology and Soils are minimized, the following mitigation measures shall be implemented. Mitigation Measures: GEO-3: Prior to any ground disturbance and/or operation, the applicant shall submit Erosion Control and Sediment Plans to the Community Development
							Department for review and approval. The project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. GEO-4: Prior to any ground disturbance, the project applicant shall submit and obtain a Grading Permit from the Community Development in accordance
							with the City of Clearlake Municipal Code. GEO-5: The project applicant shall monitor the site during the rainy season including post-installation, application of BMPs, erosion control maintenance, and other improvements as needed. Measures shall be maintained for life of the project and replaced/repaired when necessary.
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					X		Less Than Significant Impact. Potential impacts related to landslides and liquefaction are discussed in Question VII-a, above. As such, the proposed project's potential effects related to lateral spreading, and subsidence are discussed below. Lateral Spreading Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain any open faces that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low.
							Subsidence/Settlement Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							According to the City's General Plan, unconsolidated or water saturated soils along drainages and the lake shore are most likely to be affected by settlement. However, the project site is not located along a drainage or within close proximity to the lake shore. Therefore, the potential for subsidence/settlement to pose a risk to the proposed development is relatively low.
							In addition, the project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X					Less Than Significant Impact with Mitigation. According to the City's General Plan, some soil types within the City are expansive and will shrink and swell in response to moisture. In addition, according to the USDA soil survey, development within the project site is somewhat to very limited due to the shrink-swell potential of soils within the project site. The project would adhere to all Federal, State and local agency requirements, including all requirements in the City of Clearlake's Municipal Code(s). However, given that the project site contains potentially expansive soils, Mitigation Measure GEO-4 would be required to ensure impacts are reduced to a less-than-significant level.
							Mitigation Measures: All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5.
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?						⊠	No Impact. The proposed project would include connection to the existing public sewer infrastructure. As such, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, no impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		×					Less than Significant Impact with Mitigation. Disturbance of paleontological resources or unique geologic features is not anticipated. However, if a previously unknown unique paleontological resource or unique geological feature is encountered during construction activities, the proposed project could result in a disturbance of such resources. Nonetheless, the potential impact would be reduced to less than significant with the incorporated mitigation measures CUL-1 and CUL-2.
							Mitigation Measures: All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5 and CUL-1 through CUL-4.
S	EC	TI(ON	VII	I.	Gl	REENHOUSE GAS EMISSIONS Would the project:
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?							Less than Significant Impact. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts. Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would
							be primarily associated with increases of carbon dioxide (CO ₂) and, to a lesser extent, other GHG pollutants, such as methane (CH ₄) and nitrous oxide (N ₂ O) associated with

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO ₂ equivalents (MTCO ₂ e/yr).
							A number of regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and Senate Bill (SB) 32. In 2005, Governor Schwarzenegger signed Executive Order S-3-05, which sets forth a target of 1990 levels by 2020, and a long-term target of 80 percent below 1990 levels by 2050. AB 32 (California Global Warming Solutions Act of 2006) codifies the statewide GHG emissions reduction target of 1990 levels by 2020 included in Executive Order S-3-05. Thereafter, in 2016, SB 32 built upon AB 32 by establishing a transitional reduction target of 40 percent below 1990 levels by 2030.
							As discussed under Section III, Air Quality, for the analysis within this IS/MND, based on the recommendation of the LCAQMD, the City has elected to use the BAAQMD's thresholds of significance for GHG emissions, which were specifically crafted to indicate consistency with AB 32. By using the BAAQMD thresholds of significance for GHG, the City would comply with Section 15064.4(b)(3) of the CEQA Guidelines, which suggests that lead agencies consider the extent that the project would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions. On April 20, 2022, BAAQMD adopted updated thresholds of significance for climate impacts, which included a qualitative approach to assessing GHG impacts. However, the LCAQMD has indicated a preference to continue assessing GHG impacts quantitatively. In addition, according to BAAQMD Resolution No. 2022-06 adopting the CEQA thresholds, the newly adopted thresholds of significance are not applicable to projects that initiated the CEQA process prior to April 20, 2022, such as the proposed project, including the proposed project. As such, for the purposes of the analysis included herein, and consistent with guidance from the LCAQMD and the BAAQMD 2017 CEQA Guidelines, the GHG emissions threshold of significance used in this analysis is whether the proposed project would result in operational GHG emissions in excess of the following:
							• 1,100 MTCO ₂ e/yr; or
							• 4.6 MTCO ₂ e/capita/yr.
							As noted above, the foregoing thresholds are specific to AB 32. SB 32 requires that statewide emissions be reduced by an additional 40 percent beyond the AB 32 reduction goal by the year 2030; therefore, it is reasonable to assume that in order to meet the reduction targets of SB 32, a proposed project would be required to reduce emissions by an additional 40 percent beyond the emissions reductions currently required by BAAQMD for compliance with AB 32. Assuming a 40 percent reduction from the BAAQMD targets which demonstrate compliance with AB 32, a proposed project would be in compliance with SB 32 if the project's emissions do not exceed 660 MTCO ₂ e/yr.
							The proposed project's GHG emissions were quantified with CalEEMod using the same assumptions as presented in the Air Quality section of this IS/MND, and compared to the thresholds of significance noted above. All CalEEMod results are included in Attachment A to this IS/MND.
							Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the proposed project's construction GHG emissions have been estimated. The CalEEMod emissions estimates prepared for the proposed project determined that unmitigated project construction would result in total emissions of 273 MTCO ₂ e over the course of the project construction period.

IMPACT							All determinations	need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sou	
							The estimated maximum annual GHG emis project are presented in Table 5 below. As annual unmitigated operational GHG emis 551 MTCO ₂ e/yr. Thus, implementation operational emissions below the 1,100 MTe emissions, as well as the adjusted SB 32 th Tab Unmitigated Operation	shown in Table 5, the project's maximum sisions were estimated to be approximately of the proposed project would result in CO ₂ e/yr threshold of significance for GHG reshold of 660 MTCO ₂ e/yr.
							Source	GHG Emissions (MTCO ₂ e/yr)
							Area	0.71
							Energy	107
							Mobile	414
							Waste Water	12.8 3.19
							Refrigerants	12.5
							Total GHG Emissions	551
							BAAQMD Threshold	1,100
							Adjusted SB 32 Threshold	660
							Exceeds Thresholds?	NO
							Source: CalEEMod, August 2022 (see Attachme	ent A).
							Based on the above, the proposed project vemissions, either directly or indirectly, the environment, or conflict with any applicable purpose of reducing the emissions of GHO than-significant.	nat may have a significant impact on the e plan, policy, or regulation adopted for the Gs, and impacts would be considered less-
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?					×		Less Than Significant Impact. See Ques	stion VIII-a, above.
SECT	ION	V IX	ζ.	H	AZ A	RI	OS AND HAZARDOUS Would the project:	S MATERIALS
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?							Less Than Significant Impact. Hotel d with the routine transport, use, disposal, hazardous materials. On-site maintenance products, fertilizers, and herbicides, an	or generation of substantial amounts of may involve the use of common cleaning may of which could contain potentially ld be expected to be used in accordance tions governing use of such products and site, routine use of such products would blic health or the environment. While build occur along the proposed roadway orting hazardous materials within the City at of the proposed project. In addition, the long the proposed roadway extension are eich typically do not transport hazardous the a significant hazard to the public or
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					⊠		materials, and a less-than-significant in Less Than Significant Impact. The project ruderal vegetation and wooded areas in the areas in the southern portion. Known habandoned wells, structures containing lead on-site. According to the California Do	ect site is vacant and consists primarily of northern portion, and previously disturbed azards (e.g., underground storage tanks, dd-based paint or asbestos) are not located

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local Town ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. As discussed above, during project operation, hazardous materials use would be limited to landscaping products such as fertilizer and pesticides/herbicides. Such chemicals would be utilized in limited quantities according to label instructions. Because the proposed project would involve limited use of hazardous materials, primarily limited to the construction phase of the project, during which the contractor would be required to adhere to all relevant guidelines and ordinances regulating the handling, storage, and transportation of hazardous materials, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a less-than-significant impact would occur.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?						×	No Impact. Schools are not located within one-quarter mile of the project site. The nearest school is Clearlake Creativity School, located approximately 0.7-mile south of site. Therefore, the proposed project would result in no impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?							No Impact. The California Environmental Protection Agency provides a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The project site is not located on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, which is a component of the Cortese List. The other components of the Cortese List include the list of leaking underground storage tank sites from the SWRCB's GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. The project site is not located on any of the aforementioned components of the Cortese List. Thus, the project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and no impact would occur.
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?							No Impact. The nearest airport to the site is Lampson Field Airport, which is located approximately 22 miles west of the site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, no impact would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.
f) Impair implementation of or physically interfere with an adopted emergency response					×		Less Than Significant Impact. The project would not impair or interfere with an adopted emergency response or evacuation plan. The project has been reviewed by the Lake County Department of Environmental Health, Lake County Special Districts, City of Clearlake Police Department, City of Clearlake's Community Development Department (Building, Public Works, Planning), and the Local Fire Protection

IMDACT			1		1		All determinations need ornless the
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
plan or emergency evacuation plan?							District/CalFire for consistency with access and safety standards. The City of Clearlake did not receive any adverse comments.
							During operation, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. The project would not substantially alter existing circulation systems in the surrounding area. Rather, the proposed roadway extension would have the potential to provide an additional evacuation route in the event of an emergency. As a result, the project would have a less-than-significant impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?							Less Than Significant Impact. Issues related to wildfire hazards are further discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within a Very High Fire Hazard Severity Zone. Additionally, the proposed project would be required to comply with all applicable requirements of the California Fire Code through the installation of fire sprinkler systems, fire hydrants, and other applicable requirements. The primarily developed nature of the area surrounding the project site generally precludes the spread of wildfire to the site. Thus, the potential for wildland fires to reach the project site would be low. Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a less-than-significant impact would occur.
SE	CT]	ION	X.	• .	HY	DR	OLOGY AND WATER QUALITY
							Would the project:
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?							Less than Significant Impact. During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality. The State Water Resources Control Board (SWRCB) regulates stormwater discharge associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Given that the proposed project would disturb more than one acre of land, the proposed construction activities would be subject to applicable SWRCB regulations. For example, the project shall comply the Statewide Construction General Permit No. 2009-009-DWQ (or most current permit). Prior to grading permit issuance, the applicant shall provide the Waste Discharger Identification (WDID) number issued by the SWRCB, and prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. Compliance with State regulations, including implementation of a SWPPP, would ensure that construction activities associated with the proposed project would not adversely affect water quality. Additionally, the City's Stormwater Management Ordinance (Chapter 14 of the Clearlake Municipal Code) includes regulations and requirements to prevent, control, and reduce stormwater pollutants within the City. The City of Clearlake requires all development projects to use BMPs to treat runoff and ensure that the water quality of the drainage systems within the City is not adversely impacted. Temporary construction phase BMPs may include, but are not limited to, silt fencing, straw wattle

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							The proposed project would not involve operations typically associated with the generation or discharge of polluted water. Following project buildout, disturbed areas of the site would be largely covered with impervious surfaces and topsoil would no longer be exposed. Given that the project site is currently undeveloped, development of the proposed project would result in an increase of impervious surfaces on-site. However, stormwater runoff from the new impervious surfaces within the project site would flow into the proposed stormwater drainage system, as well as landscaped areas on-site. During operation, the project would comply with all relevant water quality standards and waste discharge requirements, and would not degrade water quality. Permanent BMPs may include soil stabilization, revegetation, and landscaping of all non-hardscaped disturbed areas of the project site.
							Based on the above, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Thus, a less-than-significant impact would occur.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?					×		Less than Significant Impact. Potable water service for the proposed project would be provided by HMWC. According to a 2021 Drought Contingency Plan prepared by the HMWC, the sole source of water supply for distribution is treated surface water from Clear Lake. As a result, any increase in water demand associated with the proposed project would be primarily met through surface water supply, rather than groundwater. According to the City's General Plan, the City of Clearlake is located within the Burns Valley and Clear Lake Cache Formation groundwater basins. However, the project site represents a relatively small area compared to the overall surface area of the groundwater basins. In addition, a portion of the runoff from the proposed impervious surfaces would percolate through the on-site landscaped areas and recharge the basins. Therefore, any new impervious surfaces associated with the proposed project would not interfere substantially with groundwater recharge within the area. Based on the above, the proposed project would result in a less-than-significant impact
							with respect to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge, or conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i) result in substantial erosion or siltation onsite or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of							ci-ciii) Less than Significant Impact. The proposed project would include development of the project site with a hotel, meeting hall, parking lot and associated improvements, as well as the extension of 18 th Avenue to connect SR 53 to Old Highway 53. As discussed above, the project site is currently undeveloped and does not contain any impervious surfaces. Therefore, development of the proposed project would result in an increase in impervious surfaces on the project site, which would alter the existing drainage pattern of the site and would result in increased stormwater runoff. However, as discussed above, projects that disturb over one acre of land, including the proposed project, are subject to the NPDES General Permit. The SWPPP required under the NPDES General Permit would prevent substantial on-site erosion and siltation. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18 th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater. The City of Clearlake has been designated as a regulated small MS4 because the City's storm runoff discharges to a sensitive water body (Clear Lake). As such, the proposed project would be subject to the standards established in the MS4 permit, which would require that post-development peak stormwater runoff discharge rates not exceed the estimated pre-development rate. Therefore, the proposed project would not exceed the capacity of existing storm drain infrastructure, cause flooding on- or off-site, or result in off-site erosion or siltation after development of the site, and a less-than-significant impact would occur.
existing or planned stormwater drainage systems or provide							Act (FEMA) Flood Insurance Rate Map (FIRM) Panel 06033C0684D, the project site is shown as being located in Zone X, an area of minimal flood hazard. As such, the proposed project would not include development within a Special Flood Hazard

IMDACT	1	1		1			All determinations need explanation
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
substantial additional sources of polluted							Area and would not be subject to project-specific design features related to flood hazards. Therefore, development of the proposed project would not impede or
run-off; or iv) impede or redirect flood flows?							redirect flood flows.
d) In flood hazard, tsunami, or seiche					⊠		Less than Significant Impact. As discussed above, development of the project would not impede or redirect flood flows. Tsunamis are defined as sea waves
zones, risk release of							created by undersea fault movement. The project site is not located in proximity to
pollutants due to project inundation?							a coastline and would not be potentially affected by flooding risks associated with tsunamis. A seiche is a long-wavelength, large-scale wave action set up in a closed
FJ							body of water such as a lake or reservoir. The project site is not located near the
							shore of Clear Lake, and, therefore, would not be susceptible to impacts from seiches due to seismic activity.
e) Conflict with or					⊠		Less than Significant Impact. The project would not conflict with or obstruct any
obstruct implementation of a							water quality or groundwater management plans. Additionally, to control runoff, the proposed project would be required to incorporate appropriate BMPs consistent
water quality control							with the City's Municipal Code and State Storm Water Drainage Regulations to
plan or sustainable groundwater							prevent or reduce discharge of all construction and post-construction pollutants into the local storm drainage system. See Questions X-a and X-b, above for further
management plan?							discussion.
	C	FC	TI	N	XI.	I	LAND USE AND PLANNING
	S	LC	11() 11	A1.		Would the project:
a) Physically divide an						⊠	No impact. A project risks dividing an established community if the project would
established community?							introduce infrastructure or alter land uses so as to change the land use conditions in the surrounding community, or isolate an existing land use. Currently, the project
Community .							site is vacant. Surrounding existing uses include single-family residences to the
							north, east, and west; a convenience store to the southwest, across Old Highway 53; the former Pearce Airport site to the south; and a storage facility further east. The
							project would not isolate an existing land use. In addition, the proposed roadway
							extension would provide a new connection for the residents of Clearlake to travel from SR 53 to Old Highway 53. Therefore, the proposed project would not
1) C : 'C' +							physically divide an established community.
b) Cause a significant environmental impact					☒		Less than Significant Impact. The project site is currently designated Commercial per the City's General Plan and is zoned GC, General Commercial. According to
due to a conflict with							the General Plan, anticipated uses for the Commercial designation include retail
any land use plan, policy, or regulation							trade, commercial services, entertainment, restaurants, fast food, and other commercial uses permitted under the Zoning Code. Hotels are a permitted use
adopted for the purpose of avoiding or							within the GC zoning district. Additionally, the applicant has applied for a conditional use permit to allow the onsite sales and consumption of alcoholic
mitigating an							beverages associated with the hotel development pursuant to Section 18-19.110 of
environmental effect?							the City Municipal code/Zoning Ordinance. As such, the project would be consistent with the site's current land use and zoning designations.
							As discussed throughout this Initial Study, the proposed project would not result in
							any significant environmental effects that cannot be mitigated to a less-than- significant level by the mitigation measures provided herein. In addition, the
							proposed project would not conflict with City policies and regulations adopted for
							the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the City's noise standards, applicable SWRCB regulations related to
							stormwater, and standards set within the City of Clearlake General Plan and General
							Plan EIR. Therefore, the proposed project would not cause a significant environmental impact in excess of what has already been analyzed and anticipated
							in the General Plan EIR, and would not conflict with any land use plan, policy, or
							regulation adopted for the purpose of avoiding or mitigating an environmental impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
		SE	CT	IOI	N X	II.	MINERAL RESOURCES
							Would the project:
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?						×	No Impact. According to the City's General Plan, the only active mining taking place within city limits is aggregate mining. However, aggregate mineral resources or other mineral resources of State or local significance are not mapped within the City of Clearlake. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?						×	No Impact. See Question XII-a, above.
		SE	CT	IOI	NX		
		_	_	_	_		Would the project:
a) Generate construction noise levels that exceed the Noise Ordinance exterior or interior noise standards at residential properties during the hours that are specified in the City's General Plan Noise Element?							Less than Significant Impact with Mitigation Measures. Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive receptors include existing single-family residences, located approximately 65 feet east, and 150 feet west, of the project site. Table 7.2 of the City's General Plan establishes maximum non-transportation interior and exterior noise level standards for residential land uses within the City. As shown in the table, the City has established a maximum interior noise level standard of 55 decibels (dB) equivalent continuous sound level (Leq) for residential uses, and maximum exterior noise level standards of 55 dB Leq during daytime (7:00 AM to 10:00 PM) hours, and 45 dB Leq during nighttime (10:00 PM to 7:00 AM) hours. As established in Policy NO 1.5.1 of the City's General Plan, for projects that are required by CEQA to analyze noise impacts, a significant impact may occur regarding stationary and non-transportation noise sources if the project results in an exceedance of the noise level standards contained above, or the project would result in an increase in ambient noise levels by more than 3 dB, whichever is greater. In addition, where existing traffic noise levels are less than 60 dB Ldm at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldm increase in roadway noise levels would be considered significant; where existing traffic noise levels range between 60 and 65 dB Ldm at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldm increase in roadway noise levels would be considered significant.
							It should be noted that the standards included in the City's General Plan do not apply to construction activities which are conducted according to City regulations. City regulations for construction activities are contained in Section 5-4 of the Clearlake Municipal Code. As noted therein, noise in excess of 65 dB at a distance within 50 feet of any dwelling or transient accommodation shall not be produced between the hours of 7:00 AM and 10:00 PM, except, pursuant to permission granted by the Building Official in any case where a building permit has been obtained, or by the City Engineer in any case where public work not requiring a building permit is being performed, construction equipment may be operated during daylight hours which produces noise up to a level of 80 dB when measured at a distance of 100 feet from the source. According to the General Plan, compliance

IMPACT							All determinations	s need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sou	-
							with the City's construction requirer construction-related noise impacts to a le	ments would be sufficient to reduce ss than significant level.
							The following sections provide an analy with construction and operation of the pro-	vsis of potential noise impacts associated oposed project.
							which would result in temporary noise le local roadways would also result in a construction activities. Noise levels would used, how the equipment is operated, and addition, noise exposure at any single p depending on the proximity of construction equipment, such as graders,	ring construction of the proposed project, vel increases. Project haul truck traffic on temporary noise level increase during d vary depending on the type of equipment how well the equipment is maintained. In coint outside the project site would vary action activities to that point. Standard backhoes, loaders, and haul trucks would um noise levels associated with typical
							Construction Ed	
							Type of Equipment	Maximum Level, dB at 50 feet
							Backhoe	78
							Compactor	83
							Compressor (air) Concrete Saw	78 90
							Dozer	82
							Dump Truck	76
							Excavator	81
							Generator	81
							Jackhammer Pneumatic Tools	89 85
								ndway Construction Noise Model User's Guide,
							Based on the table, activities involved maximum noise levels ranging from 76 to previously, the construction noise standard	in typical construction would generate o 90 dB at a distance of 50 feet. As noted rds established in the Clearlake Municipal in 50 feet of any single-family residential
							with simultaneous construction activity, of the effects of combining separate noise decrease at a rate of approximately 6 dB noise source. The nearest single-fam approximately 65 feet from the eastern construction noise levels associated with the second construction of the construction	quipment, or increases separation of areas dispersion and distance attenuation reduce sources. The noise levels from a source aper every doubling of distance from the nily residence to the east would be a boundary of the project site. As such, the proposed project would be slightly less however, noise levels would still be above y's Municipal Code.
							where a building permit has been obtain where public work not requiring a buildin equipment operated during daylight hours to a level of 80 dB when measured at a construction equipment at the project site when measured at a distance of 100 fe allowed if permission is granted by the However, as permission has not yet beer	anted by the Building Official in any case ned, or by the City Engineer in any case neg permit is being performed, construction is is would be allowed to produce noise up distance of 100 feet from the source. The would generate noise levels within 80 dB et from the source, and, thus, would be the Building Official or City Engineer. In granted, the relevant standard would be wels within 50 feet of any single-family
							from the noise levels presented in Tab	arest sensitive receptors would be reduced ble 6, but would exceed the noise level the City's Municipal Code. Therefore, the

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							use of noise-dampened equipment would be required during project construction to ensure that a substantial temporary or periodic increase in ambient noise levels in the project vicinity associated with construction of the proposed project would not occur.
							<u>Operational Noise</u> The following includes a discussion of impacts associated with noise generated by the proposed hotel and roadway extension.
							Hotel Operations Operations associated with the proposed hotel would generate noise primarily associated with the on-site meeting hall and rooftop heating, ventilation, and air conditioning (HVAC) units, as well as traffic noise generated by the proposed project.
							As discussed above, the on-site meeting hall would operate between the hours of 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. However, events would occur primarily indoors, with the exception of an outdoor patio which would allow for the use of low amplified music until 9:00 PM. The nearest sensitive receptors would be located approximately 170 feet west and 412 feet east of the meeting hall. According to a Noise Study prepared for Placer County which assessed typical sound levels for outdoor events, the typical noise levels generated from a smaller event with amplified speech and music at a distance of 50 feet were 72 dB Leq. As discussed above, the City's maximum interior and daytime exterior noise level standard for residential uses is 55 dB, and the maximum exterior noise level standards during nighttime hours is 45 dB. However, according to Table 7.2 of the City's General Plan, the exterior noise levels shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises (e.g., humming sounds, outdoor speaker systems). As such, the exterior noise level standards would be adjusted to 50 dB and 40 dB during daytime and nighttime hours, respectively. According to the aforementioned Noise Study, in order for amplified speech/music to be within the 50 dB Leq noise contour, a 550-foot distance between the event and the sensitive receptor would be required. Given that the nearest sensitive receptors are located within 550 feet of the outdoor patio of the meeting hall, outdoor noise associated with events would exceed the City's daytime noise level standard of 50 dB Leq for residential uses. It should be noted that because music would not occur past 9:00 PM, nighttime noise impacts associated with the proposed meeting hall are not anticipated to occur. Nonetheless, because the City's daytime noise level standard of 50 dB Leq for residential uses wou
							HVAC systems. Information regarding the type and size of the mechanical equipment units to be used in the project is not currently available. However, typical air conditioning units and heat pumps range from approximately 50 to 60 dBA L _{eq} at a distance of 50 feet. While the nearest residence to the project site is located approximately 70 feet from the eastern project boundary, the proposed hotel building is centrally located within the site, Therefore, the nearest residence would be located approximately 230 feet from the rooftop HVAC equipment. As discussed above, noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Therefore, the HVAC equipment noise is not expected to exceed the City's maximum interior noise level standard of 55 dB for residential uses, or maximum exterior noise level standards of 55 dB during daytime (7:00 AM to 10:00 PM) hours, and 45 dB during nighttime (10:00 PM to
							7:00 AM) hours. According to the Transportation Impact Study (TIS) prepared for the proposed project, traffic generated by the proposed project would result in approximately 599 daily trips. As shown in Figure 4.12-1(d) of the General Plan EIR, Year 2040 ambient noise level conditions within the project area would be approximately 60

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							to 65 dB L_{dn} , upon full buildout of the General Plan; therefore, the threshold of significance for traffic noise level increases attributable to the proposed project would be 3 dB. Generally, a doubling in traffic volumes is required to increase traffic noise levels by 3.0 dB. According to the General Plan EIR, daily traffic volumes along SR 53 range from 19,000 vehicles per day near the southern end of the roadway to 10,000 vehicles per day near SR 20. Given the relatively small number of trips generated by the proposed project, a reasonable assumption can be made that the proposed project would not be expected to double traffic volumes on local roadways. Thus, the proposed project would not substantially increase traffic noise in the project vicinity. In addition, because the proposed project is consistent with the site's current land use and zoning designation, traffic noise level increases associated with commercial development on the project site have been previously anticipated by the City.
							Roadway Extension Operations: Operations associated with the proposed roadway extension would generate noise associated with vehicle traffic. However, as discussed above, traffic generated by the proposed project would result in approximately 599 daily trips, which would not substantially increase traffic noise in the project vicinity. In addition, according to the Clearlake General Plan, most streets within the City of Clearlake are considered local streets, which are defined as streets that have two lanes and provide access for smaller residential subdivisions which are characteristic of low speed, low-capacity roads that provide direct access to adjacent land uses and are typically meant only for local, as opposed to through traffic. The 18 th Avenue extension would be considered a local street, and thus, would not be expected to experience a substantial amount of traffic beyond what is anticipated for the proposed hotel. Furthermore, the nearest sensitive receptor to the proposed roadway would be the single-family residences located approximately 250 feet north of the site. As discussed above, the noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source.
							Therefore, traffic noise levels generated by the proposed roadway extension would be substantially reduced at the nearest sensitive receptors. As such, the proposed roadway extension would not generate a substantial
							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, and a less-than-significant impact would occur.
							Mitigation Measures: NOI-1: Permanent potential noise sources such as, generators used for power shall be designed and located to minimize noise impacts to surrounding properties.
							NOI-2: During construction noise levels shall not exceed 65 decibels within fifty (50) feet of any dwellings or transient accommodations between the hours of 7:00 AM and 6:00 PM. This threshold can be increased by the Building Inspector or City Engineer have approved an exception in accordance with Section 5-4.4(b)(1) of the City Code. An exception of up to 80 decibels may be approved within one hundred (100) feet from the source during daylight hours. Project is expected to result in less than significant impacts with regards to noise and vibration.
b) Generate a substantial temporary (non- construction) or permanent increase in vibration at existing sensitive receptors in					×		Less than Significant Impact. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, 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 depends 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.

IMPACT CATEGORIES*	1	2	3	4	5	6	Ref	erence to	All determinations need explodocumentation, sources, note	
the vicinity of the project site?							practice is to second (in/s have been structural re including gr of perceived	o monitor ec). Stand developed sponse to ound type I vibration i levels th 0.2 to 0.6	vibration in terms of peak partic dards pertaining to perception and office of vibration levels defined different vibration levels is information, distance between source and represent events. Table 7, which was depart would normally be required	ity, or displacement. A common ele velocities (PPV) in inches per as well as damage to structures in terms of PPV. Human and luenced by a number of factors, ceptor, duration, and the number veloped by Caltrans, shows that to result in damage to structures
							PPV		cets of vibration on respical	Junuings
							mm/sec	in/sec	Human Reaction	Effect on Buildings
							0.15 to 0.30	0.006 to 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 to 15	0.4 to 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
								altrans. T ebruary 20	ransportation Related Earthborne , 2002.	Vibrations. TAV-02-01-R9601.
							as the proposubstantial g The primary would occur foundations, project wou vicinity, cor	sed project groundbor y vibration r during g . Althoug ld add to astruction	ct would not involve any uses of the vibration. on-generating activities associated and vibration associated the noise and vibration environers.	ation levels during construction, reperations that would generate atted with the proposed project and utilities, and construction of the ment in the immediate project in nature and are anticipated to
							various dista with project compactors/ aisles and pa	ances. The construct rollers co- arking are	e most substantial source of gro tion would be the use of vibrato uld be required during construct as. However, at a distance of 20	d by construction equipment at bundborne vibrations associated ry compactors. Use of vibratory ion of the proposed on-site drive 6 feet or greater, vibration levels see threshold recommended by
							feet from the vibration level be below the	e nearest vels shown ne 0.20 in	existing single-family residence in Table 8, groundborne vibrate n/sec PPV threshold establishe	a distance of approximately 70 to the east. According to the ion at the nearest receptor would do by Caltrans for architectural t would not expose people to or

IMPACT CATEGORIES*	1	2	3	4	5	6		All determinations documentation, sou	need explanation. rces, notes and corr	espondence.
							generate excessive grossignificant impact wou		or groundborne noise	levels and a less-than-
								Tabl	le 8	
							Vibration		s Construction Equ	iipment
							Type of	PPV at 25 feet	PPV at 50 feet	PPV at 100 feet
							Equipment	(in/sec)	(in/sec)	(in/sec)
							Large Bulldozer	0.089 0.076	0.031 0.027	0.011 0.010
							Loaded Trucks Small Bulldozer	0.076	0.027	0.010
							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	0.074	0.026
							Source: Federal Tra Guidelines,		ansit Noise and Vibrati	ion Impact Assessment
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 and generate excessive ground borne vibration?							No Impact. The neare approximately 22 mile the vicinity of a private airport or public use air residing or working in borne vibration.	s west of the site. As airstrip, an airport la rport. Therefore, the	s such, the project site and use plan, or within proposed project wo	e is not located within a two miles of a public uld not expose people
	SE	CT	ION	X	IV.		POPULATIO Would the project:	N AND H	OUSING	
a) Induce substantial unplanned population growth in an area, either directly or indirectly?						⊠	No Impact. The proproadway extension on that the project would not directly induce pothe creation of new job demand in the area, suscale of the proposed the site's current land development of the sit Clearlake General Pla	a site that is current I not include any re opulation growth. We be, which could pote uch an increase wou project. In addition use and zoning design the has been anticipat	ly designated for considential developme /hile the proposed protially result in an ind be minimal due to, given that the progrations, potential grantions,	nmercial uses. Given nt, the project would project would include acrease in the housing to the relatively small ect is consistent with wowth associated with
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?						×	No Impact. The propermanent or tempor displace a substantia necessitate the constru	eary residences. As all number of exist	such, the proposed ing housing or peo	d project would not ople and would not
			SE	CTI	ON			C SERVIC	ES	
		ı					Would the project:	-		
Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for							a-b) Less Than Signif to the site by the Lake the project site is Static way of Old Highway protection services at t located at 14050 Olym	County Fire Depart on #71, located appro 53. The City of Cle the project site. The	ment (LCFPD). The eximately 0.7 miles frarlake Police Depart City's Police Depart	nearest fire station to rom the project site by ment provides police tment headquarters is

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of							The General Plan EIR determined that implementation of General Plan goals, policies, and actions would ensure that build-out of the General Plan would result in a less than significant impact with respect to fire and police protection services. Furthermore, new or expanded fire protection facilities would not be required as a result of the proposed project. Because the proposed project is consistent with the project site's current General Plan and zoning designations, potential increases in demand for fire and police protection services associated with buildout of the site have been anticipated by the City and analyzed in the General Plan EIR. Furthermore, the project would comply with all applicable State and local requirements related to fire safety and security, including installation of fire sprinklers. Compliance with such standards would minimize fire and police protection demands associated with the project. Therefore, the proposed
the following public services: a) Fire Protection? b) Police Protection?							project would have a less-than-significant impact related to the need for new or physically altered fire or police protection facilities, the construction of which could cause significant environmental impacts.
c) Schools? d) Parks? e) Other public facility?							c-e) Less Than Significant Impact. The proposed project would not include any residential development and, thus, would not result in population growth such that demand for schools, parks, or other public facilities would increase substantially. In addition, the project would be subject to payment of School Impact Mitigation Development Fees to fund local school services. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or
							conditioning approvals of any "[] legislative or adjudicative actinvolvingthe planning, use, or development of real property" (Government Code 65996(b)). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." Furthermore, the project would be subject to payment of the City's park and recreation facility fee in accordance with Chapter 3-8 of the Clearlake Municipal Code. The fee would help to fund expanded park facilities and services within the City. Therefore, the proposed project would have a less-than-significant impact related to the need for new or physically altered schools, parks, or other public facilities, the construction of which could cause significant
			C	FC	TIC	N'	environmental impacts. XVI. RECREATION
			S	EC	11(Would the project:
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?							No Impact. The proposed project would include the development of a hotel on a site designated for commercial uses. The proposed project would not result in population growth that could result in increased demand on existing recreational facilities or cause the construction or expansion of recreational facilities.
b) Does the project include recreational						☒	No Impact. See Question XVI-a, above.
facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?							
		S	EC'	TIC)N Z		
a) Conflict with a program plan, ordinance or policy addressing the circulation system,							Would the project: Less Than Significant Impact. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of Senate Bill 743 (2013), PRC Section 21099, subdivision (b)(1),

IMPACT						1	All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
including transit, roadway, bicycle, and pedestrian facilities?							directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."
							Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."
							Please refer to Question XVII-b, below, for a discussion of VMT.
							A TIS was prepared for the proposed project by W-Trans (Attachment D). The TIS included an assessment of potential project-related impacts on transit, bicycle, and pedestrian facilities within the City, as discussed below.
							Transit Facilities Lake Transit provides fixed route bus service in the City of Clearlake and throughout Lake County. Lake Transit Route 10 provides loop service throughout the western portion of the City and stops on Old Highway 53 at the location of the proposed intersection with the 18th Avenue Extension. Route 10 operates Monday through Friday with approximately one-hour headways between 5:10 AM and 7:10 PM. Route 11 provides loop service in the central portion of the City and stops on 18th Avenue near the intersection with SR 53. Route 11 operates Monday through Friday between 7:20 AM and 5:20 PM. Dial-a-ride, also known as paratransit, or door-to-door service, is available for residents who are unable to independently use the transit system due to a physical or mental disability. Lake Transit Dial-A-Ride and Flex Stops are designed to serve the needs of individuals with disabilities within Clearlake. Existing stops are within an acceptable walking distance of the site and would be reachable upon completion of the proposed sidewalk improvements, and transit ridership generated by the proposed project could be accommodated by existing transit facilities within the City. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy related to the City's transit facilities.
							Bicycle Facilities In the project area, Class II bike lanes exist on Old Highway 53 and segments of 18 th Avenue, Phillips Avenue, Dam Road, and Garner Avenue. Additional Class II bike lanes are planned on Boyles Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. As part of the project, Class II bike lanes would be provided on the 18 th Avenue Extension. The improvements along 18 th Avenue, together with existing bicycle lanes on Old Highway 53 and the planned facilities outlined in the County's Active Transportation Plan would provide adequate access for bicyclists within the project vicinity. Thus, the proposed project would not conflict with a program, plan, ordinance, or policy related to the City's bicycle facilities.
							Pedestrian Facilities Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting and benches. In general, the sidewalk network surrounding the project site is very limited. Sidewalk gaps along connecting roadways impact convenient and continuous access for pedestrians and may present safety concerns in the locations where appropriate pedestrian infrastructure would address potential conflict points. In general, intermittent sidewalks are provided on the west side of Old Highway 53 north of the project site; however, lighting is not provided. In addition, sidewalks are not currently provided on 18th Avenue or along SR 53, though crosswalks with pedestrian phasing

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							and curb ramps exist on all four legs of the signalized intersection of SR 53 and 18 th Avenue.
							Most hotel guests are expected to use a vehicle to reach the project site, though given the proximity of residential uses surrounding the site, a reasonable assumption can be made that some project employees may want to walk, bicycle, and/or use transit to travel between the project site and surrounding areas. Additionally, once the Airport property is redeveloped, a potential exists for substantial pedestrian travel between the hotel and other commercial and restaurant uses within the Airport redevelopment site. Upon construction of sidewalks along both sides of the extension of 18th Avenue, as proposed, the project site would be connected to the existing and planned pedestrian network. A network of sidewalks would also be provided throughout the project site resulting in connected on-site pedestrian circulation. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy related to the City's pedestrian facilities.
							Conclusion Based on the above, a less than significant impact would occur related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities.
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?							Less Than Significant Impact. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The City of Clearlake has not yet adopted a policy or thresholds of significance regarding VMT. Nonetheless, the Governor's Office of Planning and Research (OPR) released a Technical Advisory to evaluate transportation impacts pursuant to CEQA, which includes screening thresholds to identify when a lead agency may screen out VMT impacts. In addition, Vehicle Miles Traveled Regional Baseline Study (RBS) was prepared for the Lake Area Planning Council (LAPC). As such, guidance from the OPR Technical Advisory and RBS were used within the TIS prepared for the proposed project by W-Trans (Attachment D) to assess project-related VMT impacts. Many of the recommendations in the RBS are consistent with the OPR Technical Advisory. As recommended by CEQA, each component of the proposed project was assessed individually, considering the employee and guest uses separately, and are discussed in further detail below. Employee VMT VMT impacts associated with employee-based project generating vehicle travel that is 15 or more percent below the existing average countywide VMT per worker may indicate a less-than-significant VMT impact. OPR encourages the use of screening maps to establish geographic areas that achieve the 15 percent below regional average thresholds, allowing jurisdictions to screen projects in specific areas from quantitative VMT analysis because impacts can be presumed to be less than significant. The RBS includes a link to a web-based VMT screening tool that can be used to screen employment-based projects that are located in low VMT-generating areas. The tool uses data from the Wine Country Travel Demand Model (WCTDM) to compa

				The project site is located within TAZ 1915, which is bounded by Spruce Avenue to the west, Victor Street to the north, the proposed 18 th Avenue Extension to the south, and Armijo Avenue to the east, and has a baseline VMT per employee of 6.8 miles per day. Because the per capita VMT ratio is below the significance threshold of 10.5 miles per day, the VMT generated by employees of the proposed project would be considered to have a less-than-significant VMT impact.
				Guest VMT The OPR Technical Advisory does not specifically address hotel or visitor-based uses, indicating that lead agencies may develop their own thresholds for such land use types and allowing assessment on a case-by-case basis. The proposed hotel requires consideration of the project's intended visitor base and where customers would otherwise have stayed if the project were not constructed. Unless a hotel project also includes construction of a major new attraction or convention component, a hotel alone is unlikely to draw new visitors to the County. Rather, the hotel would just redistribute where visitors stay. The shift in travel patterns and VMT is similar to how OPR considers retail uses, in which many types of retail projects may generally be presumed to have a less-than-significant VMT impact because the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and adding new retail uses to the urban fabric often reduces the distances (i.e., the "miles" in VMT) that people need to drive on shopping trips. The City of San Jose was an early adopter of VMT thresholds and has chosen to apply the methodology of treating lodging uses similarly to retail, where small- to mid-sized hotels and other lodging uses can be expected to shift travel patterns rather than generate new VMT and can generally be presumed to have a less-than-significant transportation-related VMT impact. The OPR Technical Advisory notes that retail development including stores less than 50,000 sf can generally be considered local-serving. The proposed hotel would consist of 44,158 sf, with an additional 4,244 sf meeting hall. As a result, the project would be below 50,000 sf and, therefore, would be considered local-serving.
				The proposed hotel would be operated by Marriott under the "Fairfield Inn" line, which are self-described business hotels. The Fairfield Inn website states the goal of the hotel is to provide "simple, straightforward, and stress-free experiences that the brand is known for." Business hotels are typically chosen out of convenience and proximity to the travelers' destination, and are not considered a destination themselves, as opposed to a resort-style hotel which could be considered a destination. While larger resort hotels have the potential to generate interregional trips specifically for the purpose of visiting the hotel, business hotels typically do not. Further, several other existing hotels are located near Lakeshore Drive to the north of the project site, which indicates that future guests of the proposed hotel would likely shift from staying at one of the other nearby hotels. Finally, the project would be anticipated to generate predominantly business travelers whose travel patterns could reasonably be expected to be similar to employees, which have been identified as having a less-than- significant VMT impact. Given the aforementioned characteristics, W-Trans determined that few, if any, net new hotel guest trips added to the Lake County region would be exclusively attributable to the project. Accordingly, guests of the proposed hotel project would be expected to result in a less-than-significant VMT impact.
				Conclusion Based on the above, the proposed project is presumed to have a less-than-significant impact on VMT, and the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			×	Less Than Significant Impact. The Transportation Impact Analysis prepared for the proposed project included an evaluation of traffic safety issues in terms of the adequacy of sight distance and need for turn lanes at the project access as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips.

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							The project site would be accessed through a driveway on the north side of the new 18 th Avenue Extension. The driveway would be located approximately 300 feet east of the proposed Old Highway 53/18 th Avenue Extension intersection.
							Sight Distance Sight distances along Old Highway 53 at the proposed intersection with 18th Avenue near J & L Market and along 18th Avenue at the project driveway were evaluated based on sight distance criteria contained in the Caltrans Highway Design Manual. For the posted speed limit of 35 miles per hour (mph) on Old Highway 53, the minimum corner sight distance needed at the proposed intersection is 385 feet. Sight lines were field measured to extend approximately 400 feet in each direction, which is adequate for the posted speed limit. Additionally, adequate stopping sight distances are available for following drivers to notice and react to a preceding motorist slowing to turn right or stopped waiting to turn left onto 18th Avenue. While 18th Avenue does not have a posted speed limit, travel speeds are anticipated to be 25 to 35 mph so a design speed of 35 mph was used to evaluate the adequacy of stopping sight distance at the proposed hotel driveway location. For speeds of 35 mph, the minimum stopping sight distance needed is 250 feet. According to W-Trans, sight lines would extend at least 300 feet in each direction given the straight orientation of 18th Avenue, which would be more than adequate for anticipated travel speeds.
							Left-Turn Lane Warrants The need for a left-turn lane on the 18 th Avenue Extension at the project driveway and on Old Highway 53 at the intersection with the 18 th Avenue Extension were evaluated based on criteria contained in the National Cooperative Highway Research Program (NCHRP) Intersection Channelization Design Guide, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the <i>Method for Prioritizing Intersection Improvements</i> .
							Using Future plus Project volumes, which represent worst-case conditions, the TIS determined that a left-turn lane would not be warranted on the 18 th Avenue Extension at the project driveway. However, a left-turn lane would be warranted on Old Highway 53 at the intersection with 18 th Avenue. Therefore, the TIS recommended that the intersection be designed to include a southbound left-turn lane on Old Highway 53. As shown on Figure 14 of this Initial Study, the proposed project would include the construction of a left-turn lane, as recommended by the TIS.
							Left-Turn Lane Design Requirements In order to determine the necessary storage length for the left-turn lane on Old Highway 53, the projected maximum left-turn queue was determined using a methodology contained in Institute of Transportation Engineers (ITE) Estimating Maximum Queue Length at Unsignalized Intersections Report. Under Future plus Project volumes, the maximum southbound left-turn queue on Old Highway 53 would be less than three vehicles. Therefore, the TIS recommended that the storage be based on three passenger vehicles, or 75 feet.
							Oueuing The City of Clearlake does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane where moving traffic would be impeded, or the back of queue into a visually restricted area, such as a blind corner.
							As presented in the TIS, the existing turn lanes at the SR 53/18 th Avenue intersection are expected to have adequate storage capacity to accommodate queuing under all scenarios. Therefore, the proposed project would not be expected to cause any queues to exceed available storage or extend into an adjacent intersection, so the impact is considered less than significant.
		1	1		<u> </u>		

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Conclusion Based on the above, the proposed project would not result in impacts related to sight distance or queueing. However, a left-turn lane would be warranted on Old Highway 53 at the intersection with 18 th Avenue. Nonetheless, the project would include the construction of a left-turn lane, as recommended by the TIS. Therefore, impacts would be less-than-significant.
d) Result in inadequate emergency access?							Less Than Significant Impact. Emergency response vehicles would access the project site from the 18th Avenue Extension through the project driveway, which would have a width of 30 feet. A 30-foot driveway would be adequate to satisfy the required minimum driveway width of 24 feet set forth in the City of Clearlake's Design and Construction Standards. On-site circulation would include a 25-foot drive aisle, which also exceeds the minimum width of 24 feet. In addition, all aspects of the site including driveway widths and parking lot circulation would be designed in accordance with applicable standards; therefore, access would be expected to function acceptably for emergency response vehicles. While the proposed project would be expected to result in a minor increase in delay
							for traffic on SR 53 at the 18th Avenue intersection, emergency response vehicles can claim the right-of-way by using lights and sirens; therefore, the project would be expected to have a nominal effect on emergency response times. It should also be noted that the proposed extension of 18th Avenue to Old Highway 53 would be expected to shift some trips away from the SR 53 intersections with Lakeshore Drive and Dam Road; therefore, reducing delay at the intersections and potentially improving emergency response times. Further, the new section of 18th Avenue would be a more direct route to many homes on the west side of SR 53 south of Lakeshore Drive and north of Dam Road so the emergency response times to dwellings in the area would likely be improved.
							Conclusion: Based on the above, emergency access and on-site circulation are anticipated to function acceptably with incorporation of applicable design standards into the site layout, and traffic from the proposed project is expected to have a less-than-significant impact on emergency response times.
SE	CT	M	J X	VII	T.	TF	RIBAL CULTURAL RESOURCES
Would the project ca Code section 21074 a	use a as eith	subst her a s	antial site, fe	adver cature	rse cho , place	ange i e, cult	in the significance of a tribal cultural resource, defined in Public Resources ural landscape that is geographically defined in terms of the size and scope cultural value to a California Native American tribe, and that is:
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or							Less than Significant Impact with Mitigation. As discussed in Section V, Cultural Resources, of this IS/MND the Cultural Resource Investigation prepared for the proposed project included a records search and literature review. In addition, in compliance with the City's Native American Tribal Consultation Program, Sub-Terra initiated tribal coordination with the Koi Nation of California to request any information that tribal representatives might provide regarding the cultural significance of the project area, and any interests or concerns the tribe may express regarding the project activity. Representatives of the Koi Nation expressed concern regarding a home that was historically occupied by a tribal member within the project vicinity. However, the home was located approximately 0.2-mile south of the project area. Nonetheless, the tribe asked that the City proceed with all due caution, and to continue coordination with the Koi Nation Tribal Council on all work scheduled for the proposed project.
							In compliance with AB 52 (Public Resources Code Section 21080.3.1), notification of the project was sent to local tribes by the City of Clearlake. The Habemetotel tribe requested consultation which occurred in March 2022.
							Although the project area has been subject to a records search and an archeological field survey, and tribal cultural resources were not discovered on the project site, unknown tribal cultural resources have the potential to be uncovered during ground-disturbing activities at the proposed project site. Therefore, the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource. Compliance with Mitigation Measures CUL-1 and CUL-2, as described in Section V, above, would be required to ensure impacts would be less than significant.

T	1	1	1	ı			4m 1 / 2 / 2 / 2
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Mitigation Measures: All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5 and CUL-1 through CUL-4.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.							Less than Significant Impact with Mitigation. See Question XVIII-a, above. Mitigation Measures: All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5 and CUL-1 through CUL-4.
	CCT	ΓIO	NX	XIX		UT	ILITIES AND SERVICE SYSTEMS
S-1			_ , _		.•		Would the project:
a) Require the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, or natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?					⊠		Less than Significant Impact. Utilities developed as part of the proposed roadway extension would include water, sewer, and storm drainage by way of an extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53. The physical impacts associated with such utility infrastructure have been addressed throughout this IS/MND. All utilities for the proposed hotel would be provided by way of connections to the new utility infrastructure located within the 18th Avenue extensions, as well as existing infrastructure located within the project vicinity. In addition, the proposed project is consistent with the project site's General Plan land use designation, so utility demand for the proposed project has generally been anticipated by the City. Therefore, the proposed project would result in a less-than-significant impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?							 Less than Significant Impact. The proposed project would be served potable water by Highlands Mutual Water Company (HMWC), which services residential and non-residential customers within the central portion of the City of Clearlake. HMWC supplies customers with treated surface water from nearby Clear Lake through the use of four water storage tanks and over 42 miles of pipelines throughout the service area. According to the HMWC 2021 Drought Contingency Plan, the HMWC has implemented a four-stage process to combat drought conditions. The four stages are as follows: Stage 1 – Voluntary conservation and compliance with State conservation regulations and requirements. Emphasis on community awareness and outreach. Stage 2 – Initiate mandatory conservation measures (implement of a surcharge for violations must be through a "Water Waste" Urgency Ordinance). Stage 3 – Through additional Urgency Ordinances, implement additional mandatory conservation measures including but not limited to revised water rates (base and usage) to financially discourage non-essential water use and surcharges for usage over designated threshold.

IMPACT							All determinations need explanation.
CATEGORIES*	1	2	3	4	5	6	Reference to documentation, sources, notes and correspondence.
							Stage 4 – Implement Urgency Ordinance with stringent consumption tiers, limits, and penalties.
							The stages are typically seasonal; however, if the HWMC service area experiences additional dry periods, or ongoing capacity issues, the stages could remain in effect for a longer period of time.
							In 2006, a Water Demand Forecast was prepared for Lake County by the Lake County Watershed Protection District. The Water Demand Forecast was based on information provided in the County's Water Inventory and Analysis report, which analyzed water resources within the County. Based on the Water Demand Forecast, urban water demand was anticipated to increase 81 percent, from 10,900 acre-feet per year in 2000 to 19,738 acre-feet per year by the year 2040. However, the Water Demand Forecast used a high population projection estimate that the City of Clearlake would grow to 20,196 residents by 2040, as compared to the projected population of 18,702 residents anticipated by the City's 2040 General Plan. Therefore, the General Plan EIR concluded that because the County anticipated a much larger population growth than what was anticipated for buildout of the City's General Plan, water purveyors would be prepared to provide services for the City, and with implementation of General Plan policies, which would help to further reduce water consumption within the City, a less-than-significant impact would occur.
							The proposed project would include development of the project site with a hotel, consistent with the site's current General Plan land use and zoning designations. Given that the project is consistent with the City's General Plan, water demand associated with buildout of the project site with commercial uses has been anticipated by the City and accounted for in regional planning efforts, including the Water Demand Forecast. In addition, the project would comply with Section 18-20.130 of the City's Municipal Code, which contains the City's Water Efficient Landscape Ordinance. Therefore, HMWC would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a less-than-significant impact would occur.
c) Result in a determination by the wastewater treatment provider which serves or may serve the							Less than Significant Impact. The Lake County Sanitation District (LACOSAN) provides wastewater services in the City of Clearlake. The City of Clearlake is within the Southeast Regional Wastewater Collection and Treatment System of the LACOSAN.
project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?							According to the City's General Plan EIR, full buildout of the General Plan could potentially result in an increased sewer treatment demand at Southeast Regional Wastewater Treatment Plant (SRWTP). The SRWTP has a permitted monthly average wet weather flow of 6.1 million gallons per day (mgd), and a permitted daily maximum wet weather flow of 8.5 mgd; however, wet weather flows typically average between two and three mgd during wet weather months, with a peak flow of 6.2 mgd. Given the available monthly average wet weather capacity of 3.1 mgd, and the maximum wet weather capacity of 2.3 mgd, the General Plan EIR determined that an increase of one mgd that would result from the General Plan buildout could be accommodated without expanded capacity and facilities. The proposed project is consistent with the site's current General Plan land use designation. Thus, the demand for wastewater collection and treatment facilities associated with buildout of the site have been anticipated by the City and analyzed in the General Plan EIR.
							Conclusion: Based on the above, the City would have adequate capacity to serve the wastewater demand projected for the proposed project in addition to the City's existing commitments, and a less-than-significant impact would occur.
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the					X		Less than Significant Impact. Solid waste, recyclable materials, and compostable material collection within the project area is provided by Clearlake Waste Solutions. The nearest active landfill to the project site is Eastlake Landfill in Clearlake, California, located approximately 28 miles from the site. The Eastlake Landfill has a daily permitted disposal of approximately 200 tons per day, and a maximum permitted capacity of 6.05 million cubic yards. The Eastlake Landfill is expected to remain active until the year 2023, and has a remaining capacity of approximately

IMPACT	1	I		1	I	1	All Life and a discount of the second
IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
attainment of solid waste reduction goals?							2.86 million cubic yards. However, the Lake County Public Services Department is proposing an expansion of the Landfill to extend the landfill's life to approximately the year 2046; increasing the landfill footprint from 35 acres to 56.6 acres. The expansion is proposed to begin in 2023 and will take place in phases, with modules constructed every four to nine years.
							Pursuant to the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Because the project would only create a temporary increase in the amount of waste during construction activities, the proposed project would not result in a significant impact related to solid waste generation during construction.
							With respect to operational solid waste generation, the proposed project would not be expected to generate substantial amounts of solid waste due to the relatively small scale of the project. In addition, because the proposed project is consistent with the project site's current General Plan land use and zoning designations, the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR.
							Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, a less-than-significant impact would occur.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?					×		Less than Significant Impact. See Question XIX, d, above.
solid waste:				5	FC	TI(ON XX. WILDFIRE
If located in or i	near s	state i	respo				r lands classified as very high fire hazard severity zones, would the
					ı		project:
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?							Less Than Significant Impact. The project site is not located within a Very High Fire Hazard Severity Zone nor within a State Responsibility Area (SRA). Additionally, the proposed project would be required to comply with all applicable requirements of the California Fire Code through the installation of fire sprinkler systems, fire hydrants, and other applicable requirements. The developed nature of the area surrounding the project site generally precludes the spread of wildfire to the site. Thus, the potential for wildland fires to reach the project site would be low.
							According to the TIS, all study intersections are expected to operate at acceptable Levels of Service under Existing, near-term Baseline, and Future conditions with and without the addition of trips from the proposed project assuming implementation of side-street stop controls at the proposed Old Highway 53/18 th Avenue Extension intersection. In addition, the proposed roadway extension would have the potential to provide an additional evacuation route in the event of an emergency. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the					×		Less than Significant Impact. See Question XX-a, above. The proposed project would not exacerbate wildfire risks and/or expose persons to pollutant concentrations in the event of a wildfire in the area. Additionally, the project would be required to adhere to all Federal, State, and local fire requirements/regulations related to the use of hazardous and/or flammable materials, including all mitigation measures and/or conditions of approval imposed on such use.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
uncontrolled spread of a wildfire?							
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?					⊠		Less than Significant Impact. See Question XX-a, above. All infrastructure would be routinely maintained to ensure all Federal, State, and local agency requirements are being satisfied, including all necessary City Codes and/or regulations. Additionally, the proposed project would not include the installation of any infrastructure (i.e., overhead power lines) that would exacerbate fire risk. Furthermore, the construction of fire breaks or fire access roads which could result in temporary or ongoing impacts to the environment would not be required as part of the proposed project.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?					X		Less than Significant Impact . See Question XX-a, above. The project site is not located within the direct vicinity of known waterways, nor is the site located within a designated flood zone. Therefore, the risk of flooding/runoff, landslides, slope instability, or drainage changes would not be increased due to the proposed project.
SECTIO)N	XX	I.	MA	ANI)A]	TORY FINDINGS OF SIGNIFICANCE
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?							Less than Significant Impact with Mitigation. As discussed in Section IV, Biological Resources, of this IS/MND, while the potential exists for special-status plant species, as well as nesting birds and raptors protected by the MBTA, to occur on-site, Mitigation Measures BIO-1 through BIO-4 would ensure that impacts to special-status species would be less than significant. The project site is disturbed and does not contain any known historical resources. However, given that unknown cultural resources have the potential to exist on-site, Mitigation Measures CUL-1 and CUL-2 would ensure that impacts to cultural resources would be less-than-significant. Considering the above, the proposed project would not result in impacts associated with the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with mitigation incorporated, a less-than-significant impact would occur.
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection		×					Less than Significant Impact with Mitigation. The proposed project in conjunction with other development within the City of Clearlake could incrementally contribute to cumulative impacts in the project area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)							Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Clearlake, and the project's incremental contribution to cumulative impacts would be less than significant with mitigation incorporated.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		×					Less than Significant Impact with Mitigation. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, in addition to the mitigation measures included herein. Additionally, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants and hazardous materials, with mitigation incorporated.

INITIAL STUDY SUMMARY: Based on the review of the proposed project site and surrounding area, appropriate mitigation measures were identified to mitigate potentially significant impacts to a level below adversity for Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Noise & Vibration, and Tribal Cultural Resources. Assuming implementation of the identified measures and standard conditions of project approval of the City of Clearlake and other pertinent agencies, no adverse impacts are anticipated.

Attachment A

Air Quality and Greenhouse Gas Modeling Results

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
 - 3.1. Site Preparation (2023) Unmitigated
 - 3.3. Grading (2023) Unmitigated
 - 3.5. Building Construction (2023) Unmitigated
 - 3.7. Building Construction (2024) Unmitigated

- 3.9. Paving (2023) Unmitigated
- 3.11. Architectural Coating (2023) Unmitigated
- 3.13. Architectural Coating (2024) Unmitigated
- 3.15. Linear, Grubbing & Land Clearing (2023) Unmitigated
- 3.17. Linear, Grading & Excavation (2023) Unmitigated
- 3.19. Linear, Drainage, Utilities, & Sub-Grade (2023) Unmitigated
- 3.21. Linear, Paving (2023) Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 4.2.1. Electricity Emissions By Land Use Unmitigated
 - 4.2.3. Natural Gas Emissions By Land Use Unmitigated
 - 4.3. Area Emissions by Source
 - 4.3.2. Unmitigated
 - 4.4. Water Emissions by Land Use
 - 4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

- 6. Climate Risk Detailed Report
 - 6.1. Climate Risk Summary
 - 6.2. Initial Climate Risk Scores
 - 6.3. Adjusted Climate Risk Scores
 - 6.4. Climate Risk Reduction Measures
- 7. Health and Equity Details
 - 7.1. CalEnviroScreen 4.0 Scores
 - 7.2. Healthy Places Index Scores
 - 7.3. Overall Health & Equity Scores
 - 7.4. Health & Equity Measures
 - 7.5. Evaluation Scorecard
- 8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Clearlake Airport Property
Lead Agency	City of Clearlake
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	9.20
Location	6356 Armijo Ave, Clearlake, CA 95422, USA
County	Lake
City	Clearlake
Air District	Lake County AQMD
Air Basin	Lake County
TAZ	240
EDFZ	2
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric

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
Road Construction	0.20	Mile	1.65	0.00	_	_	_	_
Hotel	75.0	Room	1.82	48,402	27,453	_	_	_
Parking Lot	109	Space	0.98	0.00	0.00	_	_	

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	7.17	10.0	56.9	54.6	0.11	2.54	351	354	2.34	37.9	40.3	_	11,591	11,591	0.41	0.37	4.95	11,716
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	5.54	10.0	41.6	43.2	0.08	1.75	208	209	1.61	20.8	22.4	_	8,831	8,831	0.36	0.11	0.06	8,873
Average Daily (Max)	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	1.07	2.63	7.91	8.59	0.01	0.35	47.8	48.1	0.33	4.91	5.24	_	1,636	1,636	0.07	0.03	0.25	1,647
Annual (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_
Unmit.	0.20	0.48	1.44	1.57	< 0.005	0.06	8.72	8.78	0.06	0.90	0.96	_	271	271	0.01	< 0.005	0.04	273

2.2. Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	229

Section H, Item 4.

2023	7.17	10.0	56.9	54.6	0.11	2.54	351	354	2.34	37.9	40.3	_	11,591	11,591	0.41	0.37	4.95	11,716
2024	1.82	6.90	12.6	16.2	0.03	0.53	112	113	0.49	11.2	11.7	_	2,930	2,930	0.12	0.06	1.39	2,951
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_
2023	5.54	10.0	41.6	43.2	0.08	1.75	208	209	1.61	20.8	22.4	_	8,831	8,831	0.36	0.11	0.06	8,873
2024	1.82	6.91	12.6	16.1	0.03	0.53	112	113	0.49	11.2	11.7	_	2,924	2,924	0.12	0.06	0.04	2,944
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.07	2.08	7.91	8.59	0.01	0.35	47.8	48.1	0.33	4.91	5.24	_	1,636	1,636	0.07	0.03	0.25	1,647
2024	0.65	2.63	4.58	5.81	0.01	0.19	40.8	40.9	0.18	4.08	4.26	_	1,055	1,055	0.04	0.02	0.22	1,062
Annual	_	_	_	-	_	_	_	_	_	_	-	_	_	_	_	_	_	_
2023	0.20	0.38	1.44	1.57	< 0.005	0.06	8.72	8.78	0.06	0.90	0.96	_	271	271	0.01	< 0.005	0.04	273
2024	0.12	0.48	0.84	1.06	< 0.005	0.04	7.44	7.47	0.03	0.75	0.78	_	175	175	0.01	< 0.005	0.04	176

2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	5.09	6.19	2.96	21.8	0.03	0.07	95.0	95.0	0.07	14.4	14.5	25.8	3,198	3,224	2.88	0.17	86.6	3,434
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	4.86	5.98	2.97	18.8	0.03	0.06	95.0	95.0	0.06	14.4	14.5	25.8	3,144	3,169	2.88	0.17	75.9	3,369
Average Daily (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_
Jnmit.	4.53	5.62	3.21	20.5	0.03	0.07	95.0	95.0	0.06	14.4	14.5	25.8	3,092	3,118	2.90	0.18	80.4	230

Section H, Item 4.

	nnual Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
ι	Inmit.	0.83	1.03	0.58	3.74	< 0.005	0.01	17.3	17.3	0.01	2.63	2.64	4.27	512	516	0.48	0.03	13.3	551

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.68	4.46	2.57	19.4	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,542	2,542	0.22	0.16	10.9	2,607
Area	0.37	1.71	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Vater	_	_	_	<u> </u>	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Vaste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	5.09	6.19	2.96	21.8	0.03	0.07	95.0	95.0	0.07	14.4	14.5	25.8	3,198	3,224	2.88	0.17	86.6	3,434
Daily, Vinter Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.82	4.60	2.59	18.5	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,496	2,496	0.22	0.16	0.28	2,550
Area	_	1.36	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Vater	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Vaste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
otal	4.86	5.98	2.97	18.8	0.03	0.06	95.0	95.0	0.06	14.4	14.5	25.8	3,144	3,169	2.88	0.17	75.9	3,369
verage aily	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	231

Section H, Item 4.

Mobile	4.30	4.07	2.82	19.1	0.02	0.04	95.0	95.0	0.03	14.4	14.4		2,440	2,440	0.24	0.17	4.71	2,502
Area	0.18	1.53	0.01	1.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.27	4.27	< 0.005	< 0.005	_	4.28
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	4.53	5.62	3.21	20.5	0.03	0.07	95.0	95.0	0.06	14.4	14.5	25.8	3,092	3,118	2.90	0.18	80.4	3,325
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.78	0.74	0.51	3.49	< 0.005	0.01	17.3	17.3	0.01	2.63	2.63	_	404	404	0.04	0.03	0.78	414
Area	0.03	0.28	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	107	107	0.01	< 0.005	_	107
Water	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19
Waste	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5
Total	0.83	1.03	0.58	3.74	< 0.005	0.01	17.3	17.3	0.01	2.63	2.64	4.27	512	516	0.48	0.03	13.3	551

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

		(, .o. aa	<i>y</i> , <i>y</i> .		, , , , , , , , , , , , , , , , , , , ,			J ,		,							
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	<u> </u>	<u> </u>	_	<u> </u>	_	<u> </u>	<u> </u>	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_
Off-Road Equipmen		3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314

																L		
Dust From Material Movemen	<u> </u>	_	_	_	_	_	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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_
Off-Road Equipmen		0.03	0.33	0.29	< 0.005	0.01	_	0.01	0.01	_	0.01	_	43.5	43.5	< 0.005	< 0.005	_	43.7
Dust From Material Movemen	 t	_	_	_	_	_	0.16	0.16	_	0.08	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 Equipmen		0.01	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.21	7.21	< 0.005	< 0.005	_	7.23
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.03	0.03	_	0.02	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
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.14	0.10	1.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	150	150	0.01	0.01	0.68	152
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	000
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	233

Section H, Item 4.

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	1.16	1.16	< 0.005	< 0.005	< 0.005	1.19
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
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. Grading (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		2.04	20.0	19.7	0.03	0.94	_	0.94	0.87	_	0.87	_	2,958	2,958	0.12	0.02	_	2,968
Dust From Material Movemen	<u> </u>	_	_	_	_	_	7.09	7.09	_	3.43	3.43	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

																L		
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.04	0.38	0.38	< 0.005	0.02	_	0.02	0.02	-	0.02	_	56.7	56.7	< 0.005	< 0.005	_	56.9
Dust From Material Movemen		_	_	_	-	_	0.14	0.14	_	0.07	0.07	_	_	-	_	-	-	_
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 Equipmen		0.01	0.07	0.07	< 0.005	< 0.005	_	< 0.005	< 0.005	-	< 0.005	_	9.39	9.39	< 0.005	< 0.005	_	9.42
Dust From Material Movemen		_	_	_	_	_	0.02	0.02	_	0.01	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	0.13	0.12	0.09	1.24	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	128	128	0.01	< 0.005	0.58	131
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	0.05	0.04	2.91	0.32	0.02	0.03	0.11	0.14	0.03	0.04	0.07	_	1,729	1,729	< 0.005	0.27	3.14	1,813
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	-	-	_	_	_	-	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.37
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	235

Section H, Item 4.

Hauling	< 0.005	< 0.005	0.06	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	33.2	33.2	< 0.005	0.01	0.03	34.7
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.38	0.38	< 0.005	< 0.005	< 0.005	0.39
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	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.49	5.49	< 0.005	< 0.005	< 0.005	5.75

3.5. Building Construction (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	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 Equipmen		1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	-	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 Equipmen		0.31	2.87	3.20	0.01	0.13	_	0.13	0.12	_	0.12	_	582	582	0.02	< 0.005	_	584
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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	236

Section H, Item 4.

Off-Road Equipmer		0.06	0.52	0.58	< 0.005	0.02	_	0.02	0.02	_	0.02	_	96.3	96.3	< 0.005	< 0.005	_	96.6
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	0.18	0.16	0.12	1.68	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	174	174	0.01	0.01	0.79	177
Vendor	0.01	0.01	0.37	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	195	195	< 0.005	0.03	0.50	204
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	0.18	0.17	0.12	1.55	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	169	169	0.01	0.01	0.02	172
Vendor	0.01	0.01	0.38	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	195	195	< 0.005	0.03	0.01	204
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	0.03	0.36	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	39.7	39.7	< 0.005	< 0.005	0.08	40.7
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	47.4	47.4	< 0.005	0.01	0.05	49.5
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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Vorker	0.01	0.01	0.01	0.07	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	6.57	6.57	< 0.005	< 0.005	0.01	6.74
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	7.84	7.84	< 0.005	< 0.005	0.01	8.19
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. Building Construction (2024) - Unmitigated

			,	J, J		,				· <i>J</i>	,							
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	237

																L		
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		1.20	11.2	13.1	0.02	0.50	-	0.50	0.46	_	0.46	_	2,398	2,398	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 Equipmen		1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	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 Equipmen		0.43	4.04	4.72	0.01	0.18	_	0.18	0.16	_	0.16	-	863	863	0.04	0.01	_	866
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 Equipmen		0.08	0.74	0.86	< 0.005	0.03	_	0.03	0.03	_	0.03	_	143	143	0.01	< 0.005	_	143
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	0.11	1.55	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	171	171	0.01	0.01	0.74	174
Vendor	0.01	0.01	0.35	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	193	193	< 0.005	0.03	0.50	202
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	238

Section H, Item 4.

																_		
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.17	0.16	0.11	1.43	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	166	166	0.01	0.01	0.02	169
Vendor	0.01	0.01	0.36	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	193	193	< 0.005	0.03	0.01	202
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	0.05	0.05	0.49	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	57.9	57.9	< 0.005	< 0.005	0.12	58.8
Vendor	< 0.005	< 0.005	0.13	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	69.6	69.6	< 0.005	0.01	0.08	72.8
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	0.09	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	9.58	9.58	< 0.005	< 0.005	0.02	9.74
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	11.5	11.5	< 0.005	< 0.005	0.01	12.0
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. Paving (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.79	7.13	8.89	0.01	0.35	_	0.35	0.32	_	0.32	_	1,351	1,351	0.05	0.01	_	1,356
Paving	_	0.63	_	_	_	_	_	_	<u> </u>	_	<u> </u>	_	_	<u> </u>	<u> </u>	_	<u> </u>	_
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

																L		
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Off-Road Equipmen		0.02	0.21	0.27	< 0.005	0.01	_	0.01	0.01	_	0.01	_	40.7	40.7	< 0.005	< 0.005	-	40.9
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 Equipmen		< 0.005	0.04	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	-	< 0.005	-	6.74	6.74	< 0.005	< 0.005	-	6.76
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)	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Worker	0.17	0.16	0.12	1.66	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	171	171	0.01	0.01	0.77	174
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	-	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	4.85	4.85	< 0.005	< 0.005	0.01	4.97
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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	240

Section H, Item 4.

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	<u> </u>	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
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. Architectural Coating (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.15	0.93	1.15	< 0.005	0.04	_	0.04	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.15	0.93	1.15	< 0.005	0.04	_	0.04	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.03	0.20	0.25	< 0.005	0.01	_	0.01	0.01	_	0.01	_	28.7	28.7	< 0.005	< 0.005	_	28.8

																L		
Architect Coatings	_	1.16	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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 Equipmer		0.01	0.04	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.76	4.76	< 0.005	< 0.005	_	4.77
Architect ural Coatings	_	0.21	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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	0.04	0.03	0.02	0.34	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	34.8	34.8	< 0.005	< 0.005	0.16	35.4
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	0.04	0.03	0.02	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	33.9	33.9	< 0.005	< 0.005	< 0.005	34.3
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_
Worker	0.01	0.01	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	7.05	7.05	< 0.005	< 0.005	0.01	7.22
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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.15
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	1.17	1.17	< 0.005	< 0.005	< 0.005	242

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

3.13. Architectural Coating (2024) - Unmitigated

	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 Equipmen		0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	-	-	_	_	-
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
Average Daily	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_
Off-Road Equipmen		0.05	0.35	0.44	< 0.005	0.01	_	0.01	0.01	_	0.01	_	51.7	51.7	< 0.005	< 0.005	_	51.9

																L		
Architect ural Coatings	_	2.08	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
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 Equipmer		0.01	0.06	0.08	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	-	8.57	8.57	< 0.005	< 0.005	_	8.59
Architect ural Coatings	_	0.38	_		_	_	_	_	_	_	_	-	_	_	_	_	_	_
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	0.03	0.03	0.02	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	34.2	34.2	< 0.005	< 0.005	0.15	34.7
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.03	0.03	0.02	0.29	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	33.3	33.3	< 0.005	< 0.005	< 0.005	33.7
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	-
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	12.5	12.5	< 0.005	< 0.005	0.02	12.7
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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	244

Section H, Item 4.

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.06	2.06	< 0.005	< 0.005	< 0.005	2.10
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

3.15. Linear, Grubbing & Land Clearing (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.47	3.95	3.56	< 0.005	0.28	_	0.28	0.25	_	0.25	_	491	491	0.02	< 0.005	_	492
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.53	0.53	_	0.06	0.06	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.01	0.05	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	6.72	6.72	< 0.005	< 0.005	_	6.74
Dust From Material Movemen	<u> </u>	-	_	_	_	_	0.01	0.01	_	< 0.005	< 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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	245

Section H, Item 4.

Off-Road Equipmen		< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.11	1.11	< 0.005	< 0.005	_	1.12
Dust From Material Movemen	_	_	_	_	_	_	< 0.005	< 0.005	_	< 0.005	< 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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.04	0.03	0.41	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	42.8	42.8	< 0.005	< 0.005	0.19	43.5
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.55	0.55	< 0.005	< 0.005	< 0.005	0.56
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
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

3.17. Linear, Grading & Excavation (2023) - Unmitigated

				,	J , J		,			,									
Loca	ition	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	246

																L		
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Off-Road Equipmen		3.62	33.7	30.9	0.06	1.56	_	1.56	1.44	_	1.44	_	6,495	6,495	0.26	0.05	_	6,518
Dust From Material Movemen	_	_	_	-	_	_	3.18	3.18	_	0.34	0.34	_	_	-	-	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.24	2.22	2.03	< 0.005	0.10	_	0.10	0.09	_	0.09	_	427	427	0.02	< 0.005	_	429
Dust From Material Movemen	_	_	_	-	_	_	0.21	0.21	_	0.02	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	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	<u> </u>	_	_	_
Off-Road Equipmen		0.04	0.40	0.37	< 0.005	0.02	_	0.02	0.02	_	0.02	_	70.7	70.7	< 0.005	< 0.005	_	71.0
Dust From Material Movemen	<u> </u>	_	_	-	_	_	0.04	0.04	_	< 0.005	< 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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	247

Section H, Item 4.

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.26	0.24	0.18	2.48	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	257	257	0.02	0.01	1.16	261
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	24.6	24.6	< 0.005	< 0.005	0.06	25.7
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	15.9	15.9	< 0.005	< 0.005	0.03	16.3
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.62	1.62	< 0.005	< 0.005	< 0.005	1.69
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	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.63	2.63	< 0.005	< 0.005	0.01	2.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
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. Linear, Drainage, Utilities, & Sub-Grade (2023) - Unmitigated

Location	TOG	ROG				PM10E				PM2.5D	, and the second	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		2.85	28.2	25.0	0.05	1.16	_	1.16	1.06	_	1.06	_	5,693	5,693	0.23	0.05	_	5,712

																L		
Dust From Material Movemen:	<u>—</u>	_	_	_	_	_	2.65	2.65	_	0.29	0.29	_	_		_	_	_	_
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		2.85	28.2	25.0	0.05	1.16	_	1.16	1.06	_	1.06	_	5,693	5,693	0.23	0.05	_	5,712
Dust From Material Movement	<u>—</u>	_	_	_	_	_	2.65	2.65	_	0.29	0.29	_	_	_	_	_	_	_
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		0.12	1.24	1.10	< 0.005	0.05	-	0.05	0.05	_	0.05	_	250	250	0.01	< 0.005	-	250
Dust From Material Movement	_	_	_		_	_	0.12	0.12	_	0.01	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
Annual	_	_	_	<u> </u>	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_
Off-Road Equipment		0.02	0.23	0.20	< 0.005	0.01	_	0.01	0.01	_	0.01	_	41.3	41.3	< 0.005	< 0.005	-	41.5
Dust From Material Movement	<u> </u>	_	_	-	_	_	0.02	0.02	_	< 0.005	< 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	249

Section H, Item 4.

																_		
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.22	0.20	0.15	2.07	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	214	214	0.01	0.01	0.97	218
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	0.22	0.21	0.15	1.91	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	208	208	0.01	0.01	0.03	211
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	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	8.82	8.82	< 0.005	< 0.005	0.02	9.04
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	0.00	0.00	_	1.46	1.46	< 0.005	< 0.005	< 0.005	1.50
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

3.21. Linear, Paving (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	250

																L		
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		1.00	8.46	10.9	0.01	0.43	_	0.43	0.39	_	0.39	-	1,620	1,620	0.07	0.01	_	1,625
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 Equipmen		0.02	0.19	0.24	< 0.005	0.01	_	0.01	0.01	_	0.01	_	35.5	35.5	< 0.005	< 0.005	_	35.6
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 Equipmen		< 0.005	0.03	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	5.88	5.88	< 0.005	< 0.005	_	5.90
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	0.16	0.15	0.10	1.34	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	146	146	0.01	0.01	0.02	148
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	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	3.09	3.09	< 0.005	< 0.005	0.01	3.16
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	251

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	<u> </u>	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.51	0.51	< 0.005	< 0.005	< 0.005	0.52
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

Land	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use			NOX		002	I WITOL	I WITOD	WITOT	I WIZ.OL	I WZ.OD	1 W.Z.51	1002	NDOOZ	0021	0114	1120	``	0020
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	4.68	4.46	2.57	19.4	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,542	2,542	0.22	0.16	10.9	2,607
Parking Lot	0.00	0.00	0.00	0.00	0.00	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	4.68	4.46	2.57	19.4	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,542	2,542	0.22	0.16	10.9	2,607
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	4.82	4.60	2.59	18.5	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,496	2,496	0.22	0.16	0.28	2,550
Parking Lot	0.00	0.00	0.00	0.00	0.00	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	4.82	4.60	2.59	18.5	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,496	2,496	0.22	0.16	0.28	2,550
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.78	0.74	0.51	3.49	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	_	404	404	0.04	0.03	0.78	414

Section H, Item 4.

Parking Lot	0.00	0.00	0.00	0.00	0.00	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	0.78	0.74	0.51	3.49	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	_	404	404	0.04	0.03	0.78	414

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	173	173	0.03	< 0.005	_	175
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	20.9	20.9	< 0.005	< 0.005	_	21.1
Total	_	_	_	_	_	_	_	_	_	_	_	_	194	194	0.03	< 0.005	_	196
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	173	173	0.03	< 0.005	_	175
Parking Lot	_	_	_	_	_	-	_	_	_	-	_	_	20.9	20.9	< 0.005	< 0.005	_	21.1
Total	_	_	_	_	_	_	_	_	_	_	_	_	194	194	0.03	< 0.005	_	196
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	28.7	28.7	< 0.005	< 0.005	_	29.0
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	3.46	3.46	< 0.005	< 0.005	_	3.50
Total	_	_	_	_	_	_	_	_	_	_	_	_	32.2	32.2	0.01	< 0.005	_	32.5

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	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_
Hotel	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Parking Lot	0.00	0.00	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	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Parking Lot	0.00	0.00	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	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	74.4	74.4	0.01	< 0.005	_	74.6
Parking Lot	0.00	0.00	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	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	74.4	74.4	0.01	< 0.005	_	74.6

4.3. Area Emissions by Source

4.3.2. Unmitigated

Source TOG ROG NOX CO SO2 PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R CO2e	Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
---	--------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Summer Max Summer																	L		
Ural Coatings 1.04 2.0 2.10 2.005 2.	Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Products	Architect ural Coatings	_	11.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Pegulpme Requipme	Consum er Products	_	1.04	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter with the first state of the first sta	Landsca pe Equipme nt	0.37	0.35	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Winter (Max) Architect — 11.1 —	Total	0.37	12.4	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Consumer of Consumer of Consumer of Consumer of Consumer of Products 1.04	Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Products S	Architect ural Coatings		11.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual — — — — — — — — — — — — — — — — — — —	Consum er Products	_	1.04	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coatings	Total	_	12.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Coatings 0.19 — <td< td=""><td>Annual</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td></td<>	Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
er Products	Architect ural Coatings	_	0.65	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
pe Equipme nt	Consum er Products	_	0.19	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total 0.03 0.87 < 0.005 0.19 < 0.005 < 0.005 — < 0.005 — < 0.005 — < 0.005 — 0.71 0.71 < 0.005 < 0.005 — 255	Landsca pe Equipme nt		0.03	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	
	Total	0.03	0.87	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	255

4.4. Water Emissions by Land Use

4.4.2. 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	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	<u> </u>	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Section H, Item 4.

Land	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use																		
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_		_	22.1	0.00	22.1	2.21	0.00		77.4
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8
Parking Lot	_	_	_	_	_	-	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	-	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	257

Section H, Item 4.

																	<u> </u>	
Total	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_			_	_	_	_	_	75.7	75.7
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	75.7	75.7
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type			NOx			PM10E				PM2.5D		BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	<u> </u>	_	_	_	_	_	_	_	<u> </u>	_	_	_	_	<u> </u>	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Equipme nt Type	TOG	ROG		со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	259

Section H, Item 4.

Annu	al -	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio n						PM10E				PM2.5D		BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)		_	_	_	_	_	_	_	_		_	_	_	_	_	_		_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	260

Section H, Item 4.

Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

J		110 (1.07 0.0	,	· j, · c j ·		aa., aa	J J.	o, aa, .c		,	٠							
Species	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_		_
Subtotal	_	_	_	_	_	_	_	_	_		_	_	_		_	_		261

Section H, Item 4.

_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	8/1/2023	8/3/2023	5.00	3.00	_
Grading	Grading	8/4/2023	8/14/2023	5.00	7.00	_
Building Construction	Building Construction	8/30/2023	7/2/2024	5.00	220	_
Paving	Paving	8/15/2023	8/29/2023	5.00	11.0	_
Architectural Coating	Architectural Coating	9/13/2023	7/16/2024	5.00	220	_
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	8/1/2023	8/8/2023	5.00	5.00	_
Linear, Grading & Excavation	Linear, Grading & Excavation	8/9/2023	9/11/2023	5.00	24.0	_
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	9/12/2023	10/4/2023	5.00	16.0	_
Linear, Paving	Linear, Paving	10/5/2023	10/16/2023	5.00	8.00	_

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
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
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	Tractors/Loaders/Backh oes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backh oes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grading & Excavation	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82

Section H, Item 4.

Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backh	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Paving	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	10.1	LDA,LDT1,LDT2
Site Preparation	Vendor	_	7.35	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	_	HHDT
Grading	_	_	_	_
Grading	Worker	15.0	10.1	LDA,LDT1,LDT2
Grading	Vendor	_	7.35	HHDT,MHDT
Grading	Hauling	23.3	20.0	HHDT
Grading	Onsite truck	_	_	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	20.3	10.1	LDA,LDT1,LDT2
Building Construction	Vendor	7.93	7.35	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT 265

Paving	_	_	_	_
Paving	Worker	20.0	10.1	LDA,LDT1,LDT2
Paving	Vendor	_	7.35	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	_	_	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	4.07	10.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	7.35	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT
Linear, Grubbing & Land Clearing	_	_	_	_
Linear, Grubbing & Land Clearing	Worker	5.00	10.1	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	_	7.35	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	_	_	HHDT
Linear, Grading & Excavation	_	_	_	_
Linear, Grading & Excavation	Worker	30.0	10.1	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	1.00	7.35	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.00	20.0	HHDT
Linear, Grading & Excavation	Onsite truck	_	_	HHDT
Linear, Drainage, Utilities, & Sub-Grade	_	_	_	_
Linear, Drainage, Utilities, & Sub-Grade	Worker	25.0	10.1	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	_	7.35	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	_	_	HHDT
Linear, Paving	_	_	_	_
Linear, Paving	Worker	17.5	10.1	LDA,LDT1,LDT2

Linear, Paving	Vendor	_	7.35	HHDT,MHDT
Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	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	0.00	0.00	74,526	24,842	2,564

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)
Site Preparation	_	_	4.50	0.00	_
Grading	1,300	_	7.00	0.00	_
Paving	0.00	0.00	0.00	0.00	2.63
Linear, Grubbing & Land Clearing	_	_	1.65	0.00	_
Linear, Grading & Excavation	_	_	1.65	0.00	_
Linear, Drainage, Utilities, & Sub-Grade	_	_	1.65	0.00	_

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
Road Construction	1.65	100%
Hotel	0.00	0%
Parking Lot	0.98	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	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
Hotel	599	599	599	218,726	2,622	2,622	2,622	956,948
Parking Lot	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

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)
0	0.00	74,526	24,842	2,564

5.10.3. Landscape Equipment

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)
Hotel	310,445	204	0.0330	0.0040	1,401,916
Parking Lot	37,434	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)	
Hotel	1,902,508	262,390	
Parking Lot	0.00	0.00	

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	41.1	0.00
Parking Lot	0.00	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
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	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
- 1 - 1 - 21	71					

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Ed	quipment 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 (MM	Rtu/vr)	
						270	

5.17. User Defined

Equipment Type	Fuel Type
_	_

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
vegetation Land Ose Type	The detailor of the second sec	Illitial Acies	i ilai Acies

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

ee Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard Result for Project Location Unit 271

Section H. Item 4.

Temperature and Extreme Heat	15.7	annual days of extreme heat
Extreme Precipitation	15.9	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	22.3	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction m

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	_
AQ-Ozone	16.8
AQ-PM	0.19
AQ-DPM	37.4
Drinking Water	64.2
Lead Risk Housing	63.1

Section H, Item 4.

Pesticides	43.4
Toxic Releases	0.74
Traffic	20.4
Effect Indicators	_
CleanUp Sites	71.6
Groundwater	59.6
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	51.2
Solid Waste	80.5
Sensitive Population	_
Asthma	97.4
Cardio-vascular	81.7
Low Birth Weights	90.6
Socioeconomic Factor Indicators	_
Education	63.4
Housing	81.8
Linguistic	4.59
Poverty	98.0
Unemployment	99.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract				
Economic	_				
Above Poverty	3.002694726				
Employed	1.591171564				
Education					

	<u></u>
Bachelor's or higher	11.36917747
High school enrollment	100
Preschool enrollment	49.7754395
Transportation	_
Auto Access	7.878865649
Active commuting	29.50083408
Social	_
2-parent households	1.745155909
Voting	16.57898114
Neighborhood	_
Alcohol availability	64.31412806
Park access	81.35506224
Retail density	25.43308097
Supermarket access	42.69215963
Tree canopy	89.76004106
Housing	_
Homeownership	41.48594893
Housing habitability	19.17105094
Low-inc homeowner severe housing cost burden	3.592968048
Low-inc renter severe housing cost burden	46.90106506
Uncrowded housing	44.45014757
Health Outcomes	_
Insured adults	33.59425125
Arthritis	0.0
Asthma ER Admissions	4.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
	275

Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	0.8
Cognitively Disabled	2.2
Physically Disabled	1.7
Heart Attack ER Admissions	47.9
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	_
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	_
Wildfire Risk	0.2
SLR Inundation Area	0.0
Children	19.9
Elderly	38.5
English Speaking	52.3
Foreign-born	30.0
Outdoor Workers	1.8
Climate Change Adaptive Capacity	

Impervious Surface Cover	88.8
Traffic Density	6.6
Traffic Access	0.0
Other Indices	_
Hardship	89.1
Other Decision Support	_
2016 Voting	13.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract			
CalEnviroScreen 4.0 Score for Project Location (a)	73.0			
Healthy Places Index Score for Project Location (b)	4.00			
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No			
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes			
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No			

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification			
Land Use	Lot acreage and building square footage adjusted to be consistent with project site plan.			

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Construction: Construction Phases	Demolition not required. Architectural coating assumed to start two weeks after building construction and last for the same duration.			
Operations: Vehicle Data	Adjusted to be consistent with TIS prepared for the proposed project by W-Trans.			

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.3. Construction Emissions by Year, Mitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
 - 2.6. Operations Emissions by Sector, Mitigated
- 3. Construction Emissions Details
 - 3.1. Site Preparation (2023) Unmitigated
 - 3.2. Site Preparation (2023) Mitigated

3.3. Grading (2023) - Unmitigated

3.4. Grading (2023) - Mitigated

3.5. Building Construction (2023) - Unmitigated

3.6. Building Construction (2023) - Mitigated

3.7. Building Construction (2024) - Unmitigated

3.8. Building Construction (2024) - Mitigated

3.9. Paving (2023) - Unmitigated

3.10. Paving (2023) - Mitigated

3.11. Architectural Coating (2023) - Unmitigated

3.12. Architectural Coating (2023) - Mitigated

3.13. Architectural Coating (2024) - Unmitigated

3.14. Architectural Coating (2024) - Mitigated

3.15. Linear, Grubbing & Land Clearing (2023) - Unmitigated

3.16. Linear, Grubbing & Land Clearing (2023) - Mitigated

3.17. Linear, Grading & Excavation (2023) - Unmitigated

3.18. Linear, Grading & Excavation (2023) - Mitigated

3.19. Linear, Drainage, Utilities, & Sub-Grade (2023) - Unmitigated

3.20. Linear, Drainage, Utilities, & Sub-Grade (2023) - Mitigated

3.21. Linear, Paving (2023) - Unmitigated

3.22. Linear, Paving (2023) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.3.1. Mitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.4.1. Mitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.5.1. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

- 4.10.1. Soil Carbon Accumulation By Vegetation Type Unmitigated
- 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type Unmitigated
- 4.10.3. Avoided and Sequestered Emissions by Species Unmitigated
- 4.10.4. Soil Carbon Accumulation By Vegetation Type Mitigated
- 4.10.5. Above and Belowground Carbon Accumulation by Land Use Type Mitigated
- 4.10.6. Avoided and Sequestered Emissions by Species Mitigated
- 5. Activity Data
 - 5.1. Construction Schedule
 - 5.2. Off-Road Equipment
 - 5.2.1. Unmitigated
 - 5.2.2. Mitigated
 - 5.3. Construction Vehicles
 - 5.3.1. Unmitigated
 - 5.3.2. Mitigated
 - 5.4. Vehicles
 - 5.4.1. Construction Vehicle Control Strategies
 - 5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

- 7.2. Healthy Places Index Scores
- 7.3. Overall Health & Equity Scores
- 7.4. Health & Equity Measures
- 7.5. Evaluation Scorecard
- 8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value				
Project Name	Clearlake Airport Property				
Lead Agency	City of Clearlake				
Land Use Scale	Project/site				
Analysis Level for Defaults	County				
Windspeed (m/s)	2.20				
Precipitation (days)	9.20				
Location	6356 Armijo Ave, Clearlake, CA 95422, USA				
County	Lake				
City	Clearlake				
Air District	Lake County AQMD				
Air Basin	Lake County				
TAZ	240				
EDFZ	2				
Electric Utility	Pacific Gas & Electric Company				
Gas Utility	Pacific Gas & Electric				

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
Road Construction	0.20	Mile	1.65	0.00	_	_	_	_
Hotel	75.0	Room	1.82	48,402	27,453	_	_	_
Parking Lot	109	Space	0.98	0.00	0.00	_	_	

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

	- Girartari	(1.0) 0.0.	,	<i>J</i> , <i>J</i> .	TOT CITIT		(brady 10	,	.,	arritaarj							
Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	7.17	10.0	56.9	54.6	0.11	2.54	351	354	2.34	37.9	40.3	_	11,591	11,591	0.41	0.37	4.95	11,716
Mit.	6.81	10.0	53.5	55.0	0.11	2.37	351	353	2.19	37.9	40.1	_	11,591	11,591	0.41	0.37	4.95	11,716
% Reduced	5%	_	6%	-1%	_	7%	_	< 0.5%	6%	_	< 0.5%	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	5.54	10.0	41.6	43.2	0.08	1.75	208	209	1.61	20.8	22.4	_	8,831	8,831	0.36	0.11	0.06	8,873
Mit.	5.54	10.0	41.6	43.2	0.08	1.75	208	209	1.61	20.8	22.4	_	8,831	8,831	0.36	0.11	0.06	8,873
% Reduced	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	1.07	2.63	7.91	8.59	0.01	0.35	47.8	48.1	0.33	4.91	5.24	_	1,636	1,636	0.07	0.03	0.25	1,647
Mit.	1.07	2.63	7.84	8.60	0.01	0.35	47.8	48.1	0.32	4.91	5.23	_	1,636	1,636	0.07	0.03	0.25	1,647
% Reduced	1%	_	1%	> -0.5%	_	1%	_	< 0.5%	1%	_	< 0.5%	_	_	_	_	_	_	289

Section H, Item 4.

Annual (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	0.20	0.48	1.44	1.57	< 0.005	0.06	8.72	8.78	0.06	0.90	0.96	_	271	271	0.01	< 0.005	0.04	273
Mit.	0.19	0.48	1.43	1.57	< 0.005	0.06	8.72	8.78	0.06	0.90	0.95	_	271	271	0.01	< 0.005	0.04	273
% Reduced	1%	_	1%	> -0.5%	_	1%	_	< 0.5%	1%	_	< 0.5%	_	_	_	_	_	_	_

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)

				,,			<u> </u>	ine, areny	J.									
Year	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	7.17	10.0	56.9	54.6	0.11	2.54	351	354	2.34	37.9	40.3	_	11,591	11,591	0.41	0.37	4.95	11,716
2024	1.82	6.90	12.6	16.2	0.03	0.53	112	113	0.49	11.2	11.7	_	2,930	2,930	0.12	0.06	1.39	2,951
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	5.54	10.0	41.6	43.2	0.08	1.75	208	209	1.61	20.8	22.4	_	8,831	8,831	0.36	0.11	0.06	8,873
2024	1.82	6.91	12.6	16.1	0.03	0.53	112	113	0.49	11.2	11.7	_	2,924	2,924	0.12	0.06	0.04	2,944
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.07	2.08	7.91	8.59	0.01	0.35	47.8	48.1	0.33	4.91	5.24	_	1,636	1,636	0.07	0.03	0.25	1,647
2024	0.65	2.63	4.58	5.81	0.01	0.19	40.8	40.9	0.18	4.08	4.26	_	1,055	1,055	0.04	0.02	0.22	1,062
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.20	0.38	1.44	1.57	< 0.005	0.06	8.72	8.78	0.06	0.90	0.96	_	271	271	0.01	< 0.005	0.04	273
2024	0.12	0.48	0.84	1.06	< 0.005	0.04	7.44	7.47	0.03	0.75	0.78	<u> </u>	175	175	0.01	< 0.005	0.04	176

2.3. Construction Emissions by Year, Mitigated

Section H, Item 4.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

			,	, ,					,									
Year	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	6.81	10.0	53.5	55.0	0.11	2.37	351	353	2.19	37.9	40.1	_	11,591	11,591	0.41	0.37	4.95	11,716
2024	1.82	6.90	12.6	16.2	0.03	0.53	112	113	0.49	11.2	11.7	_	2,930	2,930	0.12	0.06	1.39	2,951
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	5.54	10.0	41.6	43.2	0.08	1.75	208	209	1.61	20.8	22.4	_	8,831	8,831	0.36	0.11	0.06	8,873
2024	1.82	6.91	12.6	16.1	0.03	0.53	112	113	0.49	11.2	11.7	_	2,924	2,924	0.12	0.06	0.04	2,944
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.07	2.08	7.84	8.60	0.01	0.35	47.8	48.1	0.32	4.91	5.23	_	1,636	1,636	0.07	0.03	0.25	1,647
2024	0.65	2.63	4.58	5.81	0.01	0.19	40.8	40.9	0.18	4.08	4.26	_	1,055	1,055	0.04	0.02	0.22	1,062
Annual	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_
2023	0.19	0.38	1.43	1.57	< 0.005	0.06	8.72	8.78	0.06	0.90	0.95	_	271	271	0.01	< 0.005	0.04	273
2024	0.12	0.48	0.84	1.06	< 0.005	0.04	7.44	7.47	0.03	0.75	0.78	1_	175	175	0.01	< 0.005	0.04	176

2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	5.09	6.19	2.96	21.8	0.03	0.07	95.0	95.0	0.07	14.4	14.5	25.8	3,198	3,224	2.88	0.17	86.6	3,434
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	4.86	5.98	2.97	18.8	0.03	0.06	95.0	95.0	0.06	14.4	14.5	25.8	3,144	3,169	2.88	0.17	75.9	291

Section H, Item 4.

Average Daily (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	4.53	5.62	3.21	20.5	0.03	0.07	95.0	95.0	0.06	14.4	14.5	25.8	3,092	3,118	2.90	0.18	80.4	3,325
Annual (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	0.83	1.03	0.58	3.74	< 0.005	0.01	17.3	17.3	0.01	2.63	2.64	4.27	512	516	0.48	0.03	13.3	551

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.68	4.46	2.57	19.4	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,542	2,542	0.22	0.16	10.9	2,607
Area	0.37	1.71	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	5.09	6.19	2.96	21.8	0.03	0.07	95.0	95.0	0.07	14.4	14.5	25.8	3,198	3,224	2.88	0.17	86.6	3,434
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.82	4.60	2.59	18.5	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,496	2,496	0.22	0.16	0.28	2,550
Area	_	1.36	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.1
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	292

Section H, Item 4.

Total	4.86	5.98	2.97	18.8	0.03	0.06	95.0	95.0	0.06	14.4	14.5	25.8	3,144	3,169	2.88	0.17	75.9	3,369
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.30	4.07	2.82	19.1	0.02	0.04	95.0	95.0	0.03	14.4	14.4	-	2,440	2,440	0.24	0.17	4.71	2,502
Area	0.18	1.53	0.01	1.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.27	4.27	< 0.005	< 0.005	_	4.28
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	4.53	5.62	3.21	20.5	0.03	0.07	95.0	95.0	0.06	14.4	14.5	25.8	3,092	3,118	2.90	0.18	80.4	3,325
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.78	0.74	0.51	3.49	< 0.005	0.01	17.3	17.3	0.01	2.63	2.63	_	404	404	0.04	0.03	0.78	414
Area	0.03	0.28	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	107	107	0.01	< 0.005	_	107
Water	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19
Waste	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5
Total	0.83	1.03	0.58	3.74	< 0.005	0.01	17.3	17.3	0.01	2.63	2.64	4.27	512	516	0.48	0.03	13.3	551

2.6. Operations Emissions by Sector, Mitigated

Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.68	4.46	2.57	19.4	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,542	2,542	0.22	0.16	10.9	2,607
Area	0.37	1.71	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	293

																L		
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	5.09	6.19	2.96	21.8	0.03	0.07	95.0	95.0	0.07	14.4	14.5	25.8	3,198	3,224	2.88	0.17	86.6	3,434
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	4.82	4.60	2.59	18.5	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,496	2,496	0.22	0.16	0.28	2,550
Area	_	1.36	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	4.86	5.98	2.97	18.8	0.03	0.06	95.0	95.0	0.06	14.4	14.5	25.8	3,144	3,169	2.88	0.17	75.9	3,369
Average Daily	_	_	_	_	_	_	_	_	_	-	_	-	_	_	-	_	-	_
Mobile	4.30	4.07	2.82	19.1	0.02	0.04	95.0	95.0	0.03	14.4	14.4	_	2,440	2,440	0.24	0.17	4.71	2,502
Area	0.18	1.53	0.01	1.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.27	4.27	< 0.005	< 0.005	_	4.28
Energy	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	644	644	0.07	< 0.005	_	647
Water	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Waste	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	4.53	5.62	3.21	20.5	0.03	0.07	95.0	95.0	0.06	14.4	14.5	25.8	3,092	3,118	2.90	0.18	80.4	3,325
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.78	0.74	0.51	3.49	< 0.005	0.01	17.3	17.3	0.01	2.63	2.63	_	404	404	0.04	0.03	0.78	414
Area	0.03	0.28	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	107	107	0.01	< 0.005	_	107
Water	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	- 10
Waste	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	294

Section H, Item 4.

R	Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5
T	otal	0.83	1.03	0.58	3.74	< 0.005	0.01	17.3	17.3	0.01	2.63	2.64	4.27	512	516	0.48	0.03	13.3	551

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemen	<u> </u>	_	_	_	_	_	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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.03	0.33	0.29	< 0.005	0.01	_	0.01	0.01	_	0.01	_	43.5	43.5	< 0.005	< 0.005	_	43.7
Dust From Material Movemen		_	_	_	_	_	0.16	0.16	_	0.08	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	295

Section H, Item 4.

Annual	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Road Equipmen		0.01	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.21	7.21	< 0.005	< 0.005	_	7.23
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.03	0.03	_	0.02	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
Offsite	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.14	0.10	1.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	150	150	0.01	0.01	0.68	152
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)	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	1.16	1.16	< 0.005	< 0.005	< 0.005	1.19
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
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. Site Preparation (2023) - Mitigated

																-		
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemen		_	_	_	_	_	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
Daily, Winter (Max)	_	_	-	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Road Equipmen		0.03	0.33	0.29	< 0.005	0.01	_	0.01	0.01	_	0.01	_	43.5	43.5	< 0.005	< 0.005	_	43.7
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.16	0.16	_	0.08	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 Equipmen		0.01	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.21	7.21	< 0.005	< 0.005	-	7.23
Dust From Material Movemen	_	_	_	_	_	_	0.03	0.03	_	0.02	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	297

Section H, Item 4.

Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_
Worker	0.15	0.14	0.10	1.45	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	150	150	0.01	0.01	0.68	152
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)	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	1.16	1.16	< 0.005	< 0.005	< 0.005	1.19
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
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. Grading (2023) - Unmitigated

Ontona		(,	,	J, J.					, ,	.,,								
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_
Off-Road Equipmen		2.04	20.0	19.7	0.03	0.94	_	0.94	0.87	_	0.87	_	2,958	2,958	0.12	0.02	_	2,968

																L		
Dust From Material Movemen	-	_	_	_	_	_	7.09	7.09	_	3.43	3.43	_	_	_		_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_
Off-Road Equipmen		0.04	0.38	0.38	< 0.005	0.02	_	0.02	0.02	_	0.02	_	56.7	56.7	< 0.005	< 0.005	_	56.9
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.14	0.14	_	0.07	0.07	_	_	_	_	_	_	_
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 Equipmen		0.01	0.07	0.07	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	-	9.39	9.39	< 0.005	< 0.005	-	9.42
Dust From Material Movemen	 t	_	_	_	_	_	0.02	0.02	_	0.01	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	0.13	0.12	0.09	1.24	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	128	128	0.01	< 0.005	0.58	131
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	
Hauling	0.05	0.04	2.91	0.32	0.02	0.03	0.11	0.14	0.03	0.04	0.07	_	1,729	1,729	< 0.005	0.27	3.14	299

Section H, Item 4.

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.37
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	< 0.005	< 0.005	0.06	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	33.2	33.2	< 0.005	0.01	0.03	34.7
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.38	0.38	< 0.005	< 0.005	< 0.005	0.39
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	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.49	5.49	< 0.005	< 0.005	< 0.005	5.75

3.4. Grading (2023) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_			_
Off-Road Equipmen		1.75	16.6	20.0	0.03	0.78	_	0.78	0.72	_	0.72	_	2,958	2,958	0.12	0.02	_	2,968
Dust From Material Movemen	<u> </u>	_	_	_	_	_	7.09	7.09	_	3.43	3.43	_	_	_	_	-	-	_
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)	_	-	-	_	-	_	_	_	_	_	-	_	_	_	-	_	_	

																L		
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.03	0.32	0.38	< 0.005	0.01	_	0.01	0.01	_	0.01	_	56.7	56.7	< 0.005	< 0.005	_	56.9
Dust From Material Movemen	<u>—</u>	_	_	_	_	_	0.14	0.14	_	0.07	0.07	_	_	_	_	_	_	_
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 Equipmen		0.01	0.06	0.07	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	9.39	9.39	< 0.005	< 0.005	_	9.42
Dust From Material Movemen		_	_	_	_	_	0.02	0.02	_	0.01	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	0.13	0.12	0.09	1.24	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	128	128	0.01	< 0.005	0.58	131
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	0.05	0.04	2.91	0.32	0.02	0.03	0.11	0.14	0.03	0.04	0.07	_	1,729	1,729	< 0.005	0.27	3.14	1,813
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.37
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	301

Section H, Item 4.

Hauling	< 0.005	< 0.005	0.06	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	33.2	33.2	< 0.005	0.01	0.03	34.7
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.38	0.38	< 0.005	< 0.005	< 0.005	0.39
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	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.49	5.49	< 0.005	< 0.005	< 0.005	5.75

3.5. Building Construction (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_			_	_
Off-Road Equipment		1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	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		1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	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		0.31	2.87	3.20	0.01	0.13	_	0.13	0.12	_	0.12	_	582	582	0.02	< 0.005	_	584
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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	302

Section H, Item 4.

Off-Road Equipmer		0.06	0.52	0.58	< 0.005	0.02	_	0.02	0.02	_	0.02	_	96.3	96.3	< 0.005	< 0.005	_	96.6
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	0.18	0.16	0.12	1.68	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	174	174	0.01	0.01	0.79	177
Vendor	0.01	0.01	0.37	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	195	195	< 0.005	0.03	0.50	204
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	0.18	0.17	0.12	1.55	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	169	169	0.01	0.01	0.02	172
Vendor	0.01	0.01	0.38	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	195	195	< 0.005	0.03	0.01	204
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	0.03	0.36	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	39.7	39.7	< 0.005	< 0.005	0.08	40.7
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	47.4	47.4	< 0.005	0.01	0.05	49.5
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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	6.57	6.57	< 0.005	< 0.005	0.01	6.74
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	7.84	7.84	< 0.005	< 0.005	0.01	8.19
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. Building Construction (2023) - Mitigated

			,	J , J		,				. ,	/							
																		303
Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	

																L		
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	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 Equipmen		1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	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 Equipmen		0.31	2.87	3.20	0.01	0.13	_	0.13	0.12	_	0.12	_	582	582	0.02	< 0.005	-	584
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 Equipmen		0.06	0.52	0.58	< 0.005	0.02	_	0.02	0.02	_	0.02	_	96.3	96.3	< 0.005	< 0.005	_	96.6
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	0.18	0.16	0.12	1.68	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	174	174	0.01	0.01	0.79	177
Vendor	0.01	0.01	0.37	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	195	195	< 0.005	0.03	0.50	204
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	304

Section H, Item 4.

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.18	0.17	0.12	1.55	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	169	169	0.01	0.01	0.02	172
Vendor	0.01	0.01	0.38	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	195	195	< 0.005	0.03	0.01	204
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	0.03	0.36	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	39.7	39.7	< 0.005	< 0.005	0.08	40.7
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	47.4	47.4	< 0.005	0.01	0.05	49.5
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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	6.57	6.57	< 0.005	< 0.005	0.01	6.74
√endor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	7.84	7.84	< 0.005	< 0.005	0.01	8.19
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. Building Construction (2024) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	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 Equipmen		1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	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 Equipmen		0.43	4.04	4.72	0.01	0.18	_	0.18	0.16	_	0.16	_	863	863	0.04	0.01	_	866
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 Equipmen		0.08	0.74	0.86	< 0.005	0.03	_	0.03	0.03	_	0.03	_	143	143	0.01	< 0.005	_	143
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	0.11	1.55	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	171	171	0.01	0.01	0.74	174
Vendor	0.01	0.01	0.35	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	193	193	< 0.005	0.03	0.50	202
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	0.17	0.16	0.11	1.43	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	166	166	0.01	0.01	0.02	169
Vendor	0.01	0.01	0.36	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	193	193	< 0.005	0.03	0.01	202
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	0.05	0.05	0.49	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	57.9	57.9	< 0.005	< 0.005	0.12	58.8
Vendor	< 0.005	< 0.005	0.13	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1_	69.6	69.6	< 0.005	0.01	0.08	306

Section H, Item 4.

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	0.09	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	9.58	9.58	< 0.005	< 0.005	0.02	9.74
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	11.5	11.5	< 0.005	< 0.005	0.01	12.0
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. Building Construction (2024) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipment		1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	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		1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	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		0.43	4.04	4.72	0.01	0.18	_	0.18	0.16	_	0.16	_	863	863	0.04	0.01	_	866
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	_	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_	_	307

Section H, Item 4.

Off-Road Equipmen		0.08	0.74	0.86	< 0.005	0.03	_	0.03	0.03	_	0.03	_	143	143	0.01	< 0.005	_	143
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	0.11	1.55	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	171	171	0.01	0.01	0.74	174
Vendor	0.01	0.01	0.35	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	193	193	< 0.005	0.03	0.50	202
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	0.17	0.16	0.11	1.43	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	166	166	0.01	0.01	0.02	169
Vendor	0.01	0.01	0.36	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	_	193	193	< 0.005	0.03	0.01	202
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	0.05	0.05	0.49	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	57.9	57.9	< 0.005	< 0.005	0.12	58.8
Vendor	< 0.005	< 0.005	0.13	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	69.6	69.6	< 0.005	0.01	0.08	72.8
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	0.09	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	9.58	9.58	< 0.005	< 0.005	0.02	9.74
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	11.5	11.5	< 0.005	< 0.005	0.01	12.0
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. Paving (2023) - Unmitigated

				<i>J</i> , <i>J</i>		,												
Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	308

Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.79	7.13	8.89	0.01	0.35	_	0.35	0.32	_	0.32	_	1,351	1,351	0.05	0.01	_	1,356
Paving	_	0.63	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	-	_	-	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.02	0.21	0.27	< 0.005	0.01	_	0.01	0.01	_	0.01	_	40.7	40.7	< 0.005	< 0.005	_	40.9
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 Equipmen		< 0.005	0.04	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	6.74	6.74	< 0.005	< 0.005	_	6.76
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.17	0.16	0.12	1.66	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	171	171	0.01	0.01	0.77	174
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	309

Section H, Item 4.

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	4.85	4.85	< 0.005	< 0.005	0.01	4.97
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	0.00	0.00	_	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
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. Paving (2023) - Mitigated

Location		ROG	NOx	СО		PM10E			PM2.5E			BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.79	7.13	8.89	0.01	0.35	_	0.35	0.32	_	0.32	_	1,351	1,351	0.05	0.01	_	1,356
Paving	_	0.63	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

																_		
Off-Road Equipmen		0.02	0.21	0.27	< 0.005	0.01	_	0.01	0.01	_	0.01	_	40.7	40.7	< 0.005	< 0.005	_	40.9
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 Equipmen		< 0.005	0.04	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	-	6.74	6.74	< 0.005	< 0.005	_	6.76
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Vorker	0.17	0.16	0.12	1.66	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	171	171	0.01	0.01	0.77	174
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Vorker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	4.85	4.85	< 0.005	< 0.005	0.01	4.97
/endor	0.00	0.00	0.00	0.00	0.00	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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Vorker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.80	0.80	< 0.005	< 0.005	< 0.005	0.82
/endor	0.00	0.00	0.00	0.00	0.00	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

Section H, Item 4.

3.11. Architectural Coating (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.15	0.93	1.15	< 0.005	0.04	_	0.04	0.03	_	0.03	_	134	134	0.01	< 0.005		134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Daily, Winter (Max)	_	_	_	_	_	_	_	-	_	_	_	-	_	_	_	_	_	-
Off-Road Equipmen		0.15	0.93	1.15	< 0.005	0.04	_	0.04	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	-	_	_	_	_	-	_	_	_	_	_	-	_	_	_	-
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.03	0.20	0.25	< 0.005	0.01	_	0.01	0.01	_	0.01	_	28.7	28.7	< 0.005	< 0.005	_	28.8
Architect ural Coatings	_	1.16	_	_	_	_	_	-	_	_	_	-	_	-	_	_	_	-
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 Equipmer		0.01	0.04	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.76	4.76	< 0.005	< 0.005	_	4.77
Architect ural Coatings	_	0.21	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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	0.04	0.03	0.02	0.34	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	34.8	34.8	< 0.005	< 0.005	0.16	35.4
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	0.04	0.03	0.02	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	33.9	33.9	< 0.005	< 0.005	< 0.005	34.3
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Worker	0.01	0.01	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	7.05	7.05	< 0.005	< 0.005	0.01	7.22
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	0.00	0.00	_	1.17	1.17	< 0.005	< 0.005	< 0.005	1.20
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

Section H, Item 4.

3.12. Architectural Coating (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Road Equipmen		0.15	0.93	1.15	< 0.005	0.04	_	0.04	0.03	_	0.03	_	134	134	0.01	< 0.005		134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Daily, Winter (Max)	_	_	_	_	_	_	_	-	_	_	_	-	_	_	_	_	_	-
Off-Road Equipmen		0.15	0.93	1.15	< 0.005	0.04	_	0.04	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	-	_	_	_	_	-	_	_	_	_	_	-	_	_	_	-
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.03	0.20	0.25	< 0.005	0.01	_	0.01	0.01	_	0.01	_	28.7	28.7	< 0.005	< 0.005	_	28.8
Architect ural Coatings	_	1.16	_	_	_	_	_	-	_	_	_	-	_	-	_	_	_	-
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 Equipmer		0.01	0.04	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.76	4.76	< 0.005	< 0.005	_	4.77
Architect ural Coatings	_	0.21	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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	0.04	0.03	0.02	0.34	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	34.8	34.8	< 0.005	< 0.005	0.16	35.4
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	0.04	0.03	0.02	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	33.9	33.9	< 0.005	< 0.005	< 0.005	34.3
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Worker	0.01	0.01	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	7.05	7.05	< 0.005	< 0.005	0.01	7.22
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	0.00	0.00	_	1.17	1.17	< 0.005	< 0.005	< 0.005	1.20
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

Section H, Item 4.

3.13. Architectural Coating (2024) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03		134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Daily, Winter (Max)	_	_	_	_	_	_	_	-	_	_	_	-	_	_	_	-	_	_
Off-Road Equipmen		0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.05	0.35	0.44	< 0.005	0.01	_	0.01	0.01	_	0.01	_	51.7	51.7	< 0.005	< 0.005	_	51.9
Architect ural Coatings	_	2.08	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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 Equipmer		0.01	0.06	0.08	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.57	8.57	< 0.005	< 0.005	_	8.59
Architect ural Coatings	_	0.38	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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	0.03	0.03	0.02	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	34.2	34.2	< 0.005	< 0.005	0.15	34.7
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.03	0.03	0.02	0.29	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	33.3	33.3	< 0.005	< 0.005	< 0.005	33.7
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	12.5	12.5	< 0.005	< 0.005	0.02	12.7
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.06	2.06	< 0.005	< 0.005	< 0.005	2.10
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

3.14. Architectural Coating (2024) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	<u> </u>	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Daily, Winter (Max)	_	_	_	_	_	_	_	-	_	_	_	-	_	_	_	_	_	_
Off-Road Equipmen		0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coatings	_	5.37	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.05	0.35	0.44	< 0.005	0.01	_	0.01	0.01	_	0.01	_	51.7	51.7	< 0.005	< 0.005	_	51.9
Architect ural Coatings	_	2.08	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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

																L		
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmer		0.01	0.06	0.08	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.57	8.57	< 0.005	< 0.005	_	8.59
Architect ural Coatings	_	0.38	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite ruck	0.00	0.00	0.00	0.00	0.00	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)	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Norker	0.03	0.03	0.02	0.31	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	34.2	34.2	< 0.005	< 0.005	0.15	34.7
/endor	0.00	0.00	0.00	0.00	0.00	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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Vorker	0.03	0.03	0.02	0.29	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	33.3	33.3	< 0.005	< 0.005	< 0.005	33.7
/endor	0.00	0.00	0.00	0.00	0.00	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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Vorker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	12.5	12.5	< 0.005	< 0.005	0.02	12.7
/endor	0.00	0.00	0.00	0.00	0.00	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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Vorker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.06	2.06	< 0.005	< 0.005	< 0.005	2.10
/endor	0.00	0.00	0.00	0.00	0.00	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

3.15. Linear, Grubbing & Land Clearing (2023) - Unmitigated

Cillena	Pollulari	แร (เม/นล	y ioi dai	ly, ton/yr	ior anni	Jai) and	GUGS (1	b/day io										
Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_		_	_	_	_	_	_		_	_	_	_		_	_	_
Off-Road Equipmen		0.47	3.95	3.56	< 0.005	0.28	_	0.28	0.25	_	0.25	_	491	491	0.02	< 0.005	_	492
Dust From Material Movemen	<u> </u>	_		_	_	_	0.53	0.53		0.06	0.06							
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.01	0.05	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	6.72	6.72	< 0.005	< 0.005	_	6.74
Dust From Material Movemen	_	_	_	_	_	_	0.01	0.01	_	< 0.005	< 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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.11	1.11	< 0.005	< 0.005	_	1.12

Section H, Item 4.

																_		
Dust From Material Movemen	<u> —</u>	_	_	_		_	< 0.005	< 0.005	_	< 0.005	< 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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.04	0.03	0.41	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	42.8	42.8	< 0.005	< 0.005	0.19	43.5
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.55	0.55	< 0.005	< 0.005	< 0.005	0.56
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
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

3.16. Linear, Grubbing & Land Clearing (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	321

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.47	3.95	3.56	< 0.005	0.28	_	0.28	0.25	_	0.25	_	491	491	0.02	< 0.005	_	492
Dust From Material Movemen	_	_	_	_	_	_	0.53	0.53	_	0.06	0.06	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.01	0.05	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	6.72	6.72	< 0.005	< 0.005	_	6.74
Dust From Material Movemen		_	_	_	_	_	0.01	0.01	_	< 0.005	< 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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.11	1.11	< 0.005	< 0.005	_	1.12
Dust From Material Movemen	<u> </u>	_	_	_	_	_	< 0.005	< 0.005	_	< 0.005	< 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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

Section H, Item 4.

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.04	0.03	0.41	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	42.8	42.8	< 0.005	< 0.005	0.19	43.5
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
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.55	0.55	< 0.005	< 0.005	< 0.005	0.56
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
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

3.17. Linear, Grading & Excavation (2023) - Unmitigated

Location	TOG	ROG			SO2					PM2.5D	, and the second	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		3.62	33.7	30.9	0.06	1.56	_	1.56	1.44	_	1.44	_	6,495	6,495	0.26	0.05	_	6,518

																L		
Dust From Material Movemen	 :	_	_	_	_	_	3.18	3.18	_	0.34	0.34	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.24	2.22	2.03	< 0.005	0.10	_	0.10	0.09	_	0.09	_	427	427	0.02	< 0.005	_	429
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.21	0.21	_	0.02	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 Equipmen		0.04	0.40	0.37	< 0.005	0.02	_	0.02	0.02	_	0.02	_	70.7	70.7	< 0.005	< 0.005	_	71.0
Dust From Material Movemen	_	_	_	_	_	_	0.04	0.04	_	< 0.005	< 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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.26	0.24	0.18	2.48	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	257	257	0.02	0.01	1.16	261
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	24.6	24.6	< 0.005	< 0.005	0.06	00.1
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	324

Section H, Item 4.

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	15.9	15.9	< 0.005	< 0.005	0.03	16.3
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.62	1.62	< 0.005	< 0.005	< 0.005	1.69
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	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.63	2.63	< 0.005	< 0.005	0.01	2.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
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. Linear, Grading & Excavation (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		3.62	33.7	30.9	0.06	1.56	_	1.56	1.44	_	1.44	_	6,495	6,495	0.26	0.05	_	6,518
Dust From Material Movemen		_	-	_	_	_	3.18	3.18	_	0.34	0.34	_	_	_	_	_	_	_
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	325

																L		
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.24	2.22	2.03	< 0.005	0.10	_	0.10	0.09	_	0.09	_	427	427	0.02	< 0.005	_	429
Dust From Material Movemen		_	_	_	_	_	0.21	0.21	_	0.02	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 Equipmen		0.04	0.40	0.37	< 0.005	0.02	_	0.02	0.02	_	0.02	_	70.7	70.7	< 0.005	< 0.005	_	71.0
Dust From Material Movemen	_	_	_	_	_	_	0.04	0.04	_	< 0.005	< 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)	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_
Worker	0.26	0.24	0.18	2.48	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	257	257	0.02	0.01	1.16	261
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	24.6	24.6	< 0.005	< 0.005	0.06	25.7
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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	15.9	15.9	< 0.005	< 0.005	0.03	16.3
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.62	1.62	< 0.005	< 0.005	< 0.005	326

Section H, Item 4.

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	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	2.63	2.63	< 0.005	< 0.005	0.01	2.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
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. Linear, Drainage, Utilities, & Sub-Grade (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		2.85	28.2	25.0	0.05	1.16	_	1.16	1.06	_	1.06	_	5,693	5,693	0.23	0.05	_	5,712
Dust From Material Movemen	<u> </u>	_	_	_	_	-	2.65	2.65	_	0.29	0.29	_	_	_	-	-	_	_
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 Equipmen		2.85	28.2	25.0	0.05	1.16	_	1.16	1.06	_	1.06	_	5,693	5,693	0.23	0.05	_	5,712
Dust From Material Movemen	<u> </u>	_	_	_	_	_	2.65	2.65	_	0.29	0.29	_	_	_	_	_	_	_
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

																L		
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmer		0.12	1.24	1.10	< 0.005	0.05	_	0.05	0.05	_	0.05	_	250	250	0.01	< 0.005	_	250
Dust From Material Movemen	 -	_	_	_	-	_	0.12	0.12	-	0.01	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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.02	0.23	0.20	< 0.005	0.01	_	0.01	0.01	_	0.01	_	41.3	41.3	< 0.005	< 0.005	_	41.5
Dust From Material Movemen		_	_	-	-	_	0.02	0.02		< 0.005	< 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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.22	0.20	0.15	2.07	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	214	214	0.01	0.01	0.97	218
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	0.22	0.21	0.15	1.91	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	208	208	0.01	0.01	0.03	211
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

Section H, Item 4.

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	8.82	8.82	< 0.005	< 0.005	0.02	9.04
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	0.00	0.00	_	1.46	1.46	< 0.005	< 0.005	< 0.005	1.50
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

3.20. Linear, Drainage, Utilities, & Sub-Grade (2023) - Mitigated

	TOG	ROG	NOx	СО	SO2		PM10D	PM10T	PM2.5E		PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		2.85	28.2	25.0	0.05	1.16	_	1.16	1.06	_	1.06	_	5,693	5,693	0.23	0.05	_	5,712
Dust From Material Movemen	<u> </u>	_	_	_	_	_	2.65	2.65	_	0.29	0.29	_	_	_	_	_	_	_
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 Equipmen		2.85	28.2	25.0	0.05	1.16	_	1.16	1.06	_	1.06	_	5,693	5,693	0.23	0.05		5,712

																L		
Dust From Material Movemen	 :	_	_	_	_	_	2.65	2.65	_	0.29	0.29	_	_	_	_	_	_	
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	_	_	_	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.12	1.24	1.10	< 0.005	0.05	_	0.05	0.05	_	0.05	_	250	250	0.01	< 0.005	_	250
Dust From Material Movemen		_	_	_	_		0.12	0.12	_	0.01	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
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		0.02	0.23	0.20	< 0.005	0.01	<u> </u>	0.01	0.01	_	0.01	-	41.3	41.3	< 0.005	< 0.005	_	41.5
Dust From Material Movemen	<u> </u>	_	_	_	_	_	0.02	0.02	_	< 0.005	< 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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.22	0.20	0.15	2.07	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	214	214	0.01	0.01	0.97	218
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)	_	-	-	_	_	_	_	-	_	_	_	_	_	_	_	_	_	330

Section H, Item 4.

Worker	0.22	0.21	0.15	1.91	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	208	208	0.01	0.01	0.03	211
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	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	8.82	8.82	< 0.005	< 0.005	0.02	9.04
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	0.00	0.00	_	1.46	1.46	< 0.005	< 0.005	< 0.005	1.50
√endor	0.00	0.00	0.00	0.00	0.00	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

3.21. Linear, Paving (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	<u> </u>	_	_	_	_	<u> </u>	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen		1.00	8.46	10.9	0.01	0.43	_	0.43	0.39	_	0.39	_	1,620	1,620	0.07	0.01	_	1,625
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	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Section H, Item 4.

																L		
Off-Road Equipmer		0.02	0.19	0.24	< 0.005	0.01	_	0.01	0.01	_	0.01	_	35.5	35.5	< 0.005	< 0.005	_	35.6
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 Equipmer		< 0.005	0.03	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	5.88	5.88	< 0.005	< 0.005	_	5.90
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	0.16	0.15	0.10	1.34	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	146	146	0.01	0.01	0.02	148
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	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	3.09	3.09	< 0.005	< 0.005	0.01	3.16
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	0.00	0.00	_	0.51	0.51	< 0.005	< 0.005	< 0.005	0.52
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

3.22. Linear, Paving (2023) - Mitigated

Location	TOG	ROG	NOx	со	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 Equipmen		1.00	8.46	10.9	0.01	0.43	_	0.43	0.39	_	0.39	_	1,620	1,620	0.07	0.01	_	1,625
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 Equipmen		0.02	0.19	0.24	< 0.005	0.01	_	0.01	0.01	_	0.01	_	35.5	35.5	< 0.005	< 0.005	_	35.6
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 Equipmen		< 0.005	0.03	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	5.88	5.88	< 0.005	< 0.005	_	5.90
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	0.16	0.15	0.10	1.34	0.00	0.00	0.01	0.01	0.00	0.00	0.00	_	146	146	0.01	0.01	0.02	148
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	333

Section H, Item 4.

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	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	_	3.09	3.09	< 0.005	< 0.005	0.01	3.16
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	0.00	0.00	_	0.51	0.51	< 0.005	< 0.005	< 0.005	0.52
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

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	4.68	4.46	2.57	19.4	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,542	2,542	0.22	0.16	10.9	2,607
Parking Lot	0.00	0.00	0.00	0.00	0.00	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	4.68	4.46	2.57	19.4	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,542	2,542	0.22	0.16	10.9	2,607
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	4.82	4.60	2.59	18.5	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,496	2,496	0.22	0.16	0.28	334

Section H, Item 4.

Parking Lot	0.00	0.00	0.00	0.00	0.00	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	4.82	4.60	2.59	18.5	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,496	2,496	0.22	0.16	0.28	2,550
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.78	0.74	0.51	3.49	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	_	404	404	0.04	0.03	0.78	414
Parking Lot	0.00	0.00	0.00	0.00	0.00	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	0.78	0.74	0.51	3.49	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	_	404	404	0.04	0.03	0.78	414

4.1.2. Mitigated

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)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_
Hotel	4.68	4.46	2.57	19.4	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,542	2,542	0.22	0.16	10.9	2,607
Parking Lot	0.00	0.00	0.00	0.00	0.00	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	4.68	4.46	2.57	19.4	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,542	2,542	0.22	0.16	10.9	2,607
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	-	_	_
Hotel	4.82	4.60	2.59	18.5	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,496	2,496	0.22	0.16	0.28	2,550
Parking Lot	0.00	0.00	0.00	0.00	0.00	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	4.82	4.60	2.59	18.5	0.02	0.04	0.14	0.17	0.03	0.04	0.08	_	2,496	2,496	0.22	0.16	0.28	2,550
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.78	0.74	0.51	3.49	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	_	404	404	0.04	0.03	0.78	414
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	335

Total	0.78	0.74	0.51	3.49	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	_	404	404	0.04	0.03	0.78	414
iotai	0.70	0.7 4	0.01	0.40	< 0.000	0.01	0.02	0.00	0.01	0.01	0.01		404	707	0.04	0.00	0.70	717

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	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	173	173	0.03	< 0.005	_	175
Parking Lot	-	_	_	_	_	_	_	_	_	_	_	_	20.9	20.9	< 0.005	< 0.005	_	21.1
Total	_	_	_	_	_	_	_	_	_	_	_	_	194	194	0.03	< 0.005	_	196
Daily, Winter (Max)	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	173	173	0.03	< 0.005	_	175
Parking Lot	_	_	_	_	-	_	_	_	-	_	_	_	20.9	20.9	< 0.005	< 0.005	_	21.1
Total	_	_	_	_	_	_	_	_	_	_	_	_	194	194	0.03	< 0.005	_	196
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	28.7	28.7	< 0.005	< 0.005	_	29.0
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	3.46	3.46	< 0.005	< 0.005	_	3.50
Total	_	_	_	_	_	_	_	_	_	_	_	_	32.2	32.2	0.01	< 0.005	_	32.5

4.2.2. Electricity Emissions By Land Use - Mitigated

Section H, Item 4.

Land	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use																		
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	173	173	0.03	< 0.005	_	175
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	20.9	20.9	< 0.005	< 0.005		21.1
Total	_	_	_	_	_	_	_	_	_	_	_	_	194	194	0.03	< 0.005	_	196
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	173	173	0.03	< 0.005	_	175
Parking Lot	_	_	_	-	_	_	_	_	_	_	_	_	20.9	20.9	< 0.005	< 0.005	_	21.1
Total	_	_	_	_	_	_	_	_	_	_	_	_	194	194	0.03	< 0.005	_	196
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	28.7	28.7	< 0.005	< 0.005	_	29.0
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	3.46	3.46	< 0.005	< 0.005	_	3.50
Total	_	_	_	_	_	_	_	_	_	_	_	_	32.2	32.2	0.01	< 0.005	_	32.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	337

Section H, Item 4.

								_									_	
Total	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Parking Lot	0.00	0.00	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	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Annual	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_
Hotel	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	74.4	74.4	0.01	< 0.005	_	74.6
Parking Lot	0.00	0.00	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	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	74.4	74.4	0.01	< 0.005	_	74.6

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Land Use	TOG	ROG	NOx	СО	SO2	PM10E		PM10T	PM2.5E		PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	_	_	_	-	-	_	-	_	_	_	-	-	_	_	-	_	-
Hotel	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Parking Lot	0.00	0.00	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	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Daily, Winter (Max)	-	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_
Hotel	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00

Section H, Item 4.

Total	0.04	0.02	0.38	0.32	< 0.005	0.03	_	0.03	0.03	_	0.03	_	449	449	0.04	< 0.005	_	451
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	74.4	74.4	0.01	< 0.005	_	74.6
Parking Lot	0.00	0.00	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	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	74.4	74.4	0.01	< 0.005	_	74.6

4.3. Area Emissions by Source

4.3.2. Unmitigated

Source	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coatings	_	11.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Products	_	1.04	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipme nt	0.37	0.35	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Total	0.37	12.4	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Daily, Winter (Max)	_	_	_	_	_		_		_	_	_	_	_	_		_	_	_
Architect ural Coatings	_	11.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

Section H, Item 4.

Consum	_	1.04	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	12.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coatings	_	0.65	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Products	_	0.19	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipme nt	0.03	0.03	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71
Total	0.03	0.87	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71

4.3.1. Mitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coatings	_	11.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Products	_	1.04	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipme nt	0.37	0.35	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	8.69
Total	0.37	12.4	0.02	2.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.66	8.66	< 0.005	< 0.005	_	340

Section H, Item 4.

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coatings	_	11.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Products	_	1.04	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	12.1	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coatings	_	0.65	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Products	_	0.19	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipme nt	0.03	0.03	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71
Total	0.03	0.87	< 0.005	0.19	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	_	0.71

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	244

Section H, Item 4.

																L		
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19

4.4.1. Mitigated

Land Use		ROG							PM2.5E			BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	342

Section H, Item 4.

Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.65	3.57	7.21	0.37	0.01	_	19.2
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19
Parking Lot	_		_		_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.60	0.59	1.19	0.06	< 0.005	_	3.19

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

			y loi dall							117 91 101								
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	343

Section H, Item 4.

Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T		PM2.5D	PM2 5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use			l lox							III.2.03		3332	1.5002	3321		120		0020
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Parking Lot	-	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	-	-
Hotel	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	22.1	0.00	22.1	2.21	0.00	_	77.4
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8
Parking Lot	-	-	_	_	_	-	_	-	_	_	_	0.00	0.00	0.00	0.00	0.00	-	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	3.66	0.00	3.66	0.37	0.00	_	12.8

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	СО				PM10T		PM2.5D		BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	75.7	75.7
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5

4.6.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	75.7	75.7
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	345

Section H, Item 4.

Hotel														_		_	75.7	75.7
1 10161																	13.1	13.1
Total	-	_	_	-	_	_	_	_	_	_	_	_	_	_	-	-	75.7	75.7
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hotel	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12.5	12.5
Total	_	_	_	_	_	_	_	_			_	_	_	_	_	_	12.5	12.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG				PM10E			PM2.5E			BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.7.2. Mitigated

Equip	me TO	OG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
nt																			
Type																			

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		_	_	_	_	_	_	_		_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.8.2. Mitigated

Equipme Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Equipme nt Type		ROG								PM2.5D		BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_		_	_		_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	349

_																			
To	tal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	<u> </u>

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - 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	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	350

Section H, Item 4.

Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_		_	_			_	_	_		_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
																		351

Section H, Item 4.

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

		(1107 0101	,	. ,, , .		adij dila		e, e.e.y	J. J.		,							
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	<u> </u>	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
---------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal		_	_	_	_	_	<u> </u>	_		_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

Clearlake Airport Property Detail	ailed Report, 8/30/2022
-----------------------------------	-------------------------

Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	8/1/2023	8/3/2023	5.00	3.00	_
Grading	Grading	8/4/2023	8/14/2023	5.00	7.00	_
Building Construction	Building Construction	8/30/2023	7/2/2024	5.00	220	_
Paving	Paving	8/15/2023	8/29/2023	5.00	11.0	_
Architectural Coating	Architectural Coating	9/13/2023	7/16/2024	5.00	220	_
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	8/1/2023	8/8/2023	5.00	5.00	_
Linear, Grading & Excavation	Linear, Grading & Excavation	8/9/2023	9/11/2023	5.00	24.0	_
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	9/12/2023	10/4/2023	5.00	16.0	_
Linear, Paving	Linear, Paving	10/5/2023	10/16/2023	5.00	8.00	_

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
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	4.00	8.00	84.0	0.37

Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
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	Tractors/Loaders/Backh oes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backh oes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grading & Excavation	Graders	Diesel	Average	1.00	8.00	148	0.41

Linear, Grading & Excavation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Paving	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82

Section H, Item 4.

Linear, Paving	Tractors/Loaders/Backh	Diesel	Average	2.00	8.00	84.0	0.37
	oes						

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
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	Tractors/Loaders/Backh oes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backh oes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43

Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grading & Excavation	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	2.00	8.00	423	0.48

Section H, Item 4.

Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Paving	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	10.1	LDA,LDT1,LDT2
Site Preparation	Vendor	_	7.35	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	_	HHDT
Grading	_	_	_	_
Grading	Worker	15.0	10.1	LDA,LDT1,LDT2
Grading	Vendor	_	7.35	HHDT,MHDT
Grading	Hauling	23.3	20.0	HHDT
Grading	Onsite truck	_	_	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	20.3	10.1	LDA,LDT1,LDT2
Building Construction	Vendor	7.93	7.35	HHDT,MHDT 359

Building Construction	Hauling	0.00	20.0	HHDT	
Building Construction	Onsite truck	_	_	HHDT	
Paving	_	_	_	_	
Paving	Worker	20.0	10.1	LDA,LDT1,LDT2	
Paving	Vendor	_	7.35	HHDT,MHDT	
Paving	Hauling	0.00	20.0	HHDT	
Paving	Onsite truck	_	_	HHDT	
Architectural Coating	_	_	_	_	
Architectural Coating	Worker	4.07	10.1	LDA,LDT1,LDT2	
Architectural Coating	Vendor	_	7.35	HHDT,MHDT	
Architectural Coating	Hauling	0.00	20.0	HHDT	
Architectural Coating	Onsite truck	_	_	HHDT	
Linear, Grubbing & Land Clearing	_	_	_	_	
Linear, Grubbing & Land Clearing	Worker	5.00	10.1	LDA,LDT1,LDT2	
Linear, Grubbing & Land Clearing	Vendor	_	7.35	HHDT,MHDT	
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT	
Linear, Grubbing & Land Clearing	Onsite truck	_	_	HHDT	
Linear, Grading & Excavation	_	_	_	_	
Linear, Grading & Excavation	Worker	30.0	10.1	LDA,LDT1,LDT2	
Linear, Grading & Excavation	Vendor	1.00	7.35	HHDT,MHDT	
Linear, Grading & Excavation	Hauling	0.00	20.0	HHDT	
Linear, Grading & Excavation	Onsite truck	_	_	HHDT	
Linear, Drainage, Utilities, & Sub-Grade	_	_	_	_	
Linear, Drainage, Utilities, & Sub-Grade	Worker	25.0	10.1	LDA,LDT1,LDT2	
Linear, Drainage, Utilities, & Sub-Grade	Vendor	_	7.35	HHDT,MHDT	
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT	
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	_	_	HHDT 360	

Clearlake Airport Property Detailed Report, 8/30/2022

Section H, Item 4.

Linear, Paving	_	_	_	_
Linear, Paving	Worker	17.5	10.1	LDA,LDT1,LDT2
Linear, Paving	Vendor	_	7.35	HHDT,MHDT
Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	Onsite truck	_	_	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	10.1	LDA,LDT1,LDT2
Site Preparation	Vendor	_	7.35	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	_	HHDT
Grading	_	_	_	_
Grading	Worker	15.0	10.1	LDA,LDT1,LDT2
Grading	Vendor	_	7.35	HHDT,MHDT
Grading	Hauling	23.3	20.0	HHDT
Grading	Onsite truck	_	_	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	20.3	10.1	LDA,LDT1,LDT2
Building Construction	Vendor	7.93	7.35	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	20.0	10.1	LDA,LDT1,LDT2
Paving	Vendor	_	7.35	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT 361

Clearlake Airport Property Detailed Report, 8/30/2022

Section H, Item 4.

Paving	Onsite truck	_	_	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	4.07	10.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	7.35	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT
Linear, Grubbing & Land Clearing	_	_	_	_
Linear, Grubbing & Land Clearing	Worker	5.00	10.1	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	_	7.35	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	_	_	HHDT
Linear, Grading & Excavation	_	_	_	_
Linear, Grading & Excavation	Worker	30.0	10.1	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	1.00	7.35	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.00	20.0	HHDT
Linear, Grading & Excavation	Onsite truck	_	_	HHDT
Linear, Drainage, Utilities, & Sub-Grade	_	_	_	_
Linear, Drainage, Utilities, & Sub-Grade	Worker	25.0	10.1	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	_	7.35	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	_	_	HHDT
Linear, Paving	_	_	_	_
Linear, Paving	Worker	17.5	10.1	LDA,LDT1,LDT2
Linear, Paving	Vendor	_	7.35	HHDT,MHDT
Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	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	0.00	0.00	74,526	24,842	2,564

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)
Site Preparation	_	_	4.50	0.00	_
Grading	1,300	_	7.00	0.00	_
Paving	0.00	0.00	0.00	0.00	2.63
Linear, Grubbing & Land Clearing	_	_	1.65	0.00	_
Linear, Grading & Excavation	_	_	1.65	0.00	_
Linear, Drainage, Utilities, & Sub-Grade	_	_	1.65	0.00	_

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	
Road Construction	1.65	100%	363

Hotel	0.00	0%
Parking Lot	0.98	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	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
Hotel	599	599	599	218,726	2,622	2,622	2,622	956,948
Parking Lot	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
Hotel	599	599	599	218,726	2,622	2,622	2,622	956,948
Parking Lot	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

5.10.1.2. Mitigated

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)
0	0.00	74,526	24,842	2,564

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)
Hotel	310,445	204	0.0330	0.0040	1,401,916
Parking Lot	37,434	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	310,445	204	0.0330	0.0040	1,401,916
Parking Lot	37,434	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)	
Hotel	1,902,508	262,390	
Parking Lot	0.00	0.00	

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	
Hotel	1,902,508	262,390	
Parking Lot	0.00	0.00	

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)	
Hotel	41.1	0.00	
Parking Lot	0.00	0.00	

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)	
Hotel	41.1	0.00	366

Parking Lot	0.00	0.00
5 - 1		

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
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	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
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	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
Equipment Type	I doi Typo	Lingino rioi	realises per bay	riodis i di Day	1 10130power	Load I doloi

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor	367

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
Equipment Type	ruei Type	Number per Day	Tiours per Day	Tiours per real	liloisepowei	Luau Factui

5.16.2. Process Boilers

Equipment Type Fuel Type Number Boiler Rating (MMBtu/hr) Daily Heat Input (MMBtu/day) Annual Heat Input (MMBt	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
_	_

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

and the second of the second o			
Medatation Land Lice Type	Vegetation Soil Type	Initial Acres	Final Acres
Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	I iliai Adies

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
vegetation Earla ede Type	vegetation con type	Third 7 to 65	Titlat / totoo

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type Initial Acres Final Acres 368

5.18.1.2. Mitigated

Biomass Cover Type Initial Acres Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

		and the second s	and the second s	
Tree Ty	rpe	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
1100 1300	T Carrie Ci	Liberially Savea (ittilly sai)	ratarar Sas Savoa (Starysar)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	15.7	annual days of extreme heat
Extreme Precipitation	15.9	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	22.3	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temp

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make

different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A

Clearlake Airport Property Detailed Report, 8/30/2022

Section H, Item 4.

Air Quality	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	_
AQ-Ozone	16.8
AQ-PM	0.19
AQ-DPM	37.4
Drinking Water	64.2
Lead Risk Housing	63.1
Pesticides	43.4
Toxic Releases	0.74
Traffic	20.4
Effect Indicators	_
CleanUp Sites	71.6
Groundwater	59.6
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	51.2
Solid Waste	80.5

Sensitive Population	_
Asthma	97.4
Cardio-vascular	81.7
Low Birth Weights	90.6
Socioeconomic Factor Indicators	
Education	63.4
Housing	81.8
Linguistic	4.59
Poverty	98.0
Unemployment	99.4

7.2. Healthy Places Index Scores

Indicator	Result for Project Census Tract
Economic	_
Above Poverty	3.002694726
Employed	1.591171564
Education	_
Bachelor's or higher	11.36917747
High school enrollment	100
Preschool enrollment	49.7754395
Transportation	_
Auto Access	7.878865649
Active commuting	29.50083408
Social	_
2-parent households	1.745155909
Voting	16.57898114

Clearlake Airport Property Detailed Report, 8/30/2022

Section H, Item 4.

Neighborhood	_
Alcohol availability	64.31412806
Park access	81.35506224
Retail density	25.43308097
Supermarket access	42.69215963
Tree canopy	89.76004106
Housing	_
Homeownership	41.48594893
Housing habitability	19.17105094
Low-inc homeowner severe housing cost burden	3.592968048
Low-inc renter severe housing cost burden	46.90106506
Uncrowded housing	44.45014757
Health Outcomes	_
Insured adults	33.59425125
Arthritis	0.0
Asthma ER Admissions	4.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	0.8
Cognitively Disabled	2.2
Physically Disabled	1.7
Heart Attack ER Admissions	47.9
Mental Health Not Good	0.0

Clearlake Airport Property Detailed Report, 8/30/2022

Section H, Item 4.

Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	_
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	_
Wildfire Risk	0.2
SLR Inundation Area	0.0
Children	19.9
Elderly	38.5
English Speaking	52.3
Foreign-born	30.0
Outdoor Workers	1.8
Climate Change Adaptive Capacity	
Impervious Surface Cover	88.8
Traffic Density	6.6
Traffic Access	0.0
Other Indices	_
Hardship	89.1
Other Decision Support	_
2016 Voting	13.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	73.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification
Land Use	Lot acreage and building square footage adjusted to be consistent with project site plan.
Construction: Construction Phases	Demolition not required. Architectural coating assumed to start two weeks after building construction and last for the same duration.
Operations: Vehicle Data	Adjusted to be consistent with TIS prepared for the proposed project by W-Trans.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Attachment B

Section H, Item 4.

Biological Evalution and Arborist Report



AIRPORT PROPERTY COMMERCIAL CENTER HOTEL PROJECT BIOLOGICAL EVALUATION CLEARLAKE, LAKE COUNTY, CALIFORNIA

Prepared by

LIVE OAK ASSOCIATES, INC.

Rick Hopkins, Principal and Senior Conservation Biologist/Ecologist Katrina Krakow, M.S., Sr. Project Manager and Staff Ecologist

Prepared for

Alan Flora City Manager City of Clear Lake 14050 Olympic Drive Clear Lake, CA 95422

July 21, 2022 PN 2671-01

OAKHURST

P.O. Box 2697 | 39930 Sierra Way #B Oakhurst, CA 93644

P: (559) 642-4880 | F: (559) 642-4883

SAN JOSE

6840 Via Del Oro, Suite 220 San Jose, CA 95119

(408) 224-8300

TRUCKEE

P.O. Box 8810 Truckee, CA 96161

(530) 214-8947

SOUTH LAKE TAHOE

P.O. Box 7314 South Lake Tahoe, CA 96158

(408) 281-5885

THIS PAGE INTENTIONALLY LEFT BLANK.

EXECUTIVE SUMMARY

Live Oak Associates, Inc., (LOA) conducted an investigation of the biological resources of the Airport Property Commercial Center Hotel and extension of 18th Avenue project ("Project Site", "Site") in Lake County, California.

LOA evaluated likely impacts to biological resources resulting from development of an approximately 0.3-acre Airport Property Commercial Center Hotel and the associated extension of 18th Avenue. The Project Site is in Clearlake, Lake County, between Old Highway 53 and Highway 53. On July 11, 2022, Live Oak Associates (LOA) conducted a site visit to assess for biotic habitats, the plants and animals occurring in those habitats, and significant habitat values that may be protected by state and federal law.

The Project Site consists of developed, California annual grassland/ruderal, chaparral, interior live oak woodland, and drainage habitat types. The drainage is outside of the development area and will not be impacted. The Project Site provides suitable habitat for nine locally occurring special-status plant and four special-status animal species. These nine plant species include the bent-flowered fiddleneck, Raiche's manzanita, three-fingered morning-glory, deep-scarred cryptantha, Tracy's eriastrum, San Joaquin spearscale, congested-headed hayfield tarplant, Napa bluecurls, oval-leaved viburnum. Rare plant surveys are recommended during the appropriate blooming periods of these plants (March, April, June, and October).

Potentially suitable habitat was found for four special status animal species that potentially occur as regular foragers or residents of the Project Site. These include the Clear Lake roach, Townsend's big-eared bat, pallid bat, and western red bat. Additionally, we have provided mitigation measures for nesting migratory birds and raptors protected by the federal Migratory Bird Treaty Act.



TABLE OF CONTENTS

1	INTRODUCTION	1
	1.1 PROJECT DESCRIPTION	1
	1.2 REPORT OBJECTIVES	3
	1.3 STUDY METHODOLOGY	3
2	EXISTING CONDITIONS	5
	2.1 PROJECT SITE	
	2.2 BIOTIC HABITATS/LAND USES	
	2.2.1 Developed	
	2.2.2 California annual grassland/Ruderal	
	2.2.3 Chaparral	
	2.2.4 Interior Live Oak Woodland	
	2.2.5 Drainage	
	2.3 WILDLIFE MOVEMENT CORRIDORS	
	2.4 SPECIAL STATUS PLANTS AND ANIMALS	10
	2.5 JURISDICTIONAL WATERS	18
3	IMPACTS AND MITIGATIONS	19
_	3.1 SIGNIFICANCE CRITERIA	_
	3.2 RELEVANT GOALS, POLICIES, AND LAWS	20
	3.2.1 Threatened and Endangered Species	
	3.2.2 Migratory Birds	20
	3.2.3 Birds of Prey	21
	3.2.4 Jurisdictional Waters and Wetlands	21
	3.2.5 Local Policies: City of Clearlake Native Tree Protection Ordinance	25
	3.3 PROJECT IMPACTS AND MITIGATION MEASURES	26
	3.3.1 Loss of Habitat for Special Status Plants	26
	3.3.2 Loss of Habitat for Special Status Animals	
	3.3.3 Disturbance to Active Raptor and Migratory Bird Nests	29
	3.3.4 Impacts to Wildlife Movement Corridors	
	3.3.5 Impacts to Jurisdictional Waters, Wetlands, or Riparian Habitats	30
	3.3.6 City of Clearlake Native Tree Protection Ordinance	31
4	LITERATURE CITED	32
5	APPENDIX A: ARBORIST TREE INVENTORY AND ASSESSMENT FOR PROPOSED AIRPORT	
	DMMERCIAL CENTER HOTEL PROJECT CLEARLAKE LAKE COLINTY CALLEORNIA	33



1 INTRODUCTION

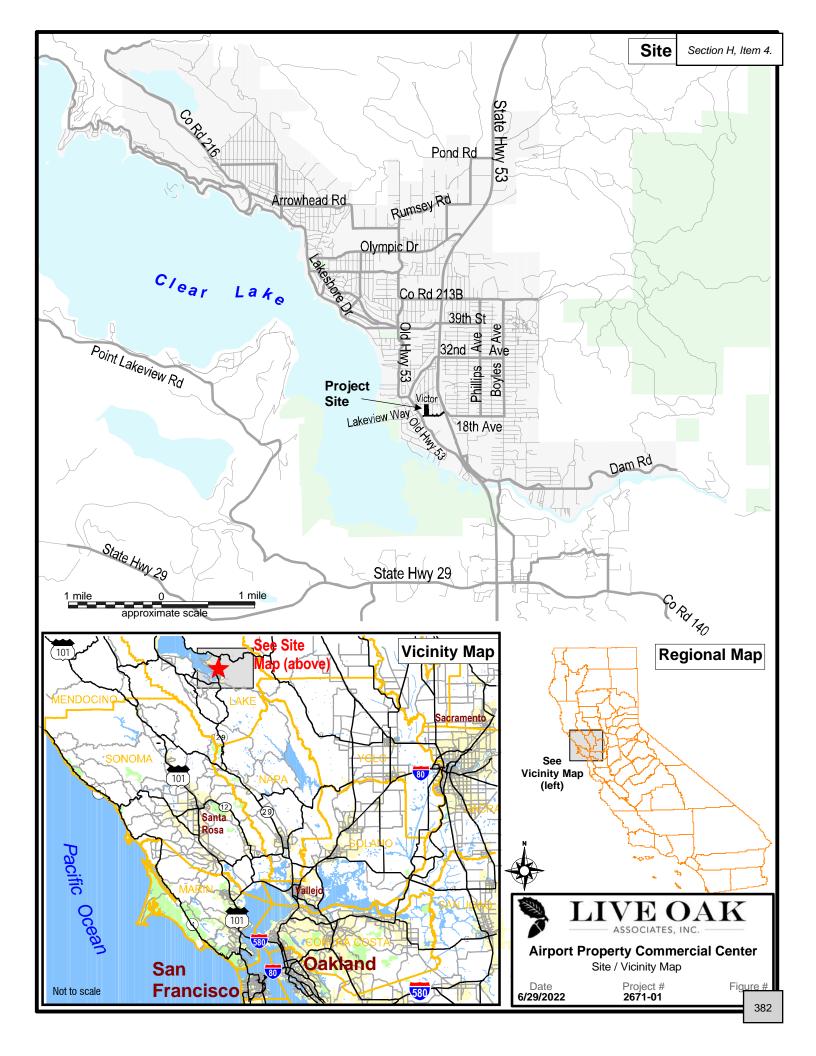
Live Oak Associates, Inc. (LOA) has prepared the following report. This report describes the biotic resources of the proposed approximately 0.3-acre Airport Property Commercial Center Hotel and the associated extension of 18th Avenue ("Project Site, site") and evaluates likely impacts to biological resources resulting from the construction of a hotel and associated roadway on the project site.

The Project Site is in Clearlake, Lake County, between Old Highway 53 and Highway 53 (Figure 1). The Project Site is located within the Clearlake Highlands and Lower Lake U.S. Geological Survey (USGS) 7.5-minute quadrangle.

The project site is relatively flat with site elevations ranging from a high of 425 feet (130 meters) above mean sea level (amsl) at the southeast corner of the site to a low of 411 feet amsl (125 meters) at the northwest corner. The site is currently vacant and supports a gravel area which used to be part of the airfield or airport as well as ruderal and natural habitats. There are no buildings, sheds, or other structures on the project site.

1.1 PROJECT DESCRIPTION

The proposed project is the extension of 18th Avenue westward from Highway 53 to the hotel site and the development of a 79-room hotel and associated parking lot. The northernmost area of the property is not proposed to be developed at this time; however, we have included the entire parcel in this report should additional development become necessary. This project is associated with the future Airport Property Commercial Center project.





1.2 REPORT OBJECTIVES

The development of land can damage or modify biotic habitats used by sensitive plant and wildlife species. In such cases, site development may be regulated by state or federal agencies, subject to provisions of the California Environmental Quality Act (CEQA), and/or covered by policies and ordinances of the City of Clearlake. This report addresses issues related to: 1) sensitive biotic resources occurring within the Project Site; 2) the federal, state, and local laws regulating such resources, and 3) mitigation measures which may be required to reduce the magnitude of anticipated impacts and/or comply with permit requirements of state and federal resource agencies, and the requirements of the California Environmental Quality Act (CEQA). As such, the objectives of this report are to:

- Summarize all site-specific information related to existing biological resources, based on a review of the literature, a search of species databases, and field surveys conducted by LOA over the entire Project Site;
- In addition to species observed to be present within the Project Site, make reasonable inferences about the other biological resources that could occur onsite based on habitat suitability and the proximity of the Project Site to a species' known range;
- Summarize all state and federal natural resource protection laws that may be relevant to development of Solar project within the Project Site;
- Identify and discuss project impacts to biological resources likely to occur within the Project
 Site within the context of CEQA or any state or federal laws; and
- Identify avoidance and mitigation measures that would reduce impacts to a less-thansignificant impact (as identified by CEQA) and are generally consistent with recommendations of the resource agencies for affected biological resources.

1.3 STUDY METHODOLOGY

The analysis of impacts, as discussed in Section 3.0 of this report, is based on the known and potential biotic resources of the Project Site discussed in Section 2.0. Sources of information used in the preparation of this analysis included: (1) the *California Natural Diversity Data Base*



(CDFW 2022), (2) the *Online Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2022), and (3) manuals, reports, and references related to plants and animals of the Lake County region. Field survey of the Project Site was conducted on July 11, 2022, by LOA ecologists Colleen Del Vecchio and Katrina Krakow. During this site visit, the principal land uses of the site were identified, and the constituent plants and animals were noted.

Detailed surveys for sensitive biological resources were not conducted during the site visit, except a tree inventory which has been included in the attached arborist report.



2 EXISTING CONDITIONS

2.1 PROJECT SITE

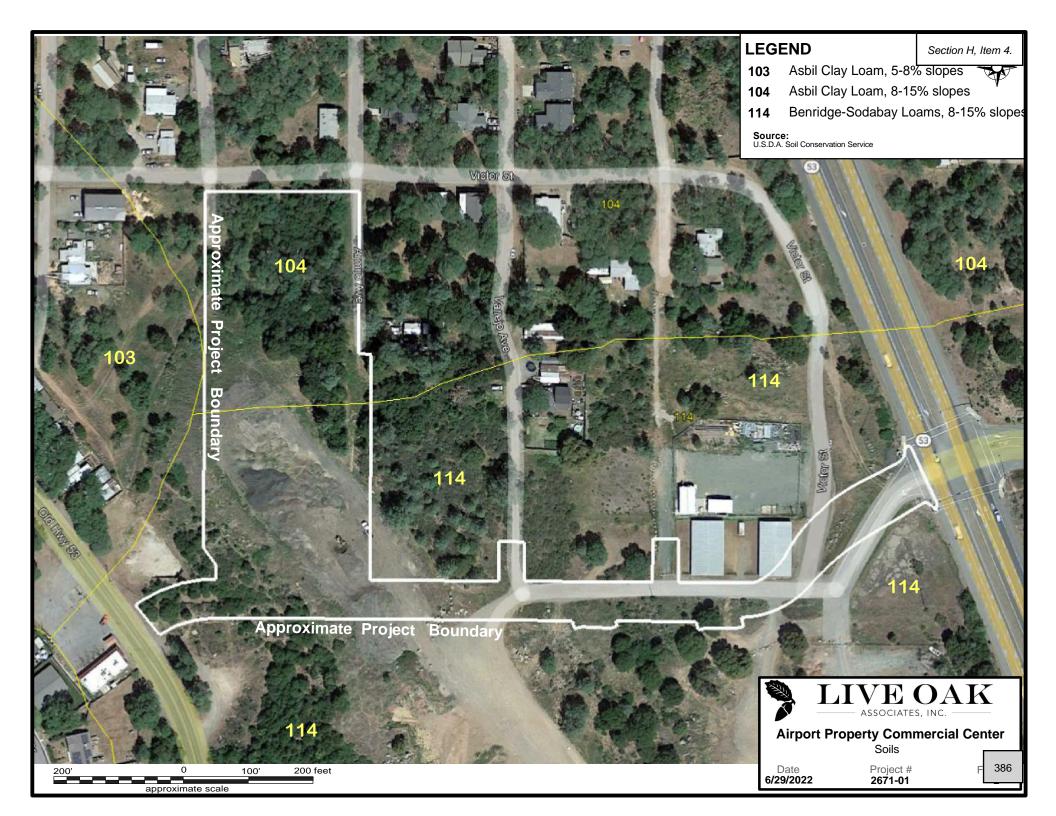
The approximately 0.3-acre Project Site and its associated roadway extension is located between Old Highway 53 and Highway 53 in the City of Clearlake. The Project site is relatively flat with site elevations ranging from a high of 425 feet (130 meters) above mean sea level (amsl) at the southeast corner of the site to a low of 411 feet amsl (125 meters) at the northwest corner. The project site is in the Clearlake Highlands and Lower Lake U.S. Geological Survey (USGS) quadrangle. The site is currently vacant and supports a gravel area which used to be part of the airfield or airport as well as ruderal and natural habitats.

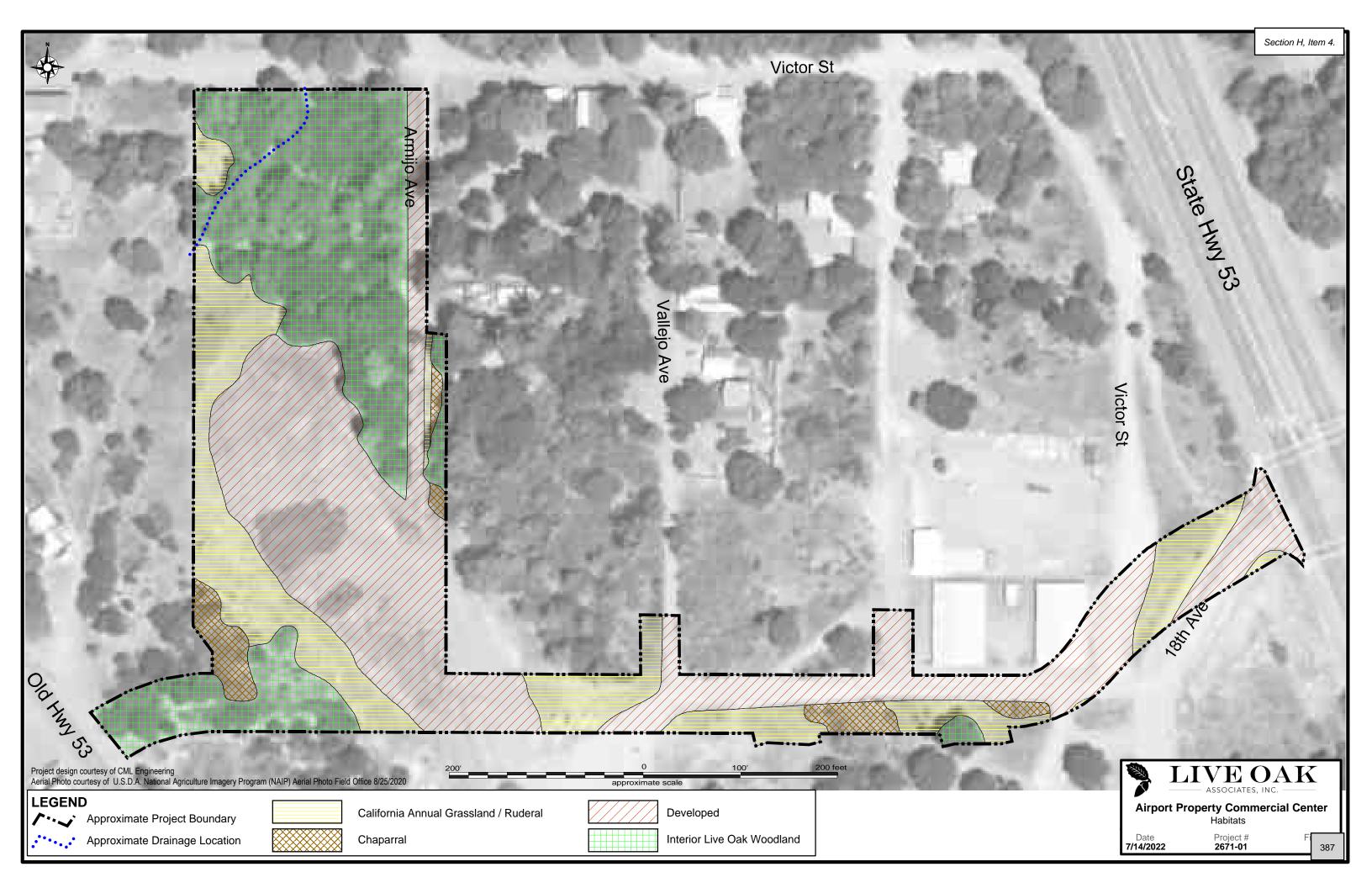
The Project is a hotel with parking lot as well as the extension of 18th Avenue from Highway 53 to the hotel.

Two soil types occur on the Project Site: 1) Asbill clay loam, 8 to 15 percent slopes and 2) Benridge-Sodabay loams, 8 to 15 percent slopes (NRCS Web Soil Survey 2022; Figure 2). Both soils are well drained with medium to rapid runoff and moderately slow to permeability. These soils are not considered hydric or edaphic.

2.2 BIOTIC HABITATS/LAND USES

Five biotic habitats and land uses were identified on the project site, these include developed, California annual grassland/ruderal, chaparral, interior live oak woodland, and drainage (Figure 3). These habitats are discussed in more detail below.







2.2.1 Developed

This land use on the site consists of 18th Avenue, some outbuildings, and a gravelly area with piles of ground gravel/asphalt around the exterior. Vegetation within this habitat is limited to non-native invasive herbaceous annual plants which are consistent with the California annual grassland/ruderal habitat type (Section 2.2.2).

Animal species observed in this habitat was limited to a western gray squirrel (*Sciurus griseus*). This habitat is most likely used by animals occurring in adjacent habitats to move through the larger, more suitable habitat areas.

2.2.2 California annual grassland/Ruderal

Portions of the site support California annual grassland; some areas are more ruderal than others, as this habitat type consists mainly of non-native invasive species and included jointed goat grass (Aegilops cylindrica), wild oats (*Avena* sp.), ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis*), yellow star-thistle (*Centaurea solstitialis*), blue wild-rye (*Elymus glaucus*), yerba santa (*Eriodictyon californicum*), Narrow tarplant (*Holocarpha virgata*)Indian tobacco (*Nicotiana quadrivalvis*), European black nightshade (*Solanum nigrum*), red sandspurry (*Spergularia rubra*), clover (*Trifolium* sp.), Ithuriel's spear (*Triteleia laxa*), vetch (*Vicia* sp.), and other non-native invasive species were present in this habitat.

As this habitat is patchy on the landscape, it can be expected to be used by animal species occurring in adjacent habitats.

2.2.3 Chaparral

Chaparral habitat is scattered and consists mainly of chamise (*Adenostoma fasciculatum*) with some ceanothus (*Ceanothus* sp.) and poison-oak (*Toxicodendron diversilobum*) as well as an understory consisting mainly of non-native invasive grasses, and Yerba santa.

Animal species observed were limited to the western fence lizard (*Sceloporus occidentalis*) and California scrub jay (*Aphelocoma californica*). Species using adjacent habitats would also use this habitat.



2.2.4 Interior Live Oak Woodland

A large portion of the site supports interior live oak woodland dominated by interior live oak (*Quercus wislizeni*) with a large percentage of foothill pines (*Pinus sabiniana*). Other vegetation in this habitat includes blue oak (*Quercus douglasii*), white oak (*Quercus alba*), elderberry (*Sambucus nigra*), plum (*Prunus sp.*), poison-oak, western redbud (*Cercis occidentalis*), toyon (*Heteromeles arbutifolia*), manzanita (*Arctostaphylos sp.*), ceanothus (*Ceanothus sp.*), hollyleaf redberry (*Rhamnus ilicifolia*). The understory included largely non-native invasive annual plant species with the addition of honeysuckle (*Lonicera sp.*).

Animal species observed in this habitat type include the mourning dove (*Zenaida macroura*), Eurasian collared dove (*Streptopelia decaocto*), acorn woodpecker (*Melanerpes formicivorus*), California scrub jay, northern mockingbird (*Mimus polyglottos*), oak titmouse (*Baeolophus inornatus*), California towhee (*Melozone crissalis*), spotted towhee (*Pipilo maculatus*), American goldfinch (*Spinus tristis*), western fence lizard, and western gray squirrel.

2.2.5 Drainage

A drainage occurs in the northwestern corner of the site with culverts running under the road to the north of the site. This drainage was dry at the time of the July 2022 site visit. The drainage has a flat bottom with fairly steep sides, suggesting a large volume of seasonal flow. The width of the drainage varied from approximately 12 feet wide at the northern boundary of the site to approximately five feet wide where it exits the site on the western side of the parcel. The banks supported upland vegetation consistent with the woodland and grassland adjacent to it. Based on aerial imagery and the National Wetlands Inventory (USFWS accessed 2022), this unnamed drainage appears to be a tributary of Cache Creek which is connected to Clear Lake.

This drainage may have the potential to support aquatic species seasonally, depending on seasonal water flow levels.

2.3 WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors are areas where regional wildlife populations regularly and predictably move during dispersal or migration. Movement corridors in California are typically



associated with valleys, rivers and creeks supporting riparian vegetation, and ridgelines. Wildlife will often move across ill-defined undeveloped habitat patches, or regional movement is facilitated along existing linear features such as ditches, canals, farm roads, and creeks.

Regionally, the nearest area believed to provide for regional wildlife movement is Cache creek and its riparian habitat approximately a half-mile to the south of the site. Figure 16 of the Lake County Land Trust Conservation Priority Plan (Lake County Land Trust 2017/2018) identifies the project site location as being the along the northern edge of a structural connectivity corridor which appears to center around Cache Creek and upland habitat to the east of Clearlake.

The site itself consists mainly of open previously developed area with some natural lands along the northern edge. Development of the City of Clearlake occurs to the west, north, and east of the site, with dispersed rural residential around the immediate northern are of the site. Therefore, the site itself likely does not play a major role as a wildlife corridor, however, wildlife which currently use the site for daily or dispersal movements would likely continue to do so after the site is built out.

2.4 SPECIAL STATUS PLANTS AND ANIMALS

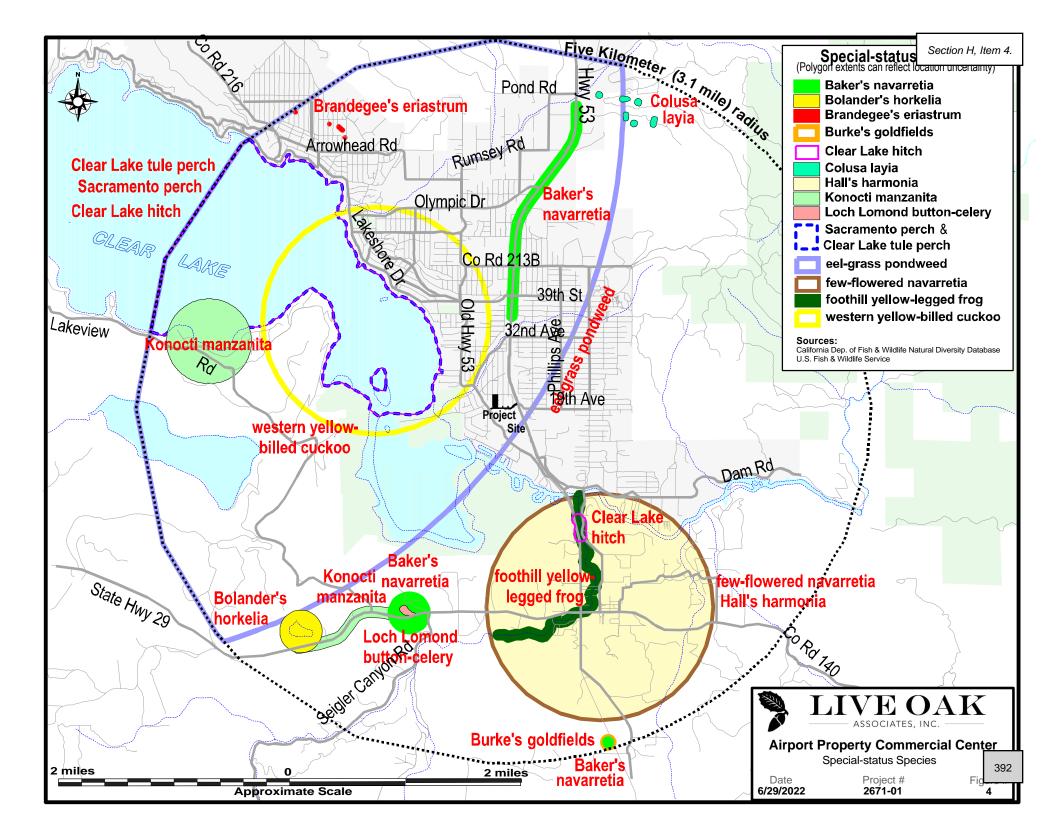
Several species of plants and animals within the state of California have low populations and/or limited distributions. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2, state and federal laws have provided the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as "threatened" or "endangered" under state and federal endangered species legislation. Others have been designated as candidates for such listing. Still others have been designated as "species of special concern" by the CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened,



or endangered (CNPS 2022). Collectively, these plants and animals are referred to as "special status species".

Several special status plants and animals occur in the vicinity of the Project Site (Figure 4). These species, and their potential to occur in the Project Site, are listed in Table 2 in the following pages. Sources of information for this table included *California Amphibian and Reptile Species of Special Concern* (Thomson et.al. 2016), *California Bird Species of Special Concern* (Shuford and Gardall 2008), *California Natural Diversity Data Base* (CDFW 2022), *Endangered and Threatened Wildlife and Plants* (USFWS 2022), *Annual Report on the Status of California State Listed Threatened and Endangered Animals and Plants* (CDFW 2022), and *The California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2022). This information was used to evaluate the potential for special status plant and animal species to occur within the Project Site. It is important to note that the California Natural Diversity Data Base (CNDDB) is a volunteer database.

A search of published accounts for all relevant special status plant and animal species was conducted for the Clearlake Highlands and Lower Lake USGS 7.5-minute quadrangles within which the Project Site is located, and for the 10 surrounding quadrangles (Lucerne, Clearlake Oaks, Benmore Canyon, Wilbur Springs, Kelseyville, Wilson Valley, The Geysers, Whispering Pines, and Middletown) using the California Natural Diversity Data Base Rarefind 5 (2022).





PLANTS (adapted from CDFW 2022 and CNPS 2022)

Species status under the California Rare Plant Rank				
Common and scientific names	Status	General habitat description	*Occurrence in the study area	
Bent-flowered fiddleneck Amsinckia lunaris Raiche's manzanita Arctostaphylos stanfordiana Parry ssp. raichei	CRPR 1B CRPR 1B	Habitat: Coastal bluff scrub, cismontane woodland, and valley and foothill grasslands. Elevation: 3-500 meters. Blooms: Annual herb; March–June. Habitat: Occurs in chaparral and lower montane coniferous forest openings.	Possible. Potentially suitable habitat is present, and the survey occurred outside of the blooming season for this species. A survey would need to be conducted during the blooming season to rule out the occurrence of this species on the site. Possible. At least one manzanita species is present on the site but could not be identified to species as the	
		Elevation: 450-1,035 meters. <u>Blooms</u> : Perennial shrub; February-April.	survey occurred outside the blooming season. A survey would need to be conducted during the blooming season to rule out the occurrence of this species on the site.	
Big-scale Balsamroot Balsamorhiza macrolepis var. macrolepis	CRPR 1B	Habitat: Occurs in chaparral, cismontane woodland, valley and foothill grassland, sometimes on serpentine Elevation: 45-1,555 meters. Blooms: Perennial herb; March-June.	Absent. This perennial species would have been observed on the site during the survey, if present, and it was not observed.	
Three-fingered morning-glory Calystegia collina ssp. tridactylosa	CRPR 1B2	Habitat: Occurs in chaparral and cismontane woodland. Elevation: 0-600 meters. Blooms: Perennial herb; April-June.	Possible. Potentially suitable habitat is present, and the survey occurred outside of the blooming season for this species. A survey would need to be conducted during the blooming season to rule out the occurrence of this species on the site.	
Pappose tarplant Centromadia parryi ssp. Parryi	CRPR 1B	Habitats: Often alkaline soils within chaparral, coastal prairie, meadows, seeps, marshes, swamps, and mesic valley and foothill grasslands. Elevation: 0-420 meters. Blooms: May-November.	Unlikely. Habitats of the site are marginal for this species and there are no known occurrences within three miles of the site.	
Deep-scarred cryptantha Cryptantha excavate	CRPR 1B.1	Habitat: Occurs in gravelly and sandy cismontane woodland. Elevation: 100-500 meters. Blooms: April-May.	Possible. One senesced cryptantha species was tentatively identified on the site during the reconnaissance survey. A focused survey during this species' blooming season would need to be conducted to rule out its occurrence on the site.	
Tracy's eriastrum Eriastrum tracyi	CRPR 1B	Habitat: Occurs in chaparral and cismontane woodland. Elevation: 315-1,125 meters. Blooms: Annual herb; May-July.	Possible. Potentially suitable habitat is present, and the survey occurred outside of the blooming season for this species. A survey would need to be conducted during the blooming season to rule out the occurrence of this species on the site.	



PLANTS (adapted from CDFW 2022 and CNPS 2022)

Species status under the California Rare Plant Rank				
Common and scientific names	Status	General habitat description	*Occurrence in the study area	
San Joaquin spearscale	CRPR 1B	Habitat: Occurs in chenopod	Possible. Potentially suitable habitat is	
Extriplex joaquinana		scrub, meadows and seeps,	present, and the survey occurred at a	
		playas, and valley and	time when this annual herb may not	
		foothill grasslands on	have yet emerged. A survey would	
		alkaline soils.	need to be conducted during the	
		Elevation: 1-835 meters.	blooming season to rule out the	
		Blooms: Annual herb; April-	occurrence of this species on the site.	
		October.		
Adobe-lily	CRPR1B.2	Habitat: Occurs on adobe	Absent. Suitable habitat is absent from	
Fritillaria pluriflora		soils of chaparral,	the site for this species.	
		cismontane woodland, and		
		valley and foothill grassland.		
		Elevation: 60-705 meters.		
		Blooms: Bulbiferous;		
		February-April.		
Congested-headed hayfield tarplant	CRPR 1B2	Habitat: Occurs in valley and	Possible. Suitable habitat occurs on the	
Hemizonia congesta ssp. congesta		foothill grasslands, often on	site and this species may not yet have	
		roadsides.	emerged at the time of the survey. A	
		Elevation: 20-560 meters.	focused survey during this species'	
		Blooms: April-November.	blooming season would need to be	
			conducted to rule out its occurrence on	
			the site.	
Napa bluecurls	CRPR 1B.2	Habitats: Occurs in	Possible. Suitable habitat occurs on the	
Trichostema ruygtii		chaparral, cismontane	site and this species may not yet have	
		woodland, lower montane	emerged at the time of the survey. A	
		forest, valley and foothill	focused survey during this species'	
		grassland, and vernal pools.	blooming season would need to be	
		Elevation: 30-680 meters.	conducted to rule out its occurrence on	
		Blooms: Annual herb; June-	the site.	
		October.		
Oval-leaved viburnum	CRPR 2B	<u>Habitat</u> : Chaparral,	Possible. Suitable habitat occurs on the	
Viburnum ellipticum		cismontane woodland, and	site and the survey occurred outside of	
		lower montane coniferous	the blooming season for this species. A	
		forest.	focused survey during this species'	
		Elevation: 215-1400 meters.	blooming season would need to be	
		Blooms: Perennial shrub;	conducted to rule out its occurrence on	
		May-June.	the site.	

TABLE 2: SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

Animals (adapted from CDFW 2022 and USFWS 2022)

Species Listed under the Threatened and Endangered State and/or Federal Endangered Species Act

Common and scientific names	Status	General habitat description	*Occurrence in the study area
Clear Lake hitch	FT	Occurs in slow warm water	Unlikely. This species is unlikely to
Lavinia exilicauda chi		and is known to occur in	occur on the site, as the drainage
		Clear Lake and its larger	onsite lacks deep pools.
		tributaries.	
Steelhead -	FT	Spawn in freshwater rivers	Absent. This species is unlikely to occur
Central California Coast DPS		or streams in the spring and	on the site, as the drainage appears to
Oncorhynchus mykiss irideus		spend the remainder of their	be seasonal and lacks spawning habitat
		life in the ocean.	for this species.



Animals (adapted from CDFW 2022 and USFWS 2022)

Species Listed under the Threatened and Endangered State and/or Federal Endangered Species Act

Species Listed under theThreatened and Endangered State and/or Federal Endangered Species Act				
Common and scientific names	Status	General habitat description	*Occurrence in the study area	
Foothill yellow-legged frog Rana boylii	CE	Occurs in swiftly flowing streams and rivers with rocky substrate with open, sunny banks in forest, chaparral, and woodland habitats, and can sometimes be found in isolated pools and ponds.	Absent. Habitats required by this species are absent. The only water feature onsite is a seasonal drainage with poor habitat for this species. This species is known from a larger tributary approximately a mile south of the site (CDFW 2022).	
California red-legged frog Rana draytonii	FT, CSC	Dense, shrubby riparian vegetation such as arroyo willow, cattails, and bulrushes with still or slow-moving water. Perennial streams or ponds are preferred, and a salinity of no more than 4.5°/o.	Absent. Habitats required by this species are absent. The only water feature onsite is a seasonal drainage with poor habitat for this species. The closest recorded observation of this species is more than three miles from the site (CDFW 2022).	
Bald eagle Haliaeetus leucocephalus	CE, CP	Breeding habitat is usually within 4 km of a water source in a tall tree or cliffs; roosting in large numbers in winter is common.	Absent. Although Clear Lake is within a mile from the site, large stick nests indicative of this species were not observed during the site visit. The closest recorded observation of this species is more than three miles from the site (CDFW 2022).	
Western yellow-billed cuckoo Coccyzus americanus occidentalis	FT, CE	Breed in large blocks of riparian habitats, particularly cottonwoods and willows.	Unlikely. Dense riparian habitat required by this species is absent from the Project Site. The closest recorded observation of this species is a proximity polygon centered approximately a mile to the west of the site along Clear Lake (CDFW 2022). Therefore, while this species is unlikely to breed on the site, it may occur from time to time on the site due to the proximity of the site to suitable habitat.	

TABLE 2: SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

Animals (adapted from CDFW 2022 and USFWS 2022)

State Species of Special Concern

Common and scientific names Status General habitat description *Occurrence in the study area



Animals (adapted from CDFW 2022 and USFWS 2022)

State Species of Special Concern Common and scientific names	Status	General habitat description	*Occurrence in the study area
Sacramento perch	CSC	Occurs in sloughs, slow-	Absent. This species is known to occur
Archoplites interruptus	CSC	moving rivers, and large	in Clear Lake, however, is not known to
		lakes. They are not known	occur in tributaries of the lake.
		from their historic range,	
		and most known locations	
		are locations where this	
		species has been planted.	
		Less than 25 populations are	
		known (CDFW species	
		accounts).	
Clear Lake tule perch	CSC	Occurs in Clear Lake.	Absent. This species is restricted to
Hysterocarpus traskii pomo			Clear Lake and is therefore not
			expected to occur within the tributary onsite.
Clear Lake roach	CSC	Occurs in tributaries of Clear	Possible. This species may occur within
Lavinia symmetricus ssp.		Lake in a slow-flow	the drainage of the site when seasonal
		conditions ranging from fast-	flows allow for it to occur.
		flowing water to slow water	
		and can occur in	
		intermittent streams and	
		can deal well with low dissolved oxygen levels.	
California giant salamander	CSC	Occurs in or adjacent to cold	Absent. Suitable habitat for this species
Dicamptodon ensatus	CSC	clear permanent to semi-	is absent from the site, additionally, the
, , , , , , , , , , , , , , , , , , , ,		permanent streams and	site is outside of this species' known
		seeps.	range.
Red-bellied Newt	CSC	This species lays eggs in	Absent. Suitable habitat for this species
Taricha rivularis		running water and can be	is absent from the site, additionally, the
		found in coastal woodlands	site is outside of this species' known
		and redwood forest along	range.
		the coast of northern	
		California north of San	
		Francisco except a small population occurring in the	
		Steven's Creek watershed	
		near the San Francisco Bay.	
Western pond turtle	CSC	Intermittent and permanent	Unlikely. Marginal habitat for the
Actinemys marmorata		waterways including	western pond turtle may occur onsite
•		streams, marshes, rivers,	seasonably when the onsite drainage
		ponds and lakes. Open slow-	supports enough water, however,
		moving water of rivers and	other tributaries with year-round water
		creeks of central California	support higher quality habitat for this
		with rocks and logs for	species. Additionally, this species has
		basking.	not been recorded within three miles of the project site.
Golden eagle	СР	Typically frequents rolling	Unlikely. Suitable foraging habitat is
Aquila chrysaetos		foothills, mountain areas,	poor onsite; additionally, breeding
		sage-juniper flats and	habitat is absent from the site and
		desert.	golden eagles have not been recorded
			within three miles of the site (CDFW
			2022).



TABLE 2: SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

Animals (adapted from CDFW 2022 and USFWS 2022)

State Species of Special Concern

Common and scientific names	Status	General habitat description	*Occurrence in the study area
Purple martin Progne subis	CSC	Inhabits woodlands, low elevation coniferous forest of Douglas fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities, also in humanmade structures and nests widely in human-made birdhouses. Nests often located in tall, isolated trees or snags.	Unlikely. The trees of the site do not provide potential nesting habitat. These birds are known to nest near open water, the closest of which is Clear Lake approximately a mile away, however this species has not been recorded within a mile of the site (CDFW 2022). The purple martin may be expected to fly over or forage on the site from time to time.
Townsend's Big-eared bat Corynorhinus townsendii	CSC	Primarily a cave-dwelling bat that may also roost in buildings. Occurs in a variety of habitats.	Possible. Suitable foraging habitat for this species is present on the Project Site; however, roosting habitat is absent.
Pallid bat Antrozous pallidus	CSC	Roosts in rocky outcrops, cliffs, and crevices with access to open habitats for foraging. May also roost in caves, mines, hollow trees and buildings.	Possible. Suitable foraging habitat for this species is present on the Project Site; however, roosting habitat is absent.
Western red bat Lasiurus blossevillii	CSC	Roosts in tree or shrub foliage, although will occasionally use caves.	Possible. Suitable foraging habitat for this species is present on the Project Site; however, roosting habitat is absent.
Ringtail Bassariscus astutus	СР	Occurs in riparian and heavily wooded habitats near water.	Unlikely. Riparian habitat along the drainage is marginally suitable for this species.

^{*}Explanation of Occurrence Designations and Status Codes

Present: Species observed within the Project Site at time of field surveys or during recent past.

Likely: Species not observed within the Project Site, but it may reasonably be expected to occur there on a regular basis.

Possible: Species not observed within the Project Site, but it could occur there from time to time.

Unlikely: Species not observed within the Project Site, and would not be expected to occur there except, perhaps, as a transient.

Absent: Species not observed within the Project Site and precluded from occurring there because habitat requirements not met.

STATUS CODES

FE	Federally Endangered	CE	California Endangered
FT	Federally Threatened	CT	California Threatened
FPE	Federally Endangered (Proposed)	CR	California Rare
FC	Federal Candidate	CP	California Fully Protected
CSC	California Species of Special Concern		
CC	California Candidate		
CNPS	California Native Plant Society Listing		
1A	Plants Presumed Extinct in California	3	Plants about which we need more
1B	Plants Rare, Threatened, or Endangered in		information – a review list
	California and elsewhere	4	Plants of limited distribution – a watch list
2	Plants Rare, Threatened, or Endangered in		
	California, but more common elsewhere		



2.5 JURISDICTIONAL WATERS

Jurisdictional waters include rivers, creeks, and drainages that have a defined bed and bank and which, at the very least, carry ephemeral flows. Jurisdictional waters also include lakes, ponds, reservoirs, and wetlands. Such waters may be subject to the regulatory authority of the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW), and the California Regional Water Quality Control Board (RWQCB). See Section 3.2.4 of this report for additional discussion of these agencies' roles and responsibilities.

The site supports a drainage which is a tributary of Cache Creek, which may be a Jurisdictional Water.



3 IMPACTS AND MITIGATIONS

3.1 SIGNIFICANCE CRITERIA

General plans, area plans, and specific projects are subject to the provisions of the California Environmental Quality Act. The purpose of CEQA is to assess the impacts of proposed projects on the environment before they are constructed. For example, site development may require the removal of some or all of its existing vegetation. Animals associated with this vegetation could be destroyed or displaced. Animals adapted to humans, roads, buildings, pets, etc., may replace those species formerly occurring on a site. Plants and animals that are state and/or federally listed as threatened or endangered may be destroyed or displaced. Sensitive habitats such as wetlands and riparian woodlands may be altered or destroyed. These impacts may be considered significant. According to 2021 CEQA Status and Guidelines (2022), "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest. Specific project impacts to biological resources may be considered "significant" if they will:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;



- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree
 preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community
 Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.2 RELEVANT GOALS, POLICIES, AND LAWS

3.2.1 Threatened and Endangered Species

State and federal "endangered species" legislation has provided the CDFW and USFWS with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal Endangered Species Acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as "species of special status." Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the take of a listed species. To "take" a listed species, as defined by the state of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" said species (California Fish and Game Code, Section 86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" of a listed species (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

3.2.2 Migratory Birds

State and federal laws also protect most bird species. The State of California signed Assembly Bill 454 into law in 2019, which clarifies native bird protection and increases protections where



California law previously deferred to Federal law. The Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., scc. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

3.2.3 Birds of Prey

Birds of prey are protected in California under provisions of the State Fish and Game Code, Section 3503.5, which states that it is "unlawful to take, possess, or destroy any birds in the order 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 this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

Additionally, the Bald and Golden Eagle Protection Act (16 U.S.C., scc. 668-668c) prohibits anyone from taking bald or golden eagles, including their parts, nests, or eggs, unless authorized under a federal permit. The act prohibits any disturbance that directly affects an eagle or an active eagle nest as well as any disturbance caused by humans around a previously used nest site during a time when eagles are not present such that it agitates or bothers an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment.

3.2.4 Jurisdictional Waters and Wetlands

Jurisdictional waters include waters of the United States subject to the regulatory authority of the U.S. Army Corps of Engineers (USACE) and waters of the State of California subject to the regulatory authority of the California Department of Fish and Wildlife (CDFW) and the California Regional Water Quality Control Board (RWQCB).



3.2.4.1 Clean Water Act, Section 404

The USACE regulates the filling or grading of Waters of the U.S. under the authority of Section 404 of the Clean Water Act. Drainage channels and adjacent wetlands may be considered "waters of the United States" or "jurisdictional waters" subject to the jurisdiction of the USACE. The extent of jurisdiction has been defined in the Code of Federal Regulations and clarified in federal courts.

The definition of waters of the U.S. have changed several times in recent years. In January 2020, the Environmental Protection Agency (EPA) and USACE jointly issued the Navigable Waters Protection Rule. The new rule was published in the Federal Register on April 21, 2020 and took effect on June 22, 2020.

On August 30, 2021, the U.S. District Court for the District of Arizona issued an order vacating and remanding the Navigable Waters Protection Rule. In light of this order, the EPA and USACE have halted implementation of the Navigable Waters Protection Rule and are interpreting "waters of the United States" consistent with the pre-2015 regulatory regime until further notice.

The pre-2015 regulatory regime defines waters of the U.S. as:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- 2. All interstate waters including interstate wetlands;
- 3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:
 - a. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or



- b. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
- c. Which are used or could be used for industrial purposes by industries in interstate commerce;
- 4. All impoundments of waters otherwise defined as waters of the United States under this definition;
- 5. Tributaries of waters identified in paragraphs (s)(1) through (4) of this section;
- 6. The territorial sea;
- 7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (s)(1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not waters of the United States.

All activities that involve the discharge of dredge or fill material into waters of the U.S. are subject to the permit requirements of the USACE under Section 404 of the Clean Water Act. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued without a CWA Section 401 Water Quality Certification (or waiver of such certification) verifying that the proposed activity will meet state water quality standards (Section 3.6.2).

3.2.4.2 Porter-Cologne Water Quality Act/Clean Water Act, Section 401

There are nine Regional Water Quality Control Boards (RWQCB) statewide; collectively, they oversee regional and local water quality in California. The RWQCB administers Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. The RWQCB for a given region regulates discharges of fill or pollutants into waters of the State through the issuance of various permits and orders.

Pursuant to Section 401 of the Clean Water Act, the RWQCB regulates waters of the State that are also waters of the U.S. Discharges into such waters require a Section 401 Water Quality Certification from the RWQCB as a condition to obtaining certain federal permits, such as a



Clean Water Act Section 404 permit (Section 3.6.1). Discharges into all Waters of the State, even those that are not also Waters of the U.S., require Waste Discharge Requirements (WDRs), or a waiver of WDRs, from the RWQCB.

The Porter-Cologne Water Quality Control Act, Water Code Section 13260, requires that "any person discharging waste, or proposing to discharge waste, within any region that could affect the 'waters of the State' to file a report of discharge" with the RWQCB. Waters of the State as defined in the Porter-Cologne Act (Water Code Section 13050[e]) are "any surface water or groundwater, including saline waters, within the boundaries of the state." This gives the RWQCB authority to regulate a broader set of waters than the Clean Water Act alone; specifically, in addition to regulating waters of the U.S. through the Section 401 Water Quality Certification process, the RWQCB also claims jurisdiction and exercises discretionary authority over "isolated waters," or waters that are not themselves waters of the U.S. and are not hydrologically connected to waters of the U.S.

The RWQCB also administers the Construction Stormwater Program and the federal National Pollution Discharge Elimination System (NPDES) program. Projects that disturb one or more acres of soil must obtain a Construction General Permit under the Construction Stormwater Program. A prerequisite for this permit is the development of a Stormwater Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. Projects that discharge wastewater, stormwater, or other pollutants into a Water of the U.S. may require a NPDES permit.

3.2.4.3 California Fish and Game Code, Section 1602

The CDFW has jurisdiction over the bed and bank of natural drainages and lakes according to provisions of Section 1602 of the California Fish and Game Code. Activities that may substantially modify such waters through the diversion or obstruction of their natural flow, change or use of any material from their bed or bank, or the deposition of debris require a Notification of Lake or Streambed Alteration. If the CDFW determines that the activity may adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be



prepared. Such an agreement typically stipulates that certain measures will be implemented to protect the habitat values of the lake or drainage in question.

3.2.5 Local Policies: City of Clearlake Native Tree Protection Ordinance

The City of Clearlake wishes to "ensure the preservation and protection of resources that cannot be replaced while also balancing the needs of commerce, industry and the human population within the City." As such, the Native Tree Protection Ordinance, Chapter 18, Section 40 of the City of Clearlake Municipal Code protects certain trees and requires an approved permit be obtained before disturbances "which might cause harm to a protected tree, are strictly prohibited within the Root Protection Zone (RPZ) of that tree". These disturbances include, but are not limited to:

- 1. Removing, moving or failing to install and maintain proper temporary protection fencing in the vicinity of construction prior to completion of on-site work;
- 2. Trenching;
- 3. Any permanent or temporary structures; however, temporary structures not fixed to the ground shall be allowed as long as they will not compact the soil;
- 4. Grading, cutting, filling or changing the natural grade in any way;
- 5. Installation of an irrigation system;
- 6. Covering with any substance impermeable to air and rain water, such as asphalt, concrete, plastic, etc.; however, pervious surfacing such as pavers, gravel, pervious asphalt or other such materials may be used to within one-half (1/2) the distance from the dripline of the tree to the trunk;
- 7. Burning, open fires or open flames;
- 8. Compaction of the soil;
- 9. Girdling; and/or
- 10. Topping. (Ord. #248-2020, S2 (Exh. A))

Chapter 18, Section 40.020 defines which trees are subject to permits for removal as follows:

- a. A native tree removal permit shall be required for the following, unless exempted under Section 18- 40.030:
- 11. Native oak trees with the following diameter at breast height (DBH):
 - a. Blue Oak (Quercus douglasii) greater than six (6") inch DBH;
 - b. Valley Oak (Quercus lobata) greater than six (6") inch DBH;



- c. Interior Live Oak (Quercus wislizeni) greater than six (6") inch DBH;
- d. California Black Oak (Quercus kelloggii) greater than six (6") inch DBH;
- e. Canyon Live Oak (Quercus chrysolepsis) greater than six (6") inch DBH;
- f. Oregon White Oak (Quercus garryana) greater than six (6") inch DBH.
- 12. Any other tree designated by the City Council as a "heritage tree" as described in Section 18-40.060. (Ord. #248-2020, S2 (Exh. A)).

3.3 PROJECT IMPACTS AND MITIGATION MEASURES

The Airport Property Commercial Center Hotel and the extension of 18th will develop a small amount of regionally available habitat to developed use. The northern portion of the parcel for the Hotel development, although covered by this report, is not currently planned for development, as such impacts to this area are not expected.

Project impacts to biological resources and mitigations are discussed below.

3.3.1 Loss of Habitat for Special Status Plants

Potential Impact. Three special status plant species that occur, or once occurred, in the project vicinity are considered either absent from or unlikely to occur on the site due to a lack of suitable habitat, and/or because the species has not been observed in the site's vicinity, and/or because the species is a perennial and would have been identifiable during the time of year that the reconnaissance survey was conducted and it was not observed (see Table 1; Figure 4). These three species include the big-scale balsamroot, adobe-lily, and pappose tarplant.

However, nine special status plants cannot be ruled out as occurring on the site because habitats of the site are potentially suitable for these species and the survey occurred outside of the blooming period for these species. The latter special status plant species, along with their blooming period, include the bent-flowered fiddleneck (March – June), Raiche's manzanita (February – April), three-fingered morning glory (April – June), deep-scarred cryptantha (April – May), Tracy's eriastrum (May – July), congested-headed hayfield tarplant (April – November), Napa bluecurls (June – October), San Joaquin spearscale (April - October), and oval-leaved viburnum (May – June). Focused floristic surveys during the appropriate blooming season in all potentially suitable habitats for these species would be necessary to determine whether the



proposed project would impact any populations of these species. Should focused surveys determine populations of any of these species are present on the site, and if the project as proposed would impact these populations, this could be considered a potentially significant impact of the project.

Mitigation. As indicated above, there is the potential for special status plants to occur on the site. Floristic surveys should be conducted on the site in all habitats that potentially support special status species during the appropriate season to identify the species if it is present, which is typically during the species' blooming period. Based upon the suite of special status plant species potentially occurring on the site, at a minimum, four surveys should be conducted, i.e., in March, April, June, and October in all areas of the site within and adjacent to (within 100 feet) of project development footprints that provide potential habitat for the target species. These surveys should be conducted in conformance with the most recent version of CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* and CNPS' *Botanical Survey Guidelines*.

Should rare plant populations be determined present on the project site during the focused floristic surveys, the populations will be mapped and the number of individuals will be estimated. A qualified plant ecologist or botanist will determine whether project impacts to these populations are significant. If project impacts are determined to be significant, the following mitigation measures will be implemented to reduce impacts to a less-than-significant level.

Avoidance and Minimization Measures. To the extent practicable, the project should be designed to avoid or minimize impacts to special status plant populations with a buffer determined by the qualified botanist or plant ecologist.

Compensation Measures. If the project cannot be redesigned to avoid or minimize impacts to the identified species to a less-than-significant level, then compensation measures would include development of an onsite or off-site restoration plan for these species. At a minimum,



any restoration plan should contain the following elements: 1) location of restoration areas, 2) propagation and planting techniques to be employed for the restoration effort, 3) a timetable for implementation, 4) a monitoring plan and performance criteria, 5) an adaptive management plan should the restoration not meet interim success criteria, and 6) a site maintenance plan. The restoration plan would need to be approved by the County prior to the start of project construction and should, where feasible, occur in the immediate vicinity of the identified population(s). The objective of this mitigation measure would be to replace the special status plants and habitat lost during project build-out. This and any other compensation (on- or off-site mitigation) for anticipated impacts should be consistent with local policies and ordinances, and any other regulations protecting these plant communities.

Implementation of the above measures is expected to reduce project impacts to a less-thansignificant level to any special status plant species that may occur on the site.

3.3.2 Loss of Habitat for Special Status Animals

Potential Impacts. Of the 34 special-status animal species potentially occurring in the region, 22 species would be absent or unlikely to occur within the Project Site due to unsuitable habitat conditions or being outside the species' range. These include the Clear Lake hitch, Steelhead, Sacramento perch, Clear Lake tule perch, foothill yellow-legged frog, California giant salamander, red-bellied newt, California red-legged frog, western pond turtle, bald eagle, golden eagle, western yellow-billed cuckoo, purple martin, and ringtail. Construction of the project would have no effect on loss of habitat for these species because there is little or no likelihood that they are present.

An additional four species may regularly or occasionally utilize the Project Site for foraging, including the Clear Lake roach, Townsend's big-eared bat, pallid bat, and western red bat. The Project Site does not provide regionally important foraging habitat for these species. Additionally, the drainage is not within the development area, therefore, fish habitat will not be impacted. Therefore, development of the project would result in a less-than-significant impact on these species.



The three bat species listed above, including the Townsend's big-eared bat, pallid bat, and California mastiff bat may forage over the site, however, roosting habitat is absent from the site for these species, as trees with suitable cavities and leaf density are absent from the site.

Mitigation. No mitigation is warranted for specific species; however, mitigation measures are provided below for raptors and migratory birds (Mitigation 3.3.3).

3.3.3 Disturbance to Active Raptor and Migratory Bird Nests

Potential Impacts. The Project Site provides potentially suitable nesting habitat for several migratory bird species, including raptors. Nearly all native bird species are protected by the federal Migratory Bird Treaty Act. The trees, bushes, and ground of the site provide potential nesting habitat for these birds. If birds were to nest in these areas in the future prior to construction, such project-related activities could result in the abandonment of active nests or direct mortality to these birds. Construction activities that adversely affect the nesting success of raptors or result in mortality of individual birds constitute a violation of state and federal laws (see Section 3.2.2 and 3.2.3) and would be considered a significant impact under CEQA.

Mitigation. To minimize construction disturbance to active raptor and migratory bird nests, the following measure(s) will be followed:

Mitigation 3.3.3a (**Pre-construction surveys**). If tree removal, site preparation, grading, or construction is planned to occur within the breeding period (i.e., between February 1 and August 31), a qualified biologist will conduct pre-construction surveys for active nests of migratory birds within 7 days of the onset of these activities. If construction activity is planned to commence outside the breeding period, no pre-construction surveys are required for nesting birds and raptors.

Mitigation 3.3.3b (Establish Buffers). Should any active nests be discovered in or near proposed construction zones, the biologist will establish a construction-free buffer around the nest. The buffer would be adequate to ensure the nest is not disturbed by construction activities and would be based on the location of the nest, species of bird, sensitivity of the bird



(as determined by the biologist), and proximity to and type of construction occurring near the nest. This buffer shall be identified on the ground with flagging or fencing and shall be maintained until the biologist has determined that the young have fledged. Established buffers may be altered only if a qualified biologist provides compelling biological or ecological reason to do so.

Mitigation 3.3.3c (Tailgate Training). All construction and operations workers on the project site shall be trained by a qualified biologist. The tailgate training shall include a description of the Migratory Bird Treaty Act, instructions on what to do if an active nest is located, and the importance of capping pipes and pipe-like structures standing upright to avoid birds falling into the pipes and getting stuck.

Implementation of the above measures would ensure that construction of the project would have no impact on nesting raptors and migratory birds and that the project would follow state and federal laws protecting nesting birds.

3.3.4 Impacts to Wildlife Movement Corridors

Potential Impacts. The site itself consists mainly of open previously developed area with some natural lands along the northern edge. Development of the City of Clearlake occurs to the west, north, and east of the site, with dispersed rural residential around the immediate northern are of the site. Therefore, the site itself likely does not play a major role as a wildlife corridor, however, wildlife which currently use the site for daily or dispersal movements would likely continue to do so after the site is built out.

Impacts to movement corridors for local wildlife are less-than-significant.

Mitigations. Mitigation for impacts to wildlife movements is not warranted.

3.3.5 Impacts to Jurisdictional Waters, Wetlands, or Riparian Habitats

Potential Impacts. The only hydrologic feature occurring within the study area is the drainage that cuts through the northwestern corner of the site; this drainage is a tributary of Cache



Creek and is likely considered to be a water of the U.S. and/or water of the State. However, the development area will avoid this feature completely, therefore, impacts to jurisdictional waters, wetlands, or riparian habitats are not expected to occur.

Mitigation. Mitigation measures are not warranted.

3.3.6 City of Clearlake Native Tree Protection Ordinance

Potential Impacts. City of Clearlake has a tree protection ordinance to protect native oak trees. LOA ISA-certified arborist Colleen Del Vecchio (WE#11788A) conducted an arborist inventory and provided an arborist report, which is attached to this report as Appendix A. Development, as currently planned is expected to impact 52 trees protected under the ordinance. Replacement in Clearlake is conducted by planting trees onsite, off-site, or paying in-lieu fees to the City. The report outlines protection measures for remaining trees and more information regarding the 52 trees to be removed or otherwise impacted.

Mitigation. Trees removed will need to be either replaced onsite, off-site, or an in-lieu fee paid to the City.



4 LITERATURE CITED

- California Department of Fish and Game. 2002. California fish and game code. Gould Publications. Binghamton, NY.
- California Department of Fish and Wildlife. 2022. Annual report on the status of California state listed threatened and endangered animals and plants. The Resources Agency, Sacramento, CA.
- ______. 2022. California natural diversity database. The Resources Agency, Sacramento, CA.
- ______. 2022. California natural diversity database. Special Animals Report.
- California Native Plant Society. 2022. Inventory of Rare and Endangered Vascular Plants of California (online).
- Grinnell, J., J.S. Dixon and J.M. Linsdale. 1937. Fur-bearing mammals of California. Vol. 2. Univ. California Press, Berkeley.
- Jennings, M. R., and M. P. Hayes. 1994. Amphibian and reptile species of special concern in California. California Department of Fish and Game, Inland Fisheries Division, Rancho Cordova.
- Lake County Land Trust. 2017/2018. Lake County Land Trust Conservation Priority Plan.
- Natural Resource Conservation Service. 2022. Web Soil Survey. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.
- Shuford, W. David and Thomas Gardall eds. 2008. California Bird Species of Special Concern. Western Field Orinthologists and California Department of Fish and Game.
- Thomson, Robert C., Amber N. Wright, and H. Bradley Shaffer. 2016. California Amphibian and Reptile Species of Special Concern. California Department of Wildlife. University of California Press.
- U.S. Corps of Engineers. 1987. Corps of Engineers wetlands delineation manual. Department of the Army.
- ______. 2022. Endangered and threatened wildlife and plants.
- Wetland Training Insitute, Inc. 1991. Federal Wetland Regulation Reference Manual. B.N. Goode and R.J. Pierce (eds.) WTI 90-1. 281pp.



5 APPENDIX A: ARBORIST TREE INVENTORY AND ASSESSMENT FOR PROPOSED AIRPORT COMMERCIAL CENTER HOTEL PROJECT, CLEARLAKE, LAKE COUNTY, CALIFORNIA

Section H. Item 4.



August 8, 2022

Alan Flora City Manager, City of Clear Lake 14050 Olympic Drive Clearlake, CA 95422

Subject: Post-Fire Tree Assessment for Proposed Airport Property Commercial Center Hotel Project, Clearlake, Lake County, California (PN 2671-02)

Dear Mr. Flora,

This letter summarizes Live Oak Associates, Inc. (LOA) recommended post-fire tree assessment procedures. In July 2022, after LOA's arborist conducted a tree inventory and assessment at the proposed airport property commercial center hotel project, a fire occurred that potentially damaged, injured, and/or killed some of the existing protected trees. The steps below are recommended to determine the health status of each tree.

Post-Fire Survey Procedures

The following procedures are recommended to determine which of the protected trees will survive the July 2022 fire. The protected trees that survive and are then impacted by project activities, will need to be mitigated for. These methods will help determine which trees are alive. Protected trees within the vicinity of the project, but not needing to be removed, would require more long-term monitoring methods which are also described below.

Protected Trees Expected To Be Removed

Within 8 to 10 weeks of being impacted by fire, a tree's cambium can be checked to determine if a tree is dying or is living. In the short-term, this can be helpful for determining whether or not a tree is still alive and subject to mitigation. The method of checking a tree's cambium for health is recommended only for trees expected to be removed by the project. This method damages the tree's bark and should not be conducted on trees that will remain in place. If this method is to be used as a follow-up survey, the grading limit must be physically staked in the project site so not to confuse a protected tree that is being removed vs. a protected tree that requires protection measures and will remain in place.

OAKHURST

P.O. Box 2697 | 39930 Sierra Way #B Oakhurst, CA 93644

P: (559) 642-4880 | F: (559) 642-4883

SAN JOSE

6840 Via Del Oro, Suite 220 San Jose, CA 95119

(408) 224-8300

TRUCKEE P.O. Box 8810

Truckee, CA 96161 (530) 214-8947

SOUTH LAKE TAHOE

P.O. Box 7314 South Lake Tahoe, CA 96158

(408) 281-5885



Protected Trees Expected To Remain

Protected trees expected to remain in place may require a hazard assessment if safety becomes a concern at the time of construction. This survey is optional. Since these trees will not be removed or potentially require mitigation, it is recommended that these trees are not assessed at the time of the tree expected to be removed. Instead, it is recommended that the tree protection measures remain the same (as stated in LOA's July 18, 2022 "Arborist Tree Inventory and Assessment for Proposed Airport Property Commercial Center Hotel Project" report). Then, prior to construction starting when the tree protection measures are required to be checked by an arborist, if the client would like an assessment made for hazardous trees near the construction site, this would be the ideal time. To determine health for these trees, it is recommended at least one winter season has passed (2022-2023), and this timing does not correspond with the survey that can be conducted for trees expected to be removed.

Conclusion

Protected trees expected to be removed from project activities can be re-surveyed as early as October 1, 2022 to determine their health status. Trees not expected to be removed from project activities, but require tree protection measures, can be re-surveyed in spring 2023 at the earliest.

If you have any questions regarding this letter, please contact me at your earliest convenience. I may be reached by phone (559-642-4880) or e-mail (cdelvecchio@loainc.com).

Sincerely,

Colleen Del Vecchio

Ecologist & Arborist/Project Manager

Live Oak Associates, Inc.

March 24, 2022

Alan Flora City Manager City of Clearlake 14050 Olympic Drive Clearlake, CA 95422

SUBJECT: Reconnaissance Survey for the Adjacent Airport Property in Clearlake, Lake County, California.

Dear Mr. Flora:

At your request, Live Oak Associates, Inc. (LOA) has prepared this scope and budget to conduct the necessary field surveys and to gather reconnaissance-level information for the adjacent airport property during the same site visit as the Hotel project site. The Airport site is just south of the Hotel site, which is located at the end of 18th Avenue in the City of Clearlake in Lake County, California. This property is identified as "Parcel S" in the 2021 Clearlake Conceptual Plan. The approximately 0.3-acre property is located at the end of 18th Avenue.

Following are the proposed tasks:

Task 1. RECONNAISSANCE SUREVEY FOR THE ADJACENT AIRPORT PROPERTY.

Task 1a. Project Management

A small amount of time has been allocated for project management.

Task 1b. Site Survey.

This survey is intended to occur in the same trip as for the Hotel Property and is meant to be a general site visit to assess for obvious potential issues only, such as whether an arborist survey, wetland delineation, rare plant surveys, or other special surveys may be necessary. This is meant to be a reconnaissance-level survey that could be used to write a biological evaluation report at a later date if it is requested by the City within a reasonable amount of time.

We are not proposing to conduct a formal wetland delineation or protocol-level, species-specific surveys. If such surveys are warranted, they will be covered under a separate scope of work.

Task 1c. Preparation of Memo.

After the site visit, the biologist will prepare a memo summarizing the field notes; this is not intended to be an assessment or evaluation, just strictly a summarization of what was observed on the site and any other notes the biologist takes in the field.

We propose to complete Task 1 for a not-to-exceed amount of \$2,358.

We thank you for using our firm to provide you these services and look forward to working with you. If you have any additional questions or concerns regarding this proposal, please contact me at (408) 281-5889, at your convenience.

me at (408) 281-5889, at your convenience.	regarding tins proposal, piease contact
Sincerely, Rating Makous	
Katrina Krakow Senior Project Manager Staff Ecologist	
Proposal Acceptance	
Accepted By:	Date:
Printed Name:	Title:

STANDARD TERMS AND CONDITIONS

The following are LOA's standard contract terms and conditions, to be incorporated into the agreement by and between

LIVE OAK ASSOCIATES, INC. (hereinafter referred to as "LOA") and **City of Clearlake** (hereinafter referred to as "Client").

APPLICABLE LAWS. Contractor is obligated by professional codes of ethics and applicable laws to report observed violations of federal, state, and local codes for protection of natural resources and the environment.

ADDITIONAL SERVICES. Should Client, or any public body or inspector direct any modification or addition to the Services covered by this Contract, the payment for Services as set forth in Section 4 shall be adjusted accordingly. Client agrees to reimburse LOA for any additional hours for requested additional work not described in the Contract at an applicable hourly fee schedule rate.

INDEPENDENT CONTRACTOR STATUS. It is understood by the parties that in performing the above-described Services, LOA shall act as an independent contractor with respect to Client.

PAYMENT FOR SERVICES. In consideration for the Services to be performed by LOA under this Contract, Client agrees to pay to LOA for work performed upon receipt of monthly invoices. Monthly invoices will reflect work performed at the respective hourly rates of individuals providing Services on behalf of LOA. Payments are due upon receipt of monthly invoice.

Accounts more than 30 days past due shall accrue interest at the rate of ten percent (10%) per annum. Additionally, accounts more than 30 days past due shall be subject to a service charge of eight percent (8%) per annum. In the event that collection is required on past due accounts or litigation is required to resolve a dispute arising under this Contract, it is further agreed that the prevailing party in any such action shall be entitled to receive reasonable attorney's fees in addition to costs.

TERM. This Contract shall become effective on the date of its execution and shall continue in force and effect until the Services provided for herein have been fully and completely performed, unless otherwise terminated as set forth in Section 6 below.

RIGHT TO STOP WORK. LOA shall have the right to stop performance of the Services until all payments due are received if any payment shall not be made, when due, to LOA under this Contract. Failure to make payment, within thirty (30) days of the date due, is a material breach of this Contract and shall entitle LOA to cease any further Services under the Contract.

TERMINATION. If a party defaults by failing to substantially perform any provision, term or condition of this Contract, the other party may terminate this Contract by providing written notice to the defaulting party. This notice shall describe with sufficient detail the nature of the default. The party receiving such notice shall have 30 days from the effective date of such

notice to cure the default(s). Unless waived by a party providing notice, the failure to cure the default(s) within such time period shall result in the automatic termination of this Contract.

USE OF INFORMATION. Upon completion of the Project, LOA shall have the right to use relevant information gathered during the Project investigation on future projects. LOA shall have the right to use illustrations, charts, graphs, maps and other visual materials developed by LOA in connection with the Project, but will omit references to Client's name. LOA shall have the right to reference the Project and client's name when preparing literature, proposals and conducting interviews for obtaining future consulting jobs. LOA's reports shall be used by Client only in connection with the Project.

OBLIGATIONS OF CLIENT. Client agrees to comply with all reasonable requests of LOA necessary for the performance of LOA's obligations under this Contract. Client agrees to furnish space on Client's property for use by LOA while performing the Services.

WARRANTY. LOA shall provide its Services and meet its obligations under this Contract in a timely and workmanlike manner, and shall provide a standard of care equal to, or superior to, care used by service providers similar to LOA on similar projects.

INDEMNIFICATION. Client shall indemnify and hold LOA harmless from any liability, claims, demands, loss, damages or expense, including any reasonable attorney fees and costs, asserted against or suffered by LOA resulting from: (i) any breach by Client of this Agreement; (ii) any liability of the Client with respect to the Client's Property and/or Client's Project or otherwise; or (iii) the accuracy or breach of any of the representations, warranties or covenants made by Client.

LOA shall indemnify and hold Client or its directors, officers, and employees harmless from any liability, claims, demands, loss, damages or expense, including any reasonable attorney fees and costs, asserted against or suffered by Client resulting from the acts, errors or omissions of LOA or its directors, officers, employees, and sub-consultants in performance of this Agreement, except for injuries and damages caused by the sole negligence of the Client.

SUBCONTRACTORS. LOA may subcontract to other qualified personnel such portions of the work required by Client as LOA deems necessary.

ASSIGNMENT. Neither party may assign or transfer its rights or obligations under this Contract without the prior written consent of the non-assigning party.

MEDIATION. LOA and Client agree to mediate any dispute or claim arising between them out of this Contract, or any resulting transaction, before resorting to court action. Mediation fees, if any, shall be divided equally among the parties involved. If, for any dispute or claim to which this paragraph applies, any party commences an action without first attempting to resolve the matter through mediation, or refuses to mediate after a request has been made, then that party shall not be entitled to recover attorney fees, even if they would otherwise be available to that party in any such action.

ATTORNEY'S FEES. If either party institutes a court action arising from this Contract or the performance of it, the prevailing party in such action or litigation shall, in addition to such other relief as the court may grant, be entitled to an award of reasonable costs and expenses of litigation, including expert witness fees and attorney fees.

ENTIRE AGREEMENT. This Contract contains the entire agreement of the parties, and there are no other promises or conditions in any other agreement whether oral or written concerning the subject matter of this Contract. This Contract supersedes any prior written or oral agreements between the parties.

SEVERABILITY. If any provision of this Contract will be held to be invalid or unenforceable for any reason, the remaining provisions will continue to be valid and enforceable. If a court finds that any provision of this Contract is invalid or unenforceable, but that by limiting such provision it would become valid and enforceable, then such provision will be deemed to be written, construed, and enforced as so limited.

AMENDMENT. This Contract may be modified or amended in writing, if the writing is signed by the party obligated under the amendment.

GOVERNING LAW. This Contract shall be construed in accordance with the laws of the State of California.

BINDING EFFECT. The terms and provisions of this Contract shall be binding and inure to the benefit of the successors and assigns of the parties hereto.

DESCRIPTIVE HEADINGS. The descriptive headings used and inserted into this Contract are for convenience only and shall not be deemed to affect the meaning or construction of any provision herein.

COUNTERPARTS. This Contract may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This Contract shall become effective upon the execution of a counterpart hereof by each of the parties hereto.

NOTICES. All notices and communications hereunder shall be in writing and shall be deemed given and delivered personally when mailed by registered or certified mail, postage prepaid, addressed as follows if to LOA:

Live Oak Associates, Inc. P.O. Box 2697 Oakhurst, CA 93644 and addressed as follows if to Client: Alan Flora City Manager City of Clearlake 14050 Olympic Drive Clearlake, CA 95422 707-994-8201

LIVE OAK ASSOCIATES, INC. AIRPORT PROPERTY COMMERCIAL CENTER

RECONNAISSANCE SURVEY FOR THE ADJACENT AIRPORT PROPERTY CLEARLAKE, LAKE COUNTY, CALIFORNIA

24-Mar-22

I. STAFF COSTS FOR RECONNAISSANCE SURVEY FOR THE ADJACENT AIRPORT PROPERTY

	STAFF				
TASKS	Principal	Sr. Proj. Manager Staff Ecologist		Cartographer	Support
Task 1. Additional Work for Adjacent Property	-	-	-	-	-
Task 1a. Project Management	1	1	0	0	0
Task 1b. Site survey	0	6	0	0	0
Task 1c. Field Notes Memo	0.5	3	2	0	0.25
TOTAL	1.5	10	2	0	0.25
\$/HR	235	145	145	145	70
\$ TOTAL	353	1,450	290	-	18
STAFF SUBTOTAL					\$ 2,110

VI. DIRECT COSTS FOR TASK 1

Per Diem (\$96/day lodging; \$59/day meals) 2022 GSA	A Rate	214			214
Mileage (\$0.585/mi)		20 miles		11	
Service Cost (10% direct expenses)			23		
DIRECT EXPENSE SUBTOTAL					\$ 248

TOTAL PROJECT COSTS FOR TASK 1	\$ 2,358

Section H, Item 4.

Attachment C

Transportation Impact Study



Transportation Impact Study for the Airport Hotel Project



Prepared for the City of Clearlake

Submitted by **W-Trans**

August 31, 2022





This page intentionally left blank

Table of Contents

Execut	tive Summary	1
Introd	uction	2
Transp	portation Setting	4
Project	t Data	6
Circula	ation System	9
Vehicle	e Miles Traveled (VMT)	12
Safety	lssues	14
Emerg	ency Access	17
Capaci	ity Analysis	18
Parkin	g	28
Conclu	usions and Recommendations	29
Study	Participants and References	31
Figure	s	
1.	Study Area, Existing and Proposed Lane Configurations	3
2.	Site Plan	
3.	Proposed Roadway Improvements	
4.	Existing, Baseline, and Future Traffic Volumes	
5.	Project Traffic Volumes and Trip Distribution	
6.	Existing plus Project, Baseline plus Project, and Future plus Project Traffic Volumes	25
Tables		
1.	Trip Generation Summary	6
2.	Trip Distribution Assumptions	6
3.	Bicycle Facility Summary	10
4.	Employee Vehicle Miles Traveled Analysis Summary	12
5.	95 th Percentile Queues	16
6.	Intersection Level of Service Criteria	19
7.	Existing Peak Hour Intersection Levels of Service	20
8.	Trip Generation Summary for Baseline Projects	
9.	Baseline Peak Hour Intersection Levels of Service	22
	. Future Peak Hour Intersection Levels of Service	
	. Existing and Existing plus Project Peak Hour Intersection Levels of Service	
	. Baseline and Baseline plus Project Peak Hour Intersection Levels of Service	
13.	. Future and Future plus Project Peak Hour Intersection Levels of Service	27



Plates		
1.	Vision Triangle Graphic	15
Appen	dices	

- A. Collision Rate Calculations
- B. VMT Screening Tool Output
- C. Turn Lane Warrants and Queuing Spreadsheet
- D. Intersection Level of Service and Queuing Calculations



Executive Summary

The proposed 75-room Fairfield Inn hotel would occupy approximately 2.8 acres of vacant land at the northern end of the former airport site in the City of Clearlake. The project would be expected to generate an average of 599 daily trips, with 35 new trips during the weekday a.m. peak hour and 44 trips during the weekday p.m. peak hour.

The project site would be accessed via a new 18th Avenue Extension, which would intersect Old Highway 53 to the west and connect to the existing terminus of 18th Avenue to the east. Sight lines on Old Highway 53 and 18th Avenue are adequate to accommodate all turns into and out of the proposed intersection and project driveway. To maintain clear sight lines, vision triangles at the access points should be kept free of obstructions.

As shown on the improvement plans, the design of the proposed new intersection at Old Highway 53/18th Avenue includes a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a southbound left-turn lane on Old Highway 53 with 75 feet of stacking space, and overhead intersection lighting.

The projected 95th percentile queues in turn pockets at the SR 53/18th Avenue intersection would remain within existing storage capacity under all scenarios. Access for emergency vehicles and on-site circulation are expected to function acceptably with incorporation of applicable design standards into the site layout.

Bicycle parking on the project site should be supplied at a rate of 15 percent of the vehicle parking spaces, translating to 17 spaces for the proposed vehicle supply of 109 spaces. With the construction of sidewalks and Class II bike lanes on 18th Avenue Extension, the project site would be connected to the surrounding pedestrian and bicycle network, and access for pedestrians, bicyclists, and transit riders would be adequate.

Under guidance provided by the California Governor's Office of Planning and Research (OPR) as well as data contained in the *Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study* for Lake County, hotel employees and guests would be expected to have a less-than-significant transportation impact on vehicle miles traveled (VMT).

To assess the project's compliance with General Plan policies, operations were evaluated at the existing SR 53/18th Avenue intersection as well as at the proposed Old Highway 53/18th Avenue Extension intersection. Analysis indicates the SR 53/18th Avenue study intersection is operating acceptably under Existing Conditions and would continue to do so under Baseline and Future Conditions, with and without project traffic added. The new intersection is also expected to operate acceptably under Existing, Baseline, and Future Conditions with project traffic added.

The proposed vehicle parking supply of 109 spaces would be four spaces short of meeting City requirements for the 75 proposed guest rooms and 2,300 square feet of meeting space; however, would be adequate with a shared parking reduction allowed by City Code. Given that national standard parking demand rates for business hotels translate to substantially fewer spaces than required by City Code, the City may wish to consider approving the project with a shared parking reduction.

Introduction

This report presents an analysis of the potential transportation impacts and operational effects that would be associated with the proposed hotel to be located at the northern end of the former airport site in the City of Clearlake. The transportation study was completed in accordance with the criteria established by the City of Clearlake, reflects a scope of work approved by City staff, and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a transportation impact study (TIS) is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential transportation impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to an acceptable level under CEQA, the City's General Plan, or other policies. This report provides an analysis of those items that are identified as areas of environmental concern under the California Environmental Quality Act (CEQA) and that, if significant, require an EIR. Impacts associated with access for pedestrians, bicyclists, and to transit; the vehicle miles traveled (VMT) generated by the project; potential safety concerns such as increased queuing in dedicated turn lanes, adequacy of sight distance, need for turn lanes, and need for additional right-of-way controls; and emergency access are addressed in the context of the CEQA criteria.

While no longer a part of the CEQA review process, vehicular traffic service levels at key intersections were evaluated for consistency with General Plan policies by determining the number of new trips that the proposed uses would be expected to generate, distributing these trips to the surrounding street system based on anticipated travel patterns specific to the proposed project, then analyzing the effect the new traffic would be expected to have on the study intersections and need for improvements to maintain acceptable operation. Adequacy of parking is also addressed as a policy issue.

Applied Standards and Criteria

The report is organized to provide background data that supports the various aspects of the analysis, followed by the assessment of CEQA issues and then evaluation of policy-related issues. The CEQA criteria evaluated are as follows.

Would the project:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

Project Profile

The project includes a 75-room Fairfield Inn hotel that would be operated by Marriott. As part of the project, 18th Avenue would be extended from its existing terminus on the west side of SR 53 along the project frontage to Old Highway 53, creating a new public street intersection between Old Highway 53 and 18th Avenue. As proposed, the new intersection would be stop-controlled on the terminating 18th Avenue approach and would include a southbound left-turn lane on Old Highway 53. The project site is located on approximately 2.8 acres of vacant land at the northern end of the former airport site in the City of Clearlake, as shown in Figure 1.





c**l**e030.ai 05

Transportation Setting

Study Area and Periods

The study area varies depending on the topic. For pedestrian trips it consists of all streets within a half-mile of the project site that would lie along primary routes of pedestrian travel, or those leading to nearby generators or attractors. For bicycle trips it consists of all streets within one mile of the project site that would lie along primary routes of bicycle travel. For the safety and operational analyses, the study area was selected with input from City and Caltrans staff and consists of the following intersections, one of which is existing and another that would be a new intersection constructed as part of the project:

- 1. SR 53/18th Avenue (All Scenarios)
- 2. Old Highway 53/18th Avenue Extension (Project Conditions only)

Operating conditions during the weekday a.m. and p.m. peak periods were evaluated to capture the highest trip generation potential for the proposed use as well as the highest volumes on the local transportation network. The weekday morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the weekday p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. New turning movement counts were obtained for the existing study intersection in May 2022.

Study Intersections

SR 53/18th Avenue is an existing four-legged signalized intersection with protected left-turn phasing on the northbound and southbound approaches and split phasing on the eastbound and westbound approaches. Crosswalks with pedestrian phasing are provided on all four legs.

Old Highway 53/18th **Avenue Extension** is a proposed tee intersection that would be constructed with the project approximately 320 feet south of Lakeview Way. The intersection would be stop-controlled on the westbound 18th Avenue approach and a southbound left-turn lane would be provided on Old Highway 53.

The locations of the study intersections along with the existing and proposed lane configurations and controls are shown in Figure 1.

Study Roadway

Old Highway 53 runs on a skewed alignment, though it is mostly oriented north to south and has one travel lane in each direction plus Class II bicycle lanes. The roadway has a posted speed limit of 35 miles per hour (mph) in the project vicinity. Based on count data collected in May 2022, the roadway has an average daily traffic (ADT) volume of approximately 7,200 vehicles south of Lakeview Way.

Vehicle Collision History

The collision history for the existing study intersection of SR 53/18th Avenue was reviewed to determine any trends or patterns that may indicate a safety issue for motorists in the project vicinity. The collision rate, measured in collisions per million vehicles entering intersection (c/mve), was calculated based on records available from the California Highway Patrol (CHP) as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is January 1, 2017, through December 31, 2021.



The calculated collision rate for SR 53/18th Avenue was compared to the average collision rate for similar facilities statewide, as indicated in 2018 Collision Data on California State Highways, California Department of Transportation (Caltrans). These average rates statewide are for intersections in the same environment (urban, suburban, or rural), with the same number of approaches (three or four), and the same controls (all-way stop, two-way stop, or traffic signal).

During the five-year study period, a total of five collisions were reported at the intersection translating to a calculated collision rate of 0.13 c/mve, which is lower than the statewide average rate of 0.24 c/mve for similar facilities indicating that the intersection is performing within normal safety parameters. The collision rate calculation is provided in Appendix A.



Project Data

The proposed project includes a hotel with 75 rooms and approximately 2,300 square feet of meeting space to be located on an extension of 18th Avenue between SR 53 and Old Highway 53. A total of 109 parking spaces are indicated on the site plan. The project site plan is shown in Figure 2 and the proposed roadway improvements are shown in Figure 3.

Trip Generation

The anticipated trip generation for the project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 for "Hotel" (Land Use #310). As shown in Table 1, the project would be expected to result in an average of 599 trips per day, with 35 trips during the weekday a.m. peak hour and 44 trips during the weekday p.m. peak hour. As is the case with all standard trip generation rates, although the number of rooms is the independent variable, trips associated with all aspects of the use such as employees, deliveries, etc. are included in the rates and resulting trip estimates.

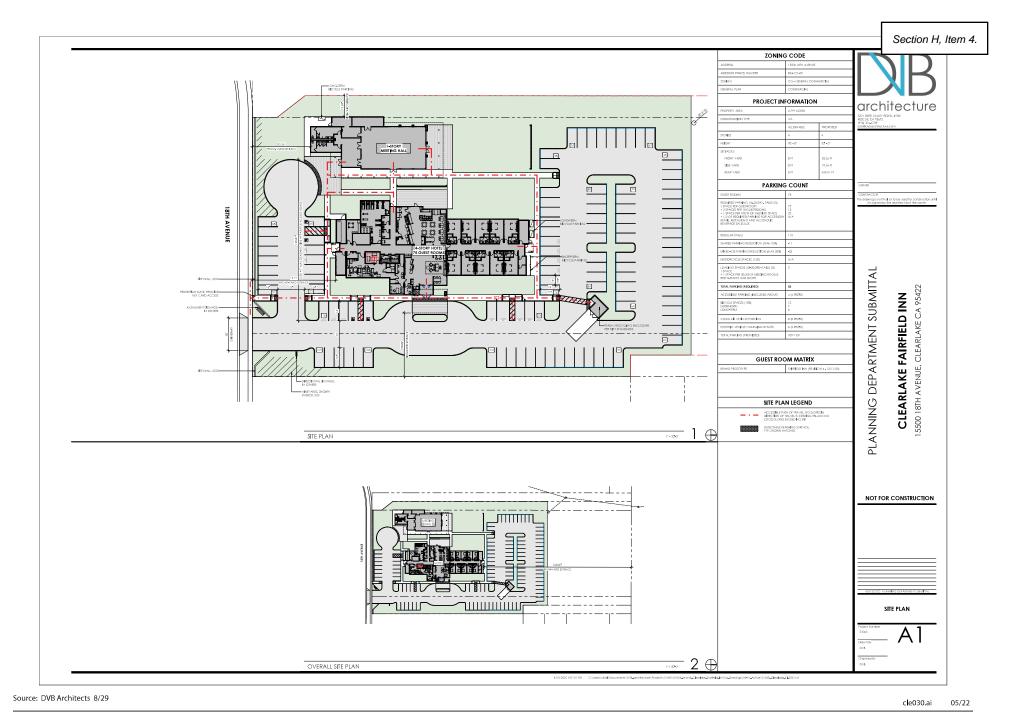
Table 1 – Trip Generation Summary											
Land Use	Units	Da	ily		AM Peak Hour				PM Peak Hour		
		Rate	Trips	Rate	Trips	ln	Out	Rate	Trips	ln	Out
Hotel	75 rooms	7.99	599	0.46	35	19	16	0.59	44	22	22

Trip Distribution

The pattern used to allocate new project trips to the surrounding street network was determined by reviewing historical turning movements in the study area, knowledge of the area and surrounding region, and anticipated travel patterns for patrons of the project. The applied trip distribution assumptions approved by City and Caltrans staff and resulting daily trips are shown in Table 2.

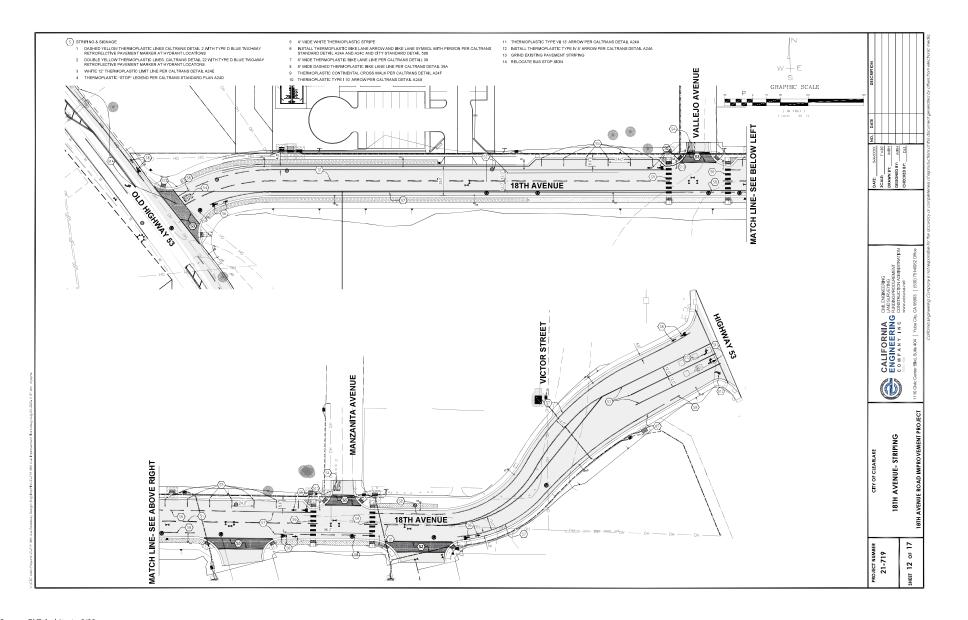
Table 2 – Trip Distribution Assumptions								
Route	Percent	Daily Trips						
To/from North via Old Highway 53	20	120						
To/from North via SR 53	40	239						
To/from South via Old Highway 53	10	60						
To/from South via SR 53	30	180						
Total	100%	599						





Transportation Impact Study for the Airport Hotel Project **Figure 2 – Site Plan**





Source: DVB Architects 8/29



Circulation System

This section addresses the first bullet point on the CEQA checklist, which relates to the potential for a project to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Pedestrian Facilities

Existing and Planned Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, the sidewalk network surrounding the project site is very limited. Sidewalk gaps along connecting roadways impact convenient and continuous access for pedestrians and may present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Old Highway 53** Intermittent coverage is provided on the west side of Old Highway 53 north of the project site. Lighting is not provided.
- **18**th **Avenue** Sidewalks are not currently provided on 18th Avenue. As contained in the *Active Transportation Plan for Lake County*, Lake County/City Area Planning Council, 2016, sidewalks are proposed along 18th Avenue east of SR 53
- **SR 53** Sidewalks are not provided or planned along SR 53, though crosswalks with pedestrian phasing and curb ramps exist on all four legs of the signalized intersection with 18th Avenue.

Pedestrian Safety

The collision history for the existing study intersection was reviewed to determine any trends or patterns that may indicate a safety issue for pedestrians in the vicinity of the project site. For the same five-year study period used for the vehicle collision analysis of January 1, 2017, through December 31, 2021, there was a single collision reported near SR 53/18th Avenue in November 2020 resulting in a pedestrian fatality. The collision involved a southbound motorist and an elderly westbound pedestrian crossing the south leg of the intersection. Because the pedestrian was deemed at fault and this was an isolated incident with no other pedestrian collisions occurring during the study period and even as far back as 10 years, it can reasonably be determined that the existing pedestrian facilities at the intersection consisting of crosswalks, pedestrian phasing, curb ramps, and overhead intersection lighting provide sufficient crossing measures for pedestrians.

Project Impacts on Pedestrian Facilities

Most hotel guests are expected to use a vehicle to reach the project site, though given the proximity of residential uses surrounding the site, it is reasonable to assume that some project employees may want to walk, bicycle, and/or use transit to travel between the project site and surrounding areas. Additionally, once the Airport property is redeveloped, there is potential for substantial pedestrian travel between the hotel and other commercial and restaurant uses within the Airport redevelopment site. Upon construction of sidewalks along both sides of the extension of 18th Avenue, as proposed, the project site would be connected to the existing and planned pedestrian network. A network of sidewalks would also be provided throughout the project site resulting in connected on-site pedestrian circulation. As shown on the site plan, the design of the Old Highway 53/18th Avenue intersection includes ADA-compliant curb ramps with a marked crosswalk on the stop-controlled 18th Avenue leg as well as overhead intersection lighting.



Finding – Upon constructing sidewalks along both sides of 18th Avenue Extension, the hotel would be connected to the surrounding pedestrian network.

Bicycle Facilities

Existing and Planned Bicycle Facilities

The Highway Design Manual, Caltrans, 2017, classifies bikeways into four categories:

- **Class I Multi-Use Path** a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- Class II Bike Lane a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the study area, Class II bike lanes exist on Old Highway 53 and segments of 18th Avenue, Phillips Avenue, Dam Road, and Garner Avenue. Additional Class II bike lanes are planned on Boyles Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 3 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the *Active Transportation Plan for Lake County*, 2016.

Table 3 – Bicycle Facility Summary										
Status Facility	Class	Length (miles)	Begin Point	End Point						
Existing										
Old Highway 53	II	2.7	Olympic Drive	Dam Road						
18 th Avenue	II	0.64	SR 53	Boyles Avenue						
Dam Road	II	0.50	Dam Road Extension	Southern City Limits						
Phillips Avenue	II	0.36	40 th Avenue	32 nd Avenue						
Garner Avenue	II	0.64	32 nd Avenue	18 th Avenue						
Dam Road Extension	II	0.25	South Center Drive	Dam Road						
Planned										
Boyles Avenue	II	0.82	36 th Avenue	18 th Avenue						

Source: Active Transportation Plan for Lake County, Lake County/City Area Planning Council, 2016

Bicyclist Safety

Collision records for the study area were reviewed to determine if any bicyclist-involved crashes were reported. During the five-year study period between January 1, 2017, and December 31, 2021, there were no reported collisions involving bicyclists at SR 53/18th Avenue indicating that there are no readily apparent safety issues for cyclists.



Project Impacts on Bicycle Facilities

As part of the project, Class II bike lanes would be provided on the 18th Avenue Extension. These improvements together with existing bicycle lanes on Old Highway 53 and the planned facilities outlined in the County's *Active Transportation Plan* would provide adequate access for bicyclists.

Finding – Bicycle facilities serving the project site would be adequate with the planned provision of Class II bike lanes on 18th Avenue Extension.

Transit Facilities

Existing Transit Facilities

Lake Transit provides fixed route bus service in the City of Clearlake and throughout Lake County. Lake Transit Route 10 provides loop service throughout the western portion of the City and stops on Old Highway 53 at the location of the proposed intersection with the 18th Avenue Extension. Route 10 operates Monday through Friday with approximately one-hour headways between 5:10 a.m. and 7:10 p.m. Route 11 provides loop service in the central portion of the City and stops on 18th Avenue near the intersection with SR 53. Route 11 operates Monday through Friday between 7:20 a.m. and 5:20 p.m.

Two bicycles can be carried on most Lake Transit buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on Lake Transit buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Lake Transit Dial-A-Ride and Flex Stops are designed to serve the needs of individuals with disabilities within Clearlake.

Impact on Transit Facilities

Existing stops are within an acceptable walking distance of the site and would be reachable upon completion of the proposed sidewalk improvements. The proposed Old Highway 53/18th Avenue intersection would conflict with the location of an existing northbound Route 10 bus stop so the location of the bus stop would be relocated to the north leg of the new intersection. This improvement is indicated in the design plans for the new intersection.

Finding – Existing transit facilities serving the project site are adequate and the stop for Route 10 would operate acceptably upon relocation to the north leg of the new intersection of Old Highway 53/18th Avenue Extension, as proposed.



Vehicle Miles Traveled (VMT)

The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based the project's anticipated Vehicle Miles Traveled (VMT).

Background and Guidance

Senate Bill (SB) 743 established VMT as the metric to be applied in determining transportation impacts associated with development projects. As of the date of this analysis, the City of Clearlake has not yet adopted a policy or thresholds of significance regarding VMT so the project-related VMT impacts were assessed based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018 as well as information contained within the *Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study* (RBS), Fehr & Peers, 2020, prepared for the Lake Area Planning Council (LAPC). Many of the recommendations in the RBS are consistent with the OPR Technical Advisory. As recommended by CEQA, each component of the proposed project was assessed individually considering the employee and guest uses separately.

Employee VMT

VMT impacts associated with employees of the proposed project were assessed based on guidance contained in the both the *Technical Advisory* and the County's RBS, which indicate that an employee-based project generating vehicle travel that is 15 or more percent below the existing average countywide VMT per worker may indicate a less-than-significant VMT impact. OPR encourages the use of screening maps to establish geographic areas that achieve the 15 percent below regional average thresholds, allowing jurisdictions to "screen" projects in those areas from quantitative VMT analysis since impacts can be presumed to be less than significant.

The RBS includes a link to a web-based VMT screening tool in the appendix of the document that can be used to screen employment-based projects that are located in low VMT-generating areas. The tool uses data from the Wine Country Travel Demand Model (WCTDM) to compare the home-based VMT per worker for the Traffic Analysis Zone (TAZ) in which a study parcel is located to the same measure for the County as a whole. The tool projects the Countywide average baseline VMT per worker to be 12.3 miles per day in 2022. A project generating a VMT that is 15 percent or more below this value, or 10.5 miles per employee or less per day, would have a less-than-significant VMT impact.

The project site is located within TAZ 1915, which is bounded by Spruce Avenue to the west, Victor Street to the north, the proposed 18th Avenue Extension to the south, and Armijo Avenue to the east, and has a baseline VMT per employee of 6.8 miles per day. Because this per capita VMT ratio is below the significance threshold of 10.5 miles per day, the VMT generated by employees of the proposed project would be considered to have a less-than-significant VMT impact. A copy of the VMT screening tool output is provided in Appendix B and the VMT calculations are summarized in Table 4.

Table 4 – Employee Vehicle Miles Traveled Analysis Summary										
VMT Metric	Baseline VMT Rate	Significance Threshold	Project VMT Rate	Resulting Significance						
Employee VMT per Capita (Countywide Baseline)	12.3	10.5	6.8	Less than significant						

Note: VMT is measured in daily miles driven per employee.



Finding – Employees of the proposed project would be expected to have a less-than-significant transportation impact on vehicle miles traveled.

Hotel Guest VMT

The OPR *Technical Advisory* does not specifically address hotel or visitor-based uses, indicating that lead agencies may develop their own thresholds for such land use types and allowing assessment on a case-by-case basis. The proposed hotel requires consideration of the project's intended visitor base and where those customers would otherwise have stayed if the project were not constructed. Unless a hotel project also includes construction of a major new attraction or convention component, on its own it is unlikely to draw *new* visitors to the County; it will just redistribute where visitors stay. This shift in travel patterns and VMT is similar to how OPR considers retail uses, in which many types of retail projects may generally be presumed to have a less-than-significant VMT impact since the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and adding new retail uses to the urban fabric often reduces the distances (i.e., the "miles" in VMT) that people need to drive on shopping trips. The City of San Jose was an early adopter of VMT thresholds and has chosen to apply this methodology of treating lodging uses similarly to retail, where small- to mid-sized hotels and other lodging uses can be expected to shift travel patterns rather than generate new VMT and can generally be presumed to have a less-than-significant transportation-related VMT impact.

The proposed hotel would be operated by Marriott under their "Fairfield Inn" line, which are self-described business hotels. The Fairfield Inn website states their goal is to provide "simple, straightforward, and stress-free experiences that the brand is known for." These types of hotels are typically chosen out of convenience and proximity to the travelers' destination, and are not considered a destination themselves, as opposed to a resort-style hotel which could be considered a destination. While larger resort hotels have the potential to generate interregional trips specifically for the purpose of visiting the hotel, this is not typically the case for business hotels. Further, there are several other existing hotels near Lakeshore Drive to the north of the project site, which indicates that future guests of the proposed hotel would likely have shifted their stay from one of the other nearby hotels. Finally, the project would be anticipated to generate predominantly business travelers whose travel patterns could reasonably be expected to be similar to employees, which have been identified as having a less-than-significant VMT impact. Given these characteristics, it is anticipated that there would be few to no net new hotel guest trips added to the Lake County region that would be exclusively attributable the project. Accordingly, guests of the proposed hotel project would be expected to result in a less-than-significant VMT impact.

Finding – Guests of the proposed hotel would be expected to have a less-than-significant transportation impact on vehicle miles traveled.

Safety Issues

The potential for the project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the project access as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips. This section addresses the third bullet on the CEQA checklist which is whether or not the project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Site Access

According to the site plan, the project site would be accessed via a driveway on the north side of the new 18th Avenue Extension. The driveway would be located approximately 300 feet east of the proposed Old Highway 53/18th Avenue Extension intersection.

Sight Distance

Sight distances along Old Highway 53 at the proposed intersection with 18th Avenue near J & L Market and along 18th Avenue at the project driveway were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at intersections of public streets is based on corner sight distances, while recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance. Both use the approach travel speeds as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criterion and the approach speed on the major street.

Field measurements were obtained at the location of the proposed intersection while sight lines at the project driveway were evaluated using the site plan.

Old Highway 53/18th Avenue Extension Intersection

For the posted speed limit of 35 mph on Old Highway 53, the minimum corner sight distance needed at the proposed intersection is 385 feet. Sight lines were field measured to extend approximately 400 feet in each direction, which is adequate for the posted speed limit. Additionally, adequate stopping sight distances are available for following drivers to notice and react to a preceding motorist slowing to turn right or stopped waiting to turn left onto 18th Avenue.

While sight lines are currently clear, care should be taken to maintain unobstructed sight lines during the design and construction of the proposed intersection and placement of signage, monuments, or other structures should be avoided within the sight triangles, which are denoted graphically in Plate 1. The Intersection Sight Distance (ISD) lengths should be based on corner sight distances of 385 feet.



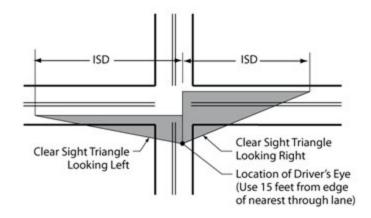


Plate 1 Vision Triangle Graphic

18th Avenue Extension Project Driveway

While 18th Avenue does not have a posted speed limit, travel speeds are anticipated to be 25 to 35 mph so a design speed of 35 mph was used to evaluate the adequacy of stopping sight distance at the proposed hotel driveway location. For speeds of 35 mph, the minimum stopping sight distance needed is 250 feet. Based on a review of the project site plan, it is anticipated that sight lines would extend at least 300 feet in each direction given the straight orientation of 18th Avenue, which would be more than adequate for anticipated travel speeds. Again, any roadside structures to be placed near the project driveway should not obstruct sight lines for motorists entering and exiting the hotel property.

Finding – Sight lines on Old Highway 53 and 18th Avenue are adequate to accommodate all turns into and out of the proposed intersection and driveway.

Recommendation – To maintain adequate sight lines, any new signage, monuments, or other structures should be kept out of the vision triangles at the access points.

Access Analysis

Left-Turn Lane Warrants

The need for a left-turn lane on 18th Avenue Extension at the project driveway and on Old Highway 53 at the intersection with the 18th Avenue Extension were evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method for Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues.

Using Future plus Project volumes, which represent worst-case conditions, it was determined that a left-turn lane would not be warranted on 18th Avenue Extension at the project driveway. However, a left-turn lane would be warranted on Old Highway 53 at the intersection with 18th Avenue as shown on the improvement plans. Copies of the turn lane warrant spreadsheets are provided in Appendix C.

Left-Turn Lane Design Requirements

In order to determine the necessary storage length for the left-turn lane on Old Highway 53, the projected maximum left-turn queue was determined using a methodology contained in "Estimating Maximum Queue Length at Unsignalized Intersections," John T. Gard, *ITE Journal*, November 2001. Under Future plus Project

volumes, the maximum southbound left-turn queue on Old Highway 53 would be no more than three vehicles. Therefore, it is recommended that the storage be based on three passenger vehicles, or 75 feet. Copies of the queue length calculations are contained in Appendix C.

Finding – Volumes would not be sufficient to warrant installation of a left-turn lane on 18th Avenue Extension at the project driveway; however, volumes would be sufficient to meet the warrant at the Old Highway 53/18th Avenue Extension intersection.

Recommendation – The left-turn lane proposed for the southbound approach to Old Highway 53/18th Avenue Extension should provide a minimum of 75 feet of storage length.

Queuing

The City of Clearlake does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane where moving traffic would be impeded, or the back of queue into a visually restricted area, such as a blind corner.

Signalized Intersection

Under each scenario, the projected 95th percentile queues in dedicated turn lanes at the signalized intersection of SR 53/18th Avenue were determined using the Vistro software. As summarized in Table 5, the existing turn lanes are expected to have adequate storage capacity to accommodate queuing under all scenarios. Copies of the queuing projections are contained in the Vistro output in Appendix D.

Table 5 – 95 th Percentile Queues													
Study Intersection						95 th F	Percen	tile Q	ueues				
Turn Lane Available Storage		Weekday AM Peak Hour						Weekday PM Peak Hour					
	Storage	E	E+P	В	B+P	F	F+P	E	E+P	В	B+P	F	F+P
1. SR 53/18 th Avenue													
NB Left Turn	675	2	16	2	17	64	118	1	21	1	22	71	142
SB Left Turn	720	21	27	22	29	37	50	21	29	23	31	43	62
WB Right Turn	160	24	31	25	32	24	63	25	32	26	34	48	68

Notes: 95th Percentile Queue based on Vistro output; all distances are measured in feet; E = Existing Conditions; E+P = Existing plus Project Conditions; B = Baseline Conditions; B+P = Baseline plus Project Conditions; F = Future Conditions; F+P = Future plus Project Conditions

Finding – The project would not be expected to cause any queues to exceed available storage or extend into an adjacent intersection, so the impact is considered less than significant.



Emergency Access

The final bullet on the CEQA checklist requires an evaluation as to whether the project would result in inadequate emergency access or not.

Adequacy of Site Access

Emergency response vehicles would access the project site from 18th Avenue Extension via the project driveway, which would have a width of 30 feet according to the preliminary site plan; this would be adequate to satisfy the required minimum driveway width of 24 feet set forth in the City of Clearlake's *Design and Construction Standards*. On-site circulation would include a 25-foot drive aisle, which also exceeds the minimum width of 24 feet. As the project moves through final design, it is anticipated that all aspects of the site including driveway widths and parking lot circulation would be designed in accordance with applicable standards; therefore, access would be expected to function acceptably for emergency response vehicles.

Off-Site Impacts

While the project would be expected to result in a minor increase in delay for traffic on SR 53 at the 18th Avenue intersection, emergency response vehicles can claim the right-of-way by using their lights and sirens; therefore, the project would be expected to have a nominal effect on emergency response times. It should also be noted that the proposed extension of 18th Avenue to Old Highway 53 would be expected to shift some trips away from the SR 53 intersections with Lakeshore Drive and Dam Road; therefore, reducing delay at these intersections and potentially improving emergency response times. Further, the new section of 18th Avenue would be a more direct route to many homes on the west side of SR 53 south of Lakeshore Drive and north of Dam Road so the emergency response times to these dwellings would likely be improved.

Finding – Emergency access and on-site circulation are anticipated to function acceptably with incorporation of applicable design standards into the site layout, and traffic from the proposed project is expected to have a less-than-significant impact on emergency response times. The proposed extension of 18th Avenue has the potential to improve emergency response times to many dwellings on the west side of SR 53.

Capacity Analysis

Though not relevant to the CEQA review process, in keeping with General Plan policies, the potential for the project to effect traffic operation was evaluated.

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rate traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2018. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Old Highway 53/18th Avenue Extension intersection is proposed to have stop control on the 18th Avenue approach so was evaluated using the "Two-Way Stop-Controlled" intersection capacity methodology from the HCM. This methodology determines a Level of Service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

The study intersection of SR 53/18th Avenue is controlled by a traffic signal so was evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. Delays were calculated using signal timing parameters obtained from Caltrans.

The ranges of delay associated with the various Levels of Service are indicated in Table 6.



Table	e 6 – Intersection Level of Service Criteria	
LOS	Two-Way Stop-Controlled	Signalized
Α	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
В	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
С	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: Highway Capacity Manual, Transportation Research Board, 2018

Traffic Operation Standards

City of Clearlake

The City of Clearlake established a standard of LOS D for all intersections and roadways in Policy Cl 1.3.4 of *City of Clearlake 2040 General Plan Update*, City of Clearlake, 2017. Exceptions to this may be considered by the City Council when an unacceptable LOS (E or F) would result in clear public benefit. Such circumstances may include when improvements to achieve the LOS standard would result in impacts to unique historic resources or highly sensitive environmental areas; if right-of-way acquisition is infeasible; and/or if there are overriding economic or social circumstances.

Caltrans

While the SR 53/18th Avenue intersection is on a State highway, Caltrans does not have a standard of significance relative to operation as this is no longer a CEQA issue. The *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), published in May 2020, replaced the *Guide for the Preparation of Traffic Impact Studies*, 2002. As indicated in the TISG, the Department is transitioning away from requesting LOS or other vehicle operations analyses of land use projects and will instead focus on Vehicle Miles Traveled (VMT). Therefore, the City's standard of LOS D was applied to this intersection.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday a.m. and weekday p.m. peak periods. This condition does not include project-generated traffic volumes. Volume data was collected in May 2022 during typical traffic conditions and while local schools were in session. Peak hour factors (PHFs) were calculated based on the counts obtained and used in the analysis.

The existing SR 53/18th Avenue intersection is currently operating acceptably at LOS B during both peak hours. The existing traffic volumes are shown in Figure 4. A summary of the intersection Level of Service calculations is contained in Table 7, and copies of the calculations for all evaluated scenarios are provided in Appendix D.

Table 7 – Existing Peak Hour Intersection Levels of Service								
Study Intersection	AM F	Peak	PM Peak					
	Delay	LOS	Delay	LOS				
1. SR 53/18 th Ave	11.0	В	10.7	В				

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service.

Baseline Conditions

Baseline (Existing plus Approved) operating conditions were determined with traffic from approved or pending projects in the study area that could be operational within the next five-year horizon added to the existing volumes. As directed by City staff, the following pending projects were included in the Baseline Conditions scenario:

- JS Market would be located on the west side of Old Highway 53 south of Lakeview Way and would consist of a 3,095 square-foot convenience store, 980 square feet of retail, 2,245 square feet of fast casual dining, and two dwelling units. ITE standard rates for "Convenience Store" (LU #851), "Strip Retail Plaza" (LU #822), "Fast Casual Restaurant" (LU #930), and "Multifamily Housing" (LU #220) were applied.
- A new gas station with six vehicle fueling positions, a self-service car wash, and a 2,800 square-foot convenience store would be constructed on Dam Road Extension. ITE standard rates for "Convenience Store/Gas Station" (LU #945) were applied, and pass-by trips were deducted.
- A drive-through window would be added to an existing 1,600 square-foot Subway restaurant located at 15060 Lakeshore Drive. ITE standard rates for "Fast-Food Restaurant" (LU #933) were applied.
- An unused Shell gasoline service station located at 15105 Lakeshore Drive would be remodeled and expanded for use with eight vehicle fueling positions. ITE standard rates for "Gasoline/Service Station" (LU #944) were applied, and pass-by trips were deducted.

The trip generation potential for the approved and pending Baseline projects are summarized in Table 8. Collectively, these projects are expected to result in 329 new trips on local streets during the a.m. peak hour and 371 new trips during the p.m. peak hour.



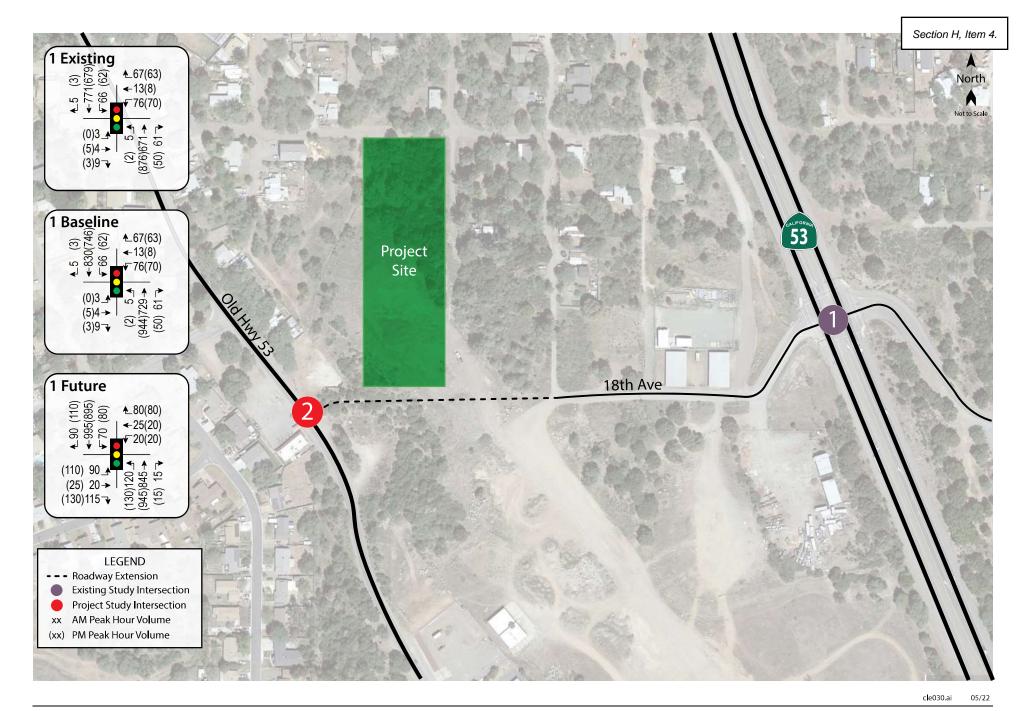


Table 8 – Trip Generation Summary for Baseline Projects									
Land Use	Units		AM Pea	k Hour			PM Pea	k Hour	
Deduction		Rate	Trips	ln	Out	Rate	Trips	ln	Out
JS Market									
Convenience Store	3.095 ksf	62.54	194	97	97	49.11	152	78	74
Strip Retail Plaza	0.98 ksf	2.36	2	1	1	6.59	6	3	3
Fast Casual Restaurant	2.245 ksf	1.43	3	2	1	12.55	28	15	13
Multifamily Housing	2 du	0.40	1	0	1	0.51	1	1	0
JS Market Total			200	100	100		187	97	90
Convenience/Gas Station	5.95 ksf	40.59	242	121	121	48.48	288	144	144
Pass-By Trips		-60%	-146	-73	-73	-56%	-162	-81	-81
Convenience/Gas Station Total			96	48	48		126	63	63
Subway with Drive-Thru	1.6 ksf	45.42	73	37	36	32.65	52	27	25
Existing without Drive-Thru	-1.6 ksf	43.87	-70	-42	-28	26.15	-42	-21	-21
Subway with Drive-Thru Total			3	-5	8		10	6	4
Shell Gas Station	8 vfp	10.28	82	41	41	13.91	111	56	55
Pass-By Trips		-64%	-52	-26	-26	-57%	-63	-32	-31
Shell Gas Station Total			30	15	15		48	24	24
Total Baseline Trips			329	158	171		371	190	181

Notes: ksf = 1,000 square feet; du = dwelling units; vfp = vehicle fueling positions

Upon adding trips from approved or pending projects in the study area to existing volumes, the existing study intersection would continue to operate acceptably at LOS B. These results are summarized in Table 9 and Baseline traffic volumes are shown in Figure 4.

Table 9 – Baseline Peak Hour Intersection Levels of Service								
Study Intersection	AM F	Peak	PM Peak					
	Delay	LOS	Delay	LOS				
1. SR 53/18 th Ave	11.2	В	10.8	В				

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Future Conditions

Future volumes for the horizon year 2040, as developed for the *City of Clearlake 2040 General Plan Update* and the *Walmart Expansion Transportation Impact Analysis Report*, Omni-Means, 2016 were used to project future operating conditions at the existing study intersection. It should be noted that the General Plan analysis evaluated two scenarios for buildout, with and without the Dam Road Extension project. Since the Dam Road Extension project has already been constructed, volumes for this scenario were applied. Under these anticipated future volumes, the study intersection is expected to operate acceptably at LOS B during both peak hours. Future volumes are shown in Figure 4, and operating conditions are summarized in Table 10.



Table 10 – Future Peak Hour Intersection Levels of Service									
Study Intersection	AM F	Peak	PM Peak						
	Delay	LOS	Delay	LOS					
1. SR 53/18 th Ave	18.0	В	19.3	В					

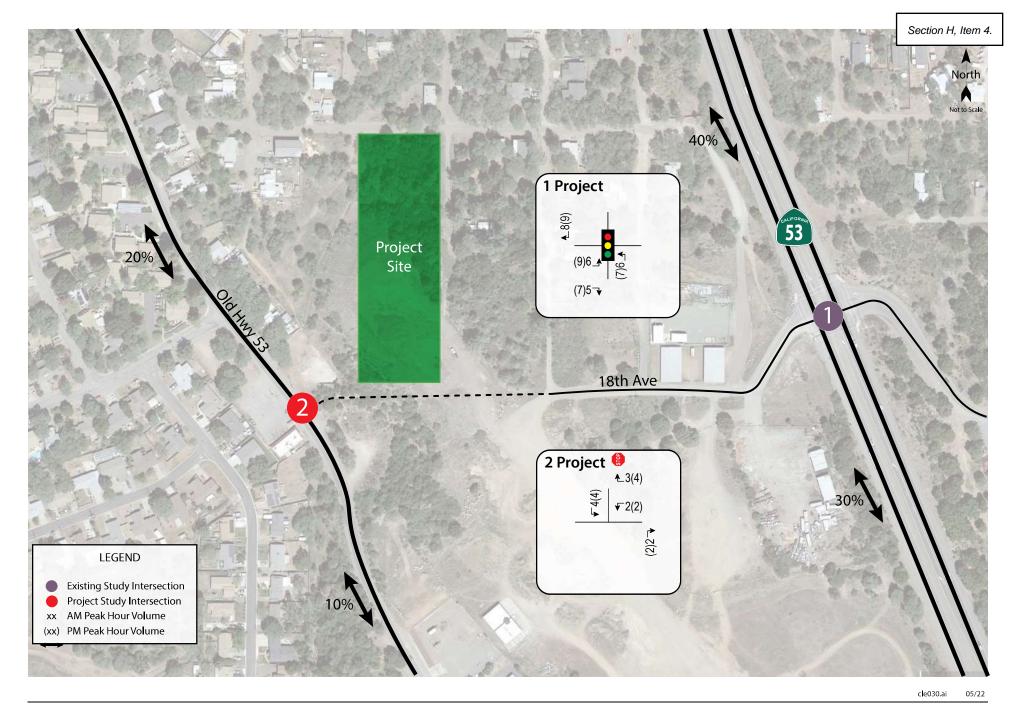
Notes: Delay is measured in average seconds per vehicle; LOS = Level of

Project Conditions

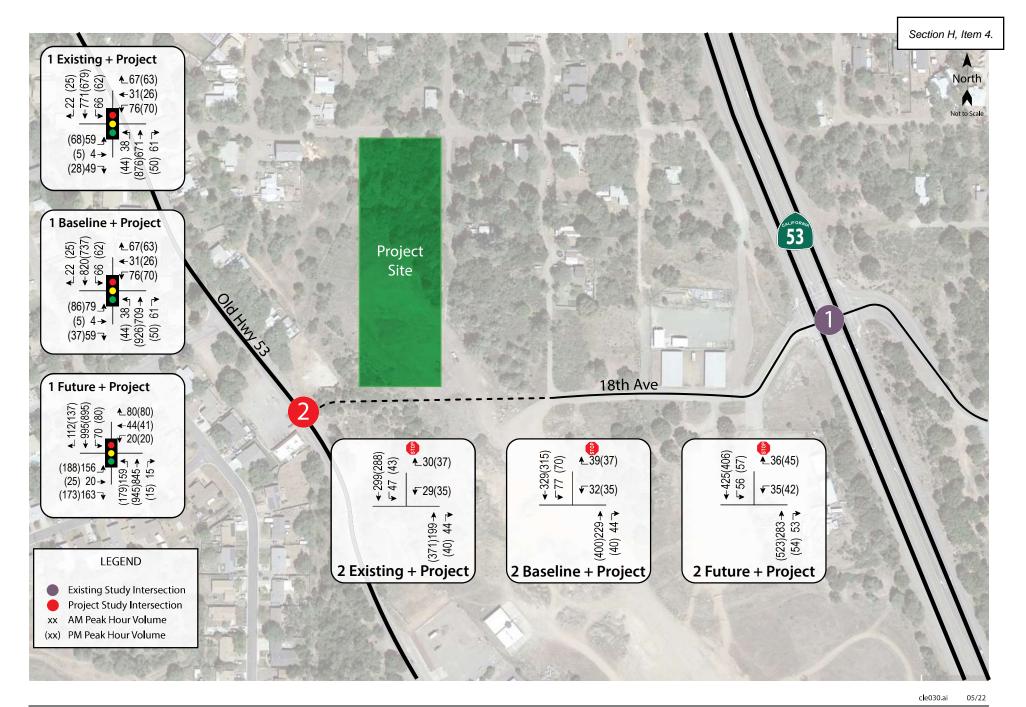
The proposed 18th Avenue Extension would allow for passage between Old Highway 53 and SR 53 and would therefore be expected to redistribute some of the existing traffic in the area. Motorists traveling between SR 53 and the western part of the City could potentially use 18th Avenue as part of a faster route than through the SR 53/Lakeshore Drive intersection to the north or the SR 53/Old Highway 53-Dam Road intersection to the south. Therefore, under Project Conditions, in addition to assigning new project trips it was also assumed that 10 percent of the existing traffic entering or exiting the west legs of SR 53/Lakeshore Drive and SR 53/Old Highway 53 would be redistributed away from those intersections to the SR 53/18th Avenue and Old Highway 53/18th Avenue intersections. The volumes at these adjacent intersections used for rerouting trips through the proposed 18th Avenue Extension were obtained from the General Plan and Walmart traffic analysis since new turning movement counts were not collected at these intersections.

Existing plus Project Conditions

Upon the addition of trips associated with the proposed project to Existing volumes together with the diversion of existing traffic, the study intersections would be expected to continue operating acceptably during both peak hours. These results are summarized in Table 11. Project-only traffic volumes are shown in Figure 5, and Existing plus Project volumes are shown in Figure 6.



W-Tr 450



WW To

Tal	Table 11 – Existing and Existing plus Project Peak Hour Intersection Levels of Service										
Study Intersection		E	xisting (Condition	S	Existing plus Project					
	Approach	AM Peak		PM Peak		AM Peak		PM Peak			
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1.	SR 53/18 th Ave	11.0	В	10.7	В	15.1	В	15.0	В		
2.	Old Hwy 53/18 th Ave Extension	-	-	-	-	1.8	Α	1.8	Α		
	Westbound (18 th Ave) Approach	-	-	-	-	13.2	В	15.1	С		

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Finding – The study intersections would continue to operate acceptably upon the addition of traffic associated with the proposed project to existing volumes; therefore, the project would have an acceptable effect on operation of the surrounding roadway network.

Baseline plus Project Conditions

With project-related traffic added to the near-term Baseline volumes, the study intersections are expected to continue operating acceptably at LOS A or B overall and LOS B or C on the side-street approach. These results are summarized in Table 12 and Baseline plus Project volumes are shown in Figure 6.

Tal	Table 12 – Baseline and Baseline plus Project Peak Hour Intersection Levels of Service									
Study Intersection Approach		Baseline Conditions				Baseline plus Project				
		AM F	AM Peak PM Peak		Peak	AM Peak		PM Peak		
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1.	SR 53/18th Ave	11.2	В	10.8	В	15.7	В	15.5	В	
2.	Old Hwy 53/18 th Ave Extension	-	-	-	-	2.1	Α	2.1	Α	
	Westbound (18 th Ave) Approach	-	-	-	-	15.1	В	1 <i>7</i> .1	С	

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Finding – The study intersections are expected to operate acceptably upon the addition of traffic associated with the proposed project to Baseline volumes; therefore, the project would have an acceptable effect on operation of the surrounding roadway network.

Future plus Project Conditions

Upon the addition of project-generated traffic to the anticipated future volumes, the study intersections are expected to continue operating acceptably. The Future plus Project operating conditions are summarized in Table 13 and volumes are shown in Figure 6.



Tal	Table 13 – Future and Future plus Project Peak Hour Intersection Levels of Service									
Study Intersection Approach		F	uture C	onditions	1	Future plus Project				
		AM Peak PM Peak		AM Peak		PM Peak				
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1.	SR 53/18th Ave	18.0	В	19.3	В	24.2	C	27.3	С	
2.	Old Hwy 53/18 th Ave Extension	-	-	-	-	1.7	Α	2.0	Α	
	Westbound (18 th Ave) Approach	-	-	-	-	14.7	В	20.2	С	

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*.

Finding – The study intersections are expected to operate acceptably under Future plus Project conditions; therefore, the project's cumulative effect on operation of the surrounding roadway network would be considered acceptable.

Parking

As proposed, the project would have 109 parking spaces on-site. Jurisdiction parking supply requirements are based on the City of Clearlake Municipal Code, Chapter 18-20.090; Parking Space Requirements. Vehicle parking for hotels is required at a rate of 1.2 spaces per guest room in addition to one space per 100 square feet of meeting floor area. This translates to a required parking supply of 113 spaces, making the proposed supply of 109 spaces short by four spaces.

The City's requirements and proposed parking supply are summarized in Table 14.

Table 14 – Parking Analysis Summary										
Land Use	Units	City Requirements								
		Rate	Spaces Required							
Hotel (Guest Rooms)	75 rms	1.2 spaces per room	90							
Meeting Space	2,300 sf	1 space per 100 sf	23							
Supply Required per Code			113							
Proposed Supply			109							
	_									

Notes: rms = rooms; sf = square feet

Because the proposed supply would be four spaces short of satisfying City code requirements, consideration was given to the anticipated parking demand that would be expected based on standard parking rates developed by ITE in *Parking Generation Manual*, 5th Edition, 2019. Using rates for the "Business Hotel" land use, which would be most applicable to the proposed project, the average and peak parking demands are expected to be 54 and 63 spaces, respectively, on weekdays and less on weekend days. Given that the ITE peak parking demand for the hotel component is anticipated to be 27 spaces fewer than required by City Code, and the project is only four spaces short, it would be reasonable for the City to consider approving the project with fewer spaces than required by standard City rates. City Code allows for a shared parking reduction of 10 percent, which if applied, would reduce the required supply to 102 spaces, which the proposed parking supply exceeds.

Based on requirements stipulated by the Federal Accessibility Guidelines, five accessible stalls, including one vanaccessible stall, must be supplied for a vehicle parking supply between 100 and 150 spaces.

Finding – The proposed vehicle parking supply of 109 spaces would be four spaces short of meeting standard City code requirements, though would exceed the minimum requirement with application of a shared parking reduction of 10 percent, as allowed by City Code.

Recommendation – Given that national standard ITE parking demand rates for a business hotels translate to substantially fewer spaces than required by City Code, the City may wish to consider approving the project with a shared parking reduction.

Bicycle Storage

According to the Clearlake Municipal Code, bicycle parking shall be provided at a rate of 15 percent of the required vehicle parking spaces. For the proposed vehicle parking supply of 109 spaces, a minimum of 17 bicycle parking spaces would need to be provided.

Recommendation – Bicycle parking should be supplied at a rate of 15 percent of the vehicle parking spaces, resulting in a need for 17 bike spaces based on a vehicle supply of 109 spaces.



Conclusions and Recommendations

Conclusions

CEOA Issues

- The proposed project has the potential to result in an average of 599 trips per day, with 35 trips during the weekday a.m. peak hour and 44 new trips during the weekday p.m. peak hour.
- The calculated collision rate for the intersection of SR 53/18th Avenue was determined to be lower than the statewide average rate, indicating that there are no readily apparent safety issues for motorists in the vicinity of the project site.
- Upon constructing sidewalks along 18th Avenue Extension and within the project site itself, the project would be connected to the existing and planned pedestrian network.
- Bicycle facilities serving the project site would be adequate with the planned provision of Class II bike lanes on 18th Avenue Extension.
- Existing transit facilities serving the project site are adequate and would continue to be adequate with the proposed relocation of an existing bus stop on the east side of Old Highway 53 to the north leg of the proposed intersection with 18th Avenue Extension.
- The proposed hotel is anticipated to result in a less-than-significant transportation impact on VMT for both quests and employees.
- Sight lines on Old Highway 53 and 18th Avenue are adequate to accommodate all turns into and out of the proposed intersection and driveway.
- A left-turn lane would be warranted on Old Highway 53 at the intersection with 18th Avenue Extension.
- The project would have a less-than-significant impact on queuing in dedicated turn lanes at the signalized intersection of SR 53/18th Avenue.
- Emergency access and on-site circulation are anticipated to function acceptably with incorporation of applicable design standards into the site layout, and traffic from the proposed project is expected to have a less-than-significant impact on emergency response times. The proposed extension of 18th Avenue has the potential to improve emergency response times to many dwellings on the west side of SR 53.

Policy Issues

- All existing and proposed study intersections are expected to operate at acceptable Levels of Service under Existing, near-term Baseline, and Future conditions without and with the addition of trips from the proposed project assuming implementation of side-street stop controls at the proposed Old Highway 53/18th Avenue Extension intersection.
- The proposed parking supply of 109 spaces would be four spaces short of meeting standard City code requirements, though would be more than adequate to meet the anticipated demand based on application of standard parking rates, and could be approved with application of a shared parking reduction of 10 percent, as allowed by City Code.

Recommendations

CEQA Issues

- Bicycle parking should be supplied at a rate of 15 percent of the required vehicle parking spaces. Based on the proposal of 109 vehicle spaces, this would result in need for 17 bicycle spaces.
- To maintain adequate sight lines on Old Highway 53 and 18th Avenue, any new signage, monuments, or other structures should be kept out of the vision triangles at the access points.

Policy Issues

 Given that national standard ITE parking demand rates for a business hotels translate to substantially fewer spaces than required by City Code, the City may wish to consider approving the project with a shared parking reduction.



Study Participants and References

Study Participants

Principal in Charge Dalene J. Whitlock, PE, PTOE

Transportation Planner
Associate Engineer
Assistant Engineer
Graphics
Editing/Formatting
Quality Control

Zack Matley, AICP
Cameron Nye, EIT
Siddharth Gangrade
Cameron Wong
Hannah Yung-Boxdell
Dalene J. Whitlock, PE, PTOE

References

2018 Collision Data on California State Highways, California Department of Transportation, 2020

Active Transportation Plan for Lake County, Lake Area Planning Council, 2016

City of Clearlake 2040 General Plan Update, City of Clearlake, 2017

Design and Construction Standards, City of Clearlake, 2012

"Estimating Maximum Queue Length at Unsignalized Intersections," ITE Journal, John T. Gard, November 2001

Highway Capacity Manual, Transportation Research Board, 2018

Highway Design Manual, 6th Edition, California Department of Transportation, 2017

Intersection Channelization Design Guide, National Cooperative Highway Research Program (NCHRP) Report No.

279, Transportation Research Board, 1985

Lake Transit Authority, http://www.laketransit.org

Method for Prioritizing Intersection Improvements, Washington State Transportation Center, 1997

Municipal Code of the City of Clearlake, Coded Systems LLC, 2017

Parking Generation, 5th Edition, Institute of Transportation Engineers, 2019

Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study (RBS), Fehr & Peers, 2020

State Route 53 Corridor Local Circulation Study, Lake Area Planning Council, 2022

Statewide Integrated Traffic Records System (SWITRS), California Highway Patrol, 2017-2021

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, 2018

Traffic Impact Study for the Lake County Tribal Health Clinic, W-Trans, 2019

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021

Vehicle Miles Traveled-Focused Transportation Impact Study Guide, California Department of Transportation, 2020

Walmart Expansion Transportation Impact Analysis Report, Omni-Means, 2016

CLE030







This page intentionally left blank

Appendix A

Collision Rate Calculations





This page intentionally left blank

Intersection Collision Rate Worksheet

Airport Hotel

Intersection # 1: SR 53 & 18th Ave

Date of Count: Saturday, January 00, 1900

Number of Collisions: 5 Number of Injuries: Number of Fatalities:

Average Daily Traffic (ADT): 21900
Start Date: January 1, 2017
End Date: December 31, 2021

Number of Years: 5

Intersection Type: Four-Legged Control Type: Signals

Area: Urban

Collision Rate = Number of Collisions x 1 Million
ADT x Days per Year x Number of Years

1,000,000 Collision Rate = $\frac{5}{21,900} \times \frac{365}{365}$

Injury Rate

Notes
ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2018 Collision Data on California State Highways, Caltrans

Intersection # 2: &

Date of Count: Saturday, January 00, 1900

Number of Collisions: 0 Number of Injuries: 0 Number of Fatalities: 0 Average Daily Traffic (ADT): 0 Start Date: January 0, 1900

End Date: January 0, 1900

Number of Years: 0

Intersection Type: 0 Control Type: Area:

> Number of Collisions x 1 Million Collision Rate = -ADT x Days per Year x Number of Years

0 x 1,000,000 0 x 365 x Collision Rate = -

Collision Rate | Fatality Rate Injury Rate Study Intersection 0.00 c/mve Statewide Average* 0.26 c/mve

W-Trans

ADT = average daily total vehicles entering intersection c/mve = collisions per million vehicles entering intersection * 2018 Collision Data on California State Highways, Caltrans

461



This page intentionally left blank

Appendix B

VMT Screening Tool Output

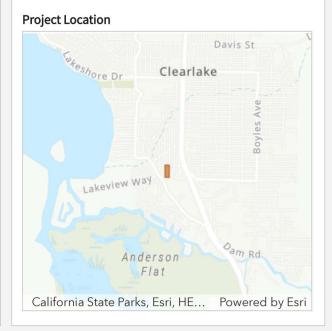


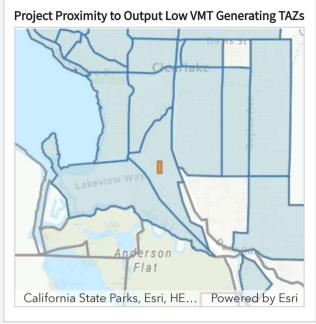


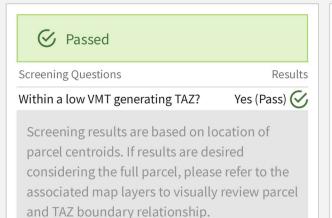
This page intentionally left blank

Screening Results

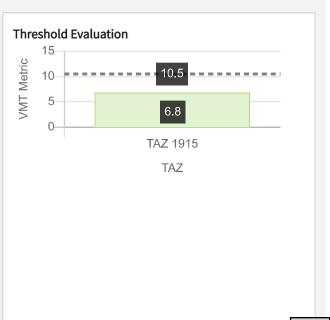
Screening Inputs Criteria Input Home-based Work VMT VMT Metric per Worker Baseline Year 2022 Threshold (% reduction from Countywide Benchmark (-15%) Baseline Year) Legend Category Color Selected Project Area Traffic Analysis Zone ID Low VMT Generating TAZs







Traffic Analysis Zone (TAZ) Details	
TAZ Questions	TAZ ID: 1915
Jurisdiction	Clearlake
TAZ VMT	6.8
Countywide Average VMT	12.3
% Difference	-44.7%
VMT Metric	Home-based Work VMT per Worker
Threshold	10.5



46



This page intentionally left blank

Appendix C

Turn Lane Warrants and Queuing Spreadsheet





This page intentionally left blank

Study Intersection: Old Hwy 53 / 18th Ave Extension Study Scenario: Future plus Project AM Direction of Analysis Street: North/South Cross Street Intersects: From the East Old Hwy 53 Old Hwy 53 Southbound Volumes (veh/hr) Northbound Volumes (veh/hr) Through Volume = = Through Volume Right Turn Volume = = Left Turn Volume Northbound Speed Limit: 35 mph Southbound Speed Limit: Northbound Configuration: 2 Lanes - Undivided Southbound Configuration: 2 Lanes - Undivided 18th Ave Extension

Northbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

Check advance volume threshold criteria for turn lane
 Advancing Volume Threshold AV = 652.5
 Advancing Volume Va = 336
 If AV<Va then warrant is met No

Right Turn Lane Warranted: NC

Northbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

Thresholds not met, continue to next step

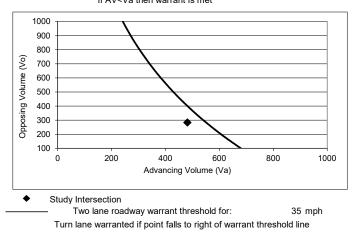
Right Turn Taper Warranted: NO

Southbound Left Turn Lane Warrants

Percentage Left Turns %lt 11.6 %

Advancing Volume Threshold AV 551 veh/hr

If AV<Va then warrant is met

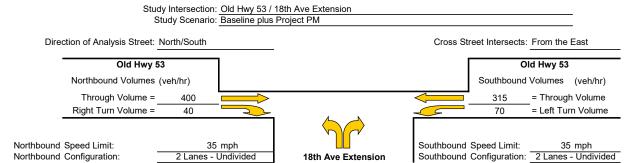


Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997. The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

W-Trans 6/29/2022 469



Northbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2 Check advance volume threshold criteria for turn lane Advancing Volume Threshold AV = 750 Advancing Volume 440 If AV<Va then warrant is met No

Northbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

Thresholds not met, continue to next step

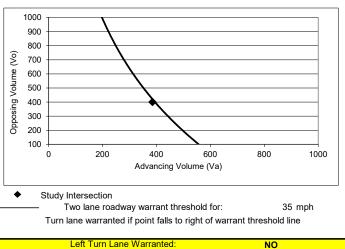
2. Check advance volume threshold criteria for taper Advancing Volume Threshold AV = 500 Advancing Volume Va = 440 If AV<Va then warrant is met No

Right Turn Taper Warranted:

Southbound Left Turn Lane Warrants

Percentage Left Turns %It Advancing Volume Threshold AV 394 veh/hr

If AV<Va then warrant is met



Methodology based on Washington State Transportation Center Research Report Method For Prioritizing Intersection Improvements, January 1997. The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Study Intersection: Old Hwy 53 / 18th Ave Extension Study Scenario: Future plus Project PM Direction of Analysis Street: North/South Cross Street Intersects: From the East Old Hwy 53 Old Hwy 53 Southbound Volumes (veh/hr) Northbound Volumes (veh/hr) Through Volume = = Through Volume Right Turn Volume = = Left Turn Volume Northbound Speed Limit: 35 mph Southbound Speed Limit: Northbound Configuration: 2 Lanes - Undivided 18th Ave Extension Southbound Configuration: 2 Lanes - Undivided

Northbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2 Check advance volume threshold criteria for turn lane Advancing Volume Threshold AV = 645 Advancing Volume 577 If AV<Va then warrant is met No

Northbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

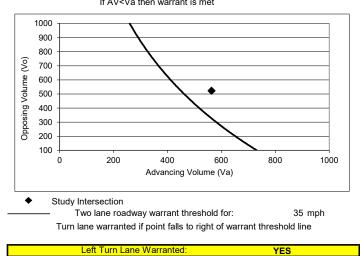
Thresholds not met, continue to next step

2. Check advance volume threshold criteria for taper Advancing Volume Threshold AV = 360 Advancing Volume 577 Va = If AV<Va then warrant is met Yes

Right Turn Taper Warranted:

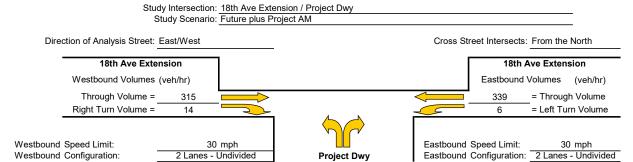
Southbound Left Turn Lane Warrants

Percentage Left Turns %It Advancing Volume Threshold AV 450 veh/hr If AV<Va then warrant is met



Methodology based on Washington State Transportation Center Research Report Method For Prioritizing Intersection Improvements, January 1997. The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.



Westbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2 Check advance volume threshold criteria for turn lane Advancing Volume Threshold AV = 945.1 Advancing Volume 329 If AV<Va then warrant is met No

Westbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

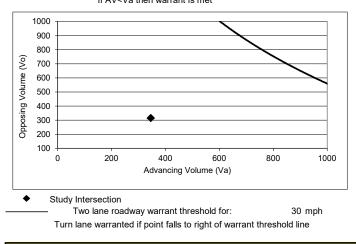
NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper Advancing Volume Threshold AV = Advancing Volume 329 Va = If AV<Va then warrant is met

Right Turn Taper Warranted:

Eastbound Left Turn Lane Warrants

Percentage Left Turns %It Advancing Volume Threshold AV 1325 veh/hr If AV<Va then warrant is met



Left Turn Lane Warranted:

Methodology based on Washington State Transportation Center Research Report Method For Prioritizing Intersection Improvements, January 1997. The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Study Intersection: 18th Ave Extension / Project Dwy Study Scenario: Future plus Project PM Direction of Analysis Street: East/West Cross Street Intersects: From the North 18th Ave Extension 18th Ave Extension Eastbound Volumes Westbound Volumes (veh/hr) (veh/hr) Through Volume = = Through Volume Right Turn Volume = = Left Turn Volume 16 Westbound Speed Limit: 30 mph Eastbound Speed Limit: Westbound Configuration: 2 Lanes - Undivided Eastbound Configuration: 2 Lanes - Undivided

Westbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2 Check advance volume threshold criteria for turn lane Advancing Volume Threshold AV = 930.1 Advancing Volume 373 If AV<Va then warrant is met No

Westbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

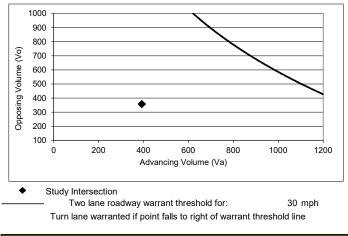
NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper Advancing Volume Threshold AV = Advancing Volume 373 Va = If AV<Va then warrant is met

Right Turn Taper Warranted:

Eastbound Left Turn Lane Warrants

Percentage Left Turns %It Advancing Volume Threshold AV 1300 veh/hr If AV<Va then warrant is met



Left Turn Lane Warranted:

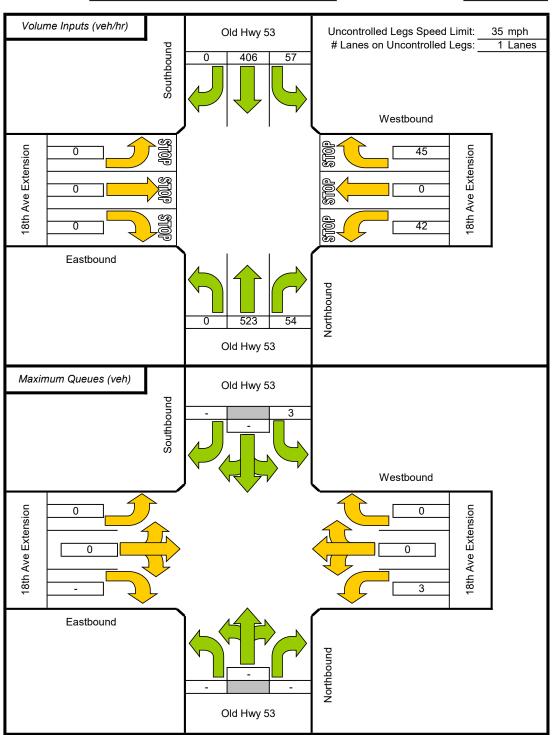
Methodology based on Washington State Transportation Center Research Report Method For Prioritizing Intersection Improvements, January 1997. The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Maximum Queue Length Two-Way Stop-Controlled Intersections

Through Street: Old Hwy 53
Side Street: 18th Ave Extension

Scenario: Future plus Project PM
Stop Controlled Legs: East/West



Source: John T. Gard, ITE Journal, November 2001, "Estimating Maximum Queue Length at Unsignalized Intersections"

Appendix D

Intersection Level of Service and Queuing Calculations





This page intentionally left blank

Airport Hotel Project 6/29/2022

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Analysis Method: Signalized HCM 6th Edition Analysis Period: 15 minutes

Delay (sec / veh): Level Of Service: 11.0 Volume to Capacity (v/c): 0.365

Intersection Setup

Existing AM

Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave	
Approach	N	lorthbour	nd	S	Southbound			astboun	d	V	d	
Lane Configuration		7 			7 			+		- ir		
Turning Movement	Left				Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		55.00			55.00			30.00			30.00	
Grade [%]	0.00				0.00			0.00			0.00	
Curb Present	No				No			No		No		
Crosswalk	Yes			Yes				Yes		Yes		

Generated with PTV VISTRO Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

		es

Name		SR 53			SR 53		18th	Ave Exte	nsion	18th Ave		
Base Volume Input [veh/h]	5	671	61	66	771	5	3	4	9	76	13	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	671	61	66	771	5	3	4	9	76	13	67
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	187	17	18	215	1	1	1	3	21	4	19
Total Analysis Volume [veh/h]	6	748	68	74	860	6	3	4	10	85	14	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stre	е	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street	[0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stre	е	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street	[0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]	0		0			0			0			



Airport Hotel Project

0.00

6/29/2022

Generated with PTV VISTRO Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	·
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	45	45	45	45	45	45	45	45	45
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	6	17	17	9	21	21	7	11	11
g / C, Green / Cycle	0.13	0.39	0.39	0.21	0.47	0.47	0.15	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.00	0.25	0.25	0.05	0.26	0.26	0.01	0.06	0.05
s, saturation flow rate [veh/h]	1603	1683	1634	1603	1683	1679	1513	1614	1431
c, Capacity [veh/h]	204	655	636	338	795	793	221	411	364
d1, Uniform Delay [s]	17.18	11.13	11.13	14.68	8.43	8.43	16.57	13.31	13.18
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	1.02	1.05	0.12	0.59	0.59	0.15	0.30	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.63	0.63	0.22	0.55	0.55	0.08	0.24	0.21
d, Delay for Lane Group [s/veh]	17.20	12.14	12.18	14.80	9.01	9.01	16.72	13.61	13.46
Lane Group LOS	В	В	В	В	Α	Α	В	В	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.04	2.16	2.10	0.46	1.62	1.62	0.14	0.71	0.53
50th-Percentile Queue Length [ft/ln]	1.06	53.92	52.54	11.54	40.56	40.47	3.56	17.72	13.36
95th-Percentile Queue Length [veh/ln]	0.08	3.88	3.78	0.83	2.92	2.91	0.26	1.28	0.96
95th-Percentile Queue Length [ft/ln]	1.91	97.05	94.57	20.78	73.00	72.84	6.40	31.90	24.04

W-Trans

W-Trans Existing AM Existing AM

Airport Hotel Project

6/29/2022

Movement, Approach, & Intersection Results

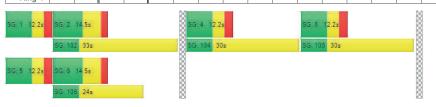
d_M, Delay for Movement [s/veh]	17.20	12.16	12.18	14.80	9.01	9.01	16.72	16.72	16.72	13.61	13.61	13.46
Movement LOS	В	В	В	В	А	Α	В	В	В	В	В	В
d_A, Approach Delay [s/veh]	12.20				9.47			16.72		13.54		
Approach LOS	В				A						В	
d_I, Intersection Delay [s/veh]						11.	.04					
Intersection LOS	В											
Intersection V/C	0.365											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.76	12.76	12.76	12.76
I_p,int, Pedestrian LOS Score for Intersection	2.895	2.891	1.695	2.004
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/l	1] 2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	357	357	312	312
d_b, Bicycle Delay [s]	15.13	15.13	15.96	15.96
I_b,int, Bicycle LOS Score for Intersection	2.238	2.335	1.588	1.847
Bicycle LOS	В	В	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Signalized
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): Level Of Service: Volume to Capacity (v/c): 10.6 B 0.407

Intersection Setup

Name		SR 53			SR 53		18th	Ave Exte	nsion	18th Ave					
Approach	N	orthbour	ıd	S	outhbour	nd	Е	astboun	ď	Westbound					
Lane Configuration	•	<u> 11</u>			٦lb			+			<u></u> 1r				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00			
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1			
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00			
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0			
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Speed [mph]		55.00		55.00				30.00			30.00				
Grade [%]	0.00				0.00			0.00			0.00				
Curb Present	No			No			No		No						
Crosswalk		Yes			Yes			Yes			Yes				

W-Trans

Existing PM

W-Trans

Existing AM

Volumes

Airport Hotel Project

6/29/2022

Airport Hotel Project

6/29/2022

Name		SR 53			SR 53		18th /	Ave Exte	nsion	18th Ave			
Base Volume Input [veh/h]	2	876	50	62	679	3	0	5	3	70	8	63	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	2	876	50	62	679	3	0	5	3	70	8	63	
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	1	241	14	17	187	1	0	1	1	19	2	17	
Total Analysis Volume [veh/h]	2	964	55	68	747	3	0	6	3	77	9	69	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major stre	е	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	[0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stre	e 0			0			0			0			
v_ci, Inbound Pedestrian Volume crossing minor street	[0			0				0		0			
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]		0			0			0		0			

Version 2021 (SP 0-6) Intersection Settings

Generated with PTV VISTRO

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

	Pedestrian Signal Group	0
	Pedestrian Walk [s]	0
Ì	Pedestrian Clearance [s]	0

W-Trans

W-Trans

Existing PM

Existing PM

2

Generated with PTV VISTRO Airport Hotel Project
Version 2021 (SP 0-6)

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

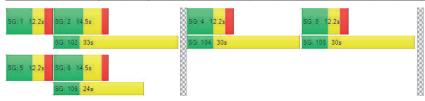
18.76	18.76 12.01 12.03			7.31	7.31	18.39	18.39	18.39	14.91	14.91	14.82
В	В	В	В	Α	Α	В	В	В	В	В	В
	12.03		8.04				18.39				
	В			Α			В				
					10	.65					
	В										
0.407											
		B B 12.03	B B B	B B B B	B B B B A 12.03 8.04	B B B B A A 12.03 8.04 B A 10 10	B B B B A A B 12.03 8.04 B A 10.65 B	B B B B A A B B 12.03 8.04 18.39 B A B 10.65 B	B B B B A A B B B B 12.03 8.04 18.39 B A B B	B B B B A A B B B B B B B B B B B B B B	B B B B A A B B B B B B B B B B B B B B

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.03	14.03	14.03	14.03
I_p,int, Pedestrian LOS Score for Intersection	2.924	2.925	1.689	1.996
Crosswalk LOS	С	С	A	А
s_b, Saturation Flow Rate of the bicycle lane [bicycles/	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	337	337	295	295
d_b, Bicycle Delay [s]	16.43	16.43	17.27	17.27
I_b,int, Bicycle LOS Score for Intersection	2.402	2.234	1.574	1.815
Bicycle LOS	В	В	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lane Group Calculations

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	48	48	48	48	48	48	48	48	48
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	5	21	21	9	25	25	6	11	11
g / C, Green / Cycle	0.11	0.44	0.44	0.20	0.52	0.52	0.13	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.00	0.31	0.31	0.04	0.22	0.22	0.01	0.05	0.05
s, saturation flow rate [veh/h]	1603	1683	1651	1603	1683	1681	1589	1611	1431
c, Capacity [veh/h]	181	738	724	316	880	879	200	383	340
d1, Uniform Delay [s]	18.75	10.80	10.80	16.02	6.98	6.98	18.30	14.61	14.53
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.20	1.22	0.12	0.33	0.33	0.09	0.29	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.70	0.70	0.22	0.43	0.43	0.04	0.22	0.20
d, Delay for Lane Group [s/veh]	18.76	12.00	12.03	16.15	7.30	7.31	18.39	14.91	14.82
Lane Group LOS	В	В	В	В	Α	Α	В	В	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.02	2.76	2.71	0.48	1.18	1.18	0.08	0.68	0.55
50th-Percentile Queue Length [ft/ln]	0.40	68.96	67.78	11.94	29.58	29.54	2.08	17.07	13.68
95th-Percentile Queue Length [veh/ln]	0.03	4.97	4.88	0.86	2.13	2.13	0.15	1.23	0.99
95th-Percentile Queue Length [ft/ln]	0.71	124.13	122.00	21.49	53.24	53.18	3.75	30.72	24.63

W-Trans

W-Trans

Existing PM

Existing PM

Airport Hotel Project

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

 Control Type:
 Signalized
 Delay (sec / veh):
 11.2

 Analysis Method:
 HCM 6th Edition
 Level Of Service:
 B

 Analysis Period:
 15 minutes
 Volume to Capacity (v/c):
 0.384

Intersection Setup

Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave	
Approach	N	Northbound			Southbound			astboun	d	Westbound		
Lane Configuration	H			٦I٢				+		44		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		55.00			55.00			30.00			30.00	
Grade [%]	0.00				0.00			0.00			0.00	
Curb Present	No			No				No		No		
Crosswalk		Yes		Yes				Yes		Yes		

Generated with PTV VISTRO
Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Volumes

Baseline AM

6/29/2022

Volumes												
Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	
Base Volume Input [veh/h]	5	671	61	66	771	5	3	4	9	76	13	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	59	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	729	61	66	830	5	3	4	9	76	13	67
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	203	17	18	231	1	1	1	3	21	4	19
Total Analysis Volume [veh/h]	6	813	68	74	925	6	3	4	10	85	14	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stre	e	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street	[0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stre	e	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street	t [0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0		0			0			0		
Bicycle Volume [bicycles/h]		0		0			0			0		



Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
	_	2	0	1	6	0	0	4	0	0	8	0
Signal Group	5	2	0	1	б	0	U	4	U	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-		-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0		7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0		3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

	Pedestrian Signal Group	0
I	Pedestrian Walk [s]	0
I	Pedestrian Clearance [s]	0

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

.ane Group	Ca	cu	lat	ion	
------------	----	----	-----	-----	--

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	46	46	46	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	6	19	19	10	22	22	7	11	11
g / C, Green / Cycle	0.12	0.40	0.40	0.21	0.49	0.49	0.14	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.00	0.27	0.27	0.05	0.28	0.28	0.01	0.06	0.05
s, saturation flow rate [veh/h]	1603	1683	1638	1603	1683	1679	1513	1614	1431
c, Capacity [veh/h]	198	679	661	330	817	816	216	400	355
d1, Uniform Delay [s]	17.84	11.21	11.22	15.30	8.47	8.47	17.22	13.95	13.82
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	1.09	1.12	0.13	0.63	0.63	0.15	0.32	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.66	0.66	0.22	0.57	0.57	0.08	0.25	0.21
d, Delay for Lane Group [s/veh]	17.86	12.31	12.34	15.43	9.10	9.10	17.37	14.27	14.11
Lane Group LOS	В	В	В	В	Α	Α	В	В	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.04	2.42	2.36	0.49	1.81	1.81	0.15	0.75	0.56
50th-Percentile Queue Length [ft/ln]	1.12	60.43	58.96	12.25	45.22	45.13	3.72	18.71	14.10
95th-Percentile Queue Length [veh/ln]	0.08	4.35	4.25	0.88	3.26	3.25	0.27	1.35	1.02
95th-Percentile Queue Length [ft/ln]	2.01	108.77	106.13	22.04	81.40	81.23	6.70	33.69	25.38



Airport Hotel Project

6/29/2022

d_M, Delay for Movement [s/veh]	17.86	12.32	12.34	15.43	9.10	9.10	17.37	17.37	17.37	14.27	14.27	14.11
Movement LOS	В	В	В	В	А	Α	В	В	В	В	В	В
d_A, Approach Delay [s/veh]		12.36			9.56			17.37			14.20	
Approach LOS	В				Α			В			В	
d_I, Intersection Delay [s/veh]						11	.21					
Intersection LOS	В											
Intersection V/C	0.384											

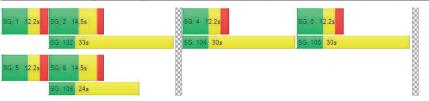
Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.41	13.41	13.41	13.41
I_p,int, Pedestrian LOS Score for Intersection	2.943	2.939	1.697	2.006
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/	n] 2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	346	346	303	303
d_b, Bicycle Delay [s]	15.79	15.79	16.63	16.63
I_b,int, Bicycle LOS Score for Intersection	2.291	2.389	1.588	1.847
Bicycle LOS	В	В	A	A

Sequence

Baseline AM

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Generated with PTV VISTRO

Control Type: Analysis Method:

Analysis Period:

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Signalized
HCM 6th Edition

15 minutes

Delay (sec / veh): Level Of Service: Volume to Capacity (v/c):

10.8 B : 0.429

Intersection Setup

Baseline PM

Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	:
Approach	N	orthboun	ıd	S	outhbour	nd	E	astboun	d	V	Vestbour	ıd
Lane Configuration	4	٦l٢			٦l٢			+			٦r	
Turning Movement	Left	Thru	Right									
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		55.00			55.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Curb Present		No			No			No			No	
Crosswalk		Yes			Yes			Yes			Yes	



W-Trans

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Volumes												
Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave	
Base Volume Input [veh/h]	2	876	50	62	679	3	0	5	3	70	8	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	68	0	0	67	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	944	50	62	746	3	0	5	3	70	8	63
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	260	14	17	205	1	0	1	1	19	2	17
Total Analysis Volume [veh/h]	2	1039	55	68	821	3	0	6	3	77	9	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stre	е	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street	[0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stre	е	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street	[0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

W-Trans

W-Trans

Baseline PM

2

Baseline PM

Airport Hotel Project

6/29/2022

1.00

1.00

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

u	p Calculations			

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	49	49	49	49	49	49	49	49	49
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
g_i, Effective Green Time [s]	5	22	22	9	27	27	6	11	11
g / C, Green / Cycle	0.11	0.46	0.46	0.19	0.54	0.54	0.12	0.23	0.2
(v / s)_i Volume / Saturation Flow Rate	0.00	0.33	0.33	0.04	0.24	0.24	0.01	0.05	0.0
s, saturation flow rate [veh/h]	1603	1683	1653	1603	1683	1681	1589	1611	143
c, Capacity [veh/h]	175	767	753	308	906	905	194	371	33
d1, Uniform Delay [s]	19.65	10.91	10.91	16.86	6.98	6.98	19.17	15.47	15.3
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.1
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
d2, Incremental Delay [s]	0.01	1.29	1.31	0.13	0.36	0.36	0.10	0.32	0.3
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0

Lane Group Results

PF, progression factor

X, volume / capacity	0.01	0.72	0.72	0.22	0.46	0.46	0.05	0.23	0.21
d, Delay for Lane Group [s/veh]	19.66	12.19	12.22	16.99	7.34	7.34	19.27	15.78	15.69
Lane Group LOS	В	В	В	В	А	Α	В	В	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.02	3.10	3.05	0.51	1.35	1.35	0.09	0.73	0.58
50th-Percentile Queue Length [ft/ln]	0.42	77.57	76.36	12.80	33.82	33.78	2.20	18.20	14.59
95th-Percentile Queue Length [veh/ln]	0.03	5.59	5.50	0.92	2.43	2.43	0.16	1.31	1.05
95th-Percentile Queue Length [ft/ln]	0.76	139.63	137.45	23.03	60.87	60.80	3.96	32.76	26.26

1.00 1.00 1.00 1.00 1.00

Movement, Approach, & Intersection Results

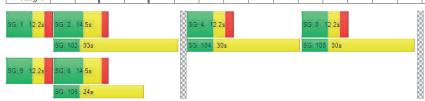
			_	_								
d_M, Delay for Movement [s/veh]	19.66	12.21	12.22	16.99	7.34	7.34	19.27	19.27	19.27	15.78	15.78	15.69
Movement LOS	В	В	В	В	Α	Α	В	В	В	В	В	В
d_A, Approach Delay [s/veh]		12.22			8.07			19.27			15.74	
Approach LOS	В				Α			В		В		
d_l, Intersection Delay [s/veh]						10	.78					
Intersection LOS	В											
Intersection V/C	0.429											

Other Modes

other modes				
g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.89	14.89	14.89	14.89
I_p,int, Pedestrian LOS Score for Intersection	2.979	2.980	1.692	1.998
Crosswalk LOS	С	С	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/l	n] 2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	324	324	284	284
d_b, Bicycle Delay [s]	17.31	17.31	18.16	18.16
I_b,int, Bicycle LOS Score for Intersection	2.464	2.296	1.574	1.815
Bicycle LOS	В	В	A	A

Sequence

0040000																
Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



W-Trans

W-Trans

Baseline PM

Airport Hotel Project

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Signalized
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

| Delay (sec / veh): 18.0 | Level Of Service: B | Volume to Capacity (v/c): 0.606

6/29/2022

Intersection Setup

Future AM

Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave		
Approach	N	Northbound			outhbour	nd	Е	Eastbound			Westbound		
Lane Configuration		٦١٢			7 			+			<u> </u>		
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		55.00			55.00		30.00				30.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No			
Crosswalk		Yes			Yes			Yes			Yes		

Generated with PTV VISTRO
Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

M-1....

Volumes												
Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	
Base Volume Input [veh/h]	120	845	15	70	995	90	90	20	115	20	25	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	845	15	70	995	90	90	20	115	20	25	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	211	4	18	249	23	23	5	29	5	6	20
Total Analysis Volume [veh/h]	120	845	15	70	995	90	90	20	115	20	25	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stre	e	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street	[0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stre	e	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street	[0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



Future AM 2

Airport Hotel Project

6/29/2022

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	·
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Future AM

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Generated with PTV VISTRO
Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	65	65	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	29	29	10	27	27	14	11	11
g / C, Green / Cycle	0.18	0.44	0.44	0.16	0.42	0.42	0.22	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.07	0.26	0.26	0.04	0.33	0.33	0.15	0.03	0.06
s, saturation flow rate [veh/h]	1603	1683	1673	1603	1683	1634	1516	1646	1431
c, Capacity [veh/h]	283	745	741	254	715	694	336	292	254
d1, Uniform Delay [s]	23.72	13.50	13.50	23.97	15.90	15.91	23.03	22.50	23.19
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	0.71	0.72	0.22	1.79	1.85	2.32	0.24	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

Future AM

X, volume / capacity	0.42	0.58	0.58	0.28	0.77	0.77	0.67	0.15	0.32
d, Delay for Lane Group [s/veh]	24.10	14.22	14.22	24.18	17.69	17.76	25.35	22.75	23.89
Lane Group LOS	С	В	В	С	В	В	С	С	С
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.42	3.61	3.59	0.83	5.50	5.36	3.14	0.57	1.05
50th-Percentile Queue Length [ft/ln]	35.57	90.27	89.74	20.63	137.55	134.06	78.59	14.21	26.36
95th-Percentile Queue Length [veh/ln]	2.56	6.50	6.46	1.49	9.35	9.16	5.66	1.02	1.90
95th-Percentile Queue Length [ft/ln]	64.02	162.49	161.54	37.14	233.73	229.01	141.46	25.57	47.45



W-Trans

3

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

movement, represent, a interesental resource												
d_M, Delay for Movement [s/veh]	24.10	14.22	14.22	24.18	17.72	17.76	25.35	25.35	25.35	22.75	22.75	23.89
Movement LOS	С	В	В	С	В	В	С	С	С	С	С	С
d_A, Approach Delay [s/veh]		15.43		18.11				25.35		23.48		
Approach LOS		В			В			С			С	
d_I, Intersection Delay [s/veh]						17	.98					
Intersection LOS	В											
Intersection V/C	0.606											

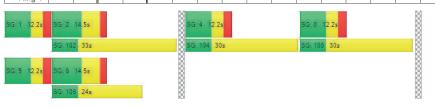
Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.21	22.21	22.21	22.21
I_p,int, Pedestrian LOS Score for Intersection	3.036	3.057	1.921	1.997
Crosswalk LOS	С	С	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/l	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	248	248	217	217
d_b, Bicycle Delay [s]	24.77	24.77	25.65	25.65
I_b,int, Bicycle LOS Score for Intersection	2.368	2.512	1.931	1.766
Bicycle LOS	В	В	A	A

Sequence

Future AM

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: S
Analysis Method: HCM
Analysis Period: 1

Signalized HCM 6th Edition 15 minutes Delay (sec / veh): Level Of Service: Volume to Capacity (v/c): 19.3 B 0.616

Intersection Setup

Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	:	
Approach	N	orthbour	ıd	S	outhbour	nd	Е	astboun	d	V	Westbound		
Lane Configuration	1	<u> 11</u>			<u> 11</u>			+					
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		55.00			55.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No			No			No						
Crosswalk	Yes			Yes			Yes			Yes			

W-Trans

Future PM

Volumes

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Bicycle Volume [bicycles/h]

Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave	
Base Volume Input [veh/h]	130	945	15	80	895	110	110	25	130	20	20	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	945	15	80	895	110	110	25	130	20	20	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	236	4	20	224	28	28	6	33	5	5	20
Total Analysis Volume [veh/h]	130	945	15	80	895	110	110	25	130	20	20	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stre	е	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street	t[0				0			0				
v_co, Outbound Pedestrian Volume crossing minor stre	е	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street	[0			0			0			0	
v ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

	Pedestrian Signal Group	0
	Pedestrian Walk [s]	0
Ì	Pedestrian Clearance [s]	0

W-Trans

W-Trans

Future PM 2 Future PM

0

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Movement.	Approach.	&	Intersection	Resu

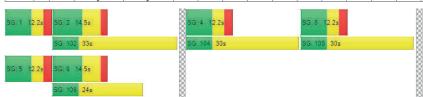
d_M, Delay for Movement [s/veh]	24.49	16.77	16.78	24.36	18.59	18.64	25.24	25.24	25.24	22.99	22.99	24.26
Movement LOS	С	В	В	С	В	В	С	С	С	С	С	С
d_A, Approach Delay [s/veh]		17.69		19.02				25.24		23.84		
Approach LOS		В			В			С			С	
d_I, Intersection Delay [s/veh]						19	.33					
Intersection LOS	В											
Intersection V/C	0.616											

Other Modes

other modes				
g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.49	22.49	22.49	22.49
I_p,int, Pedestrian LOS Score for Intersection	3.045	3.076	1.953	2.000
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/f	1] 2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	246	246	215	215
d_b, Bicycle Delay [s]	25.06	25.06	25.94	25.94
I_b,int, Bicycle LOS Score for Intersection	2.459	2.455	1.997	1.758
Bicycle LOS	В	В	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lane Group Calculations

Lane Group Calculations									
Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	65	65	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	12	27	27	11	26	26	16	11	11
g / C, Green / Cycle	0.18	0.42	0.42	0.16	0.40	0.40	0.25	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.08	0.29	0.29	0.05	0.30	0.30	0.17	0.02	0.06
s, saturation flow rate [veh/h]	1603	1683	1674	1603	1683	1619	1520	1642	1431
c, Capacity [veh/h]	284	701	697	260	676	650	374	287	250
d1, Uniform Delay [s]	24.06	15.56	15.56	24.12	16.79	16.80	22.46	22.77	23.53
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.43	1.20	1.21	0.25	1.77	1.84	2.78	0.22	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

Future PM

			_						
X, volume / capacity	0.46	0.69	0.69	0.31	0.76	0.76	0.71	0.14	0.32
d, Delay for Lane Group [s/veh]	24.49	16.77	16.78	24.36	18.56	18.64	25.24	22.99	24.26
Lane Group LOS	С	В	В	С	В	В	С	С	С
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.57	4.64	4.62	0.96	5.34	5.16	3.74	0.51	1.07
50th-Percentile Queue Length [ft/ln]	39.27	116.05	115.46	23.88	133.58	128.93	93.54	12.77	26.76
95th-Percentile Queue Length [veh/ln]	2.83	8.18	8.14	1.72	9.13	8.88	6.73	0.92	1.93
95th-Percentile Queue Length [ft/ln]	70.68	204.38	203.57	42.99	228.36	222.04	168.37	22.99	48.18

W-Trans

W-Trans

Future PM 5

Control Type: Analysis Method:

Analysis Period:

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

	Vo	lu	m	e
_				

Volumes												
Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	:
Base Volume Input [veh/h]	5	671	61	66	771	5	3	4	9	76	13	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	27	0	0	0	0	9	50	0	35	0	18	0
Site-Generated Trips [veh/h]	6	0	0	0	0	8	6	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	671	61	66	771	22	59	4	49	76	31	67
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	187	17	18	215	6	16	1	14	21	9	19
Total Analysis Volume [veh/h]	42	748	68	74	860	25	66	4	55	85	35	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major str	ee	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major stree	et [0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor str	ee	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor stree	et [0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Signalized HCM 6th Edition Delay (sec / veh): Level Of Service: 15 minutes

Volume to Capacity (v/c):

15.1 0.448

Intersection Setup

Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave		
Approach	N	orthbour	ıd	S	Southbound			astboun	d	Westbound			
Lane Configuration	אור				пIЬ			+			4r		
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		55.00			55.00			30.00		30.00			
Grade [%]	0.00				0.00		0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk		Yes			Yes			Yes			Yes		

W-Trans



Existing plus Project AM Existing plus Project AM

Airport Hotel Project 6/29/2022

7 tti port 1 lotor 1 rojoc

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	•
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No	İ		No	İ		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	52	52	52	52	52	52	52	52	52
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	8	19	19	10	21	21	11	12	12
g / C, Green / Cycle	0.16	0.37	0.37	0.19	0.40	0.40	0.21	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.25	0.05	0.26	0.26	0.08	0.07	0.05
s, saturation flow rate [veh/h]	1603	1683	1634	1603	1683	1666	1524	1625	1431
c, Capacity [veh/h]	260	623	605	304	669	662	325	369	325
d1, Uniform Delay [s]	18.74	13.68	13.68	17.91	12.84	12.84	17.53	16.77	16.39
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	1.23	1.26	0.15	1.15	1.16	0.74	0.51	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.66	0.66	0.24	0.67	0.67	0.38	0.33	0.23
d, Delay for Lane Group [s/veh]	18.85	14.91	14.95	18.06	13.98	13.99	18.27	17.28	16.75
Lane Group LOS	В	В	В	В	В	В	В	В	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.35	2.99	2.91	0.61	3.03	3.01	1.22	1.12	0.68
50th-Percentile Queue Length [ft/ln]	8.87	74.75	72.78	15.17	75.85	75.15	30.43	28.00	17.12
95th-Percentile Queue Length [veh/ln]	0.64	5.38	5.24	1.09	5.46	5.41	2.19	2.02	1.23
95th-Percentile Queue Length [ft/ln]	15.97	134.54	131.00	27.30	136.53	135.27	54.77	50.40	30.82



Airport Hotel Project

6/29/2022

Generated with PTV

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 2: Old Hwy 53/18th Ave Extension

Two-way stop HCM 6th Edition Delay (sec / veh): Level Of Service: 15.8 Control Type: Analysis Method: С Analysis Period: 15 minutes Volume to Capacity (v/c): 0.091

Intersection Setup

Name	Old I	lwy 53	Old H	lwy 53	18th Ave	Extension	
Approach	North	bound	South	nbound	West	tbound	
Lane Configuration	1	→	•	1	-	Γ	
Turning Movement	Thru	Thru Right		Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	100.00	0	0	0	
Entry Pocket Length [ft]	100.00	100.00		100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35	5.00	35	5.00	30	0.00	
Grade [%]	0	.00	0	.00	0	.00	
Crosswalk	Y	'es	Y	'es	Yes		

Volumes

Name	Old H	wy 53	Old H	wy 53	18th Ave	Extension
Base Volume Input [veh/h]	199	0	0	299	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	42	43	0	27	27
Site-Generated Trips [veh/h]	0	2	4	0	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	199	44	47	299	29	30
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	13	14	88	9	9
Total Analysis Volume [veh/h]	234	52	55	352	34	35
Pedestrian Volume [ped/h]	()	(0	()

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.85	14.92	14.95	18.06	13.99	13.99	18.27	18.27	18.27	17.28	17.28	16.75
Movement LOS	В	В В В			В	В	В	В	В	В	В	В
d_A, Approach Delay [s/veh]		15.12		14.30				18.27		17.08		
Approach LOS		В		В				В		В		
d_I, Intersection Delay [s/veh]						15	.12					
Intersection LOS							3					
Intersection V/C	0.448											

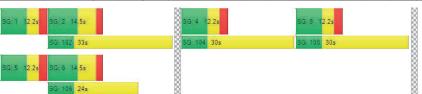
Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.09	16.09	16.09	16.09
I_p,int, Pedestrian LOS Score for Intersection	2.933	2.929	1.794	2.020
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/l	1] 2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	309	309	270	270
d_b, Bicycle Delay [s]	18.54	18.54	19.40	19.40
I_b,int, Bicycle LOS Score for Intersection	2.267	2.351	1.766	1.881
Bicycle LOS	В	В	Α	A

Sequence

Existing plus Project AM

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



W-Trans

W-Trans

Existing plus Project AM

Airport Hotel Project

6/29/2022

Intersection Settings

Existing plus Project AM

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.09	0.04	
d_M, Delay for Movement [s/veh]	0.00 0.00		7.95	0.00	15.78	10.74	
Movement LOS	A A		A	A A		В	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.14	0.47	0.47	
95th-Percentile Queue Length [ft/ln]	0.00 0.00		3.38	3.38	11.73	11.73	
d_A, Approach Delay [s/veh]	0.	00	1.	07	13.22		
Approach LOS	,	A	1	A	В		
d_I, Intersection Delay [s/veh]			1.	77			
Intersection LOS	С						

Generated with PTV Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

15.0

В

0.485

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Analysis Method: Analysis Period: Signalized HCM 6th Edition 15 minutes

Delay (sec / veh): Level Of Service: Volume to Capacity (v/c):

Intersection Setup

mioroccion occup													
Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave		
Approach	N	orthboun	ıd	S	outhbour	nd	Е	astboun	d	Westbound			
Lane Configuration	1	<u> 11</u>			٦l٢		+			46			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		55.00			55.00			30.00			30.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present		No			No			No			No		
Crosswalk		No Yes			Yes			Yes			Yes		



W-Trans Existing plus Project PM

Name

Base Volume Input [veh/h]

Base Volume Adjustment Factor

Heavy Vehicles Percentage [%]

Growth Factor

In-Process Volume [veh/h]

Site-Generated Trips [veh/h]

Diverted Trips [veh/h]

Pass-by Trips [veh/h]

Existing Site Adjustment Volume [veh/h]

Other Volume [veh/h]

Right Turn on Red Volume [veh/h]

Total Hourly Volume [veh/h]

Peak Hour Factor

Other Adjustment Factor

Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Presence of On-Street Parking

On-Street Parking Maneuver Rate [/h]

Local Bus Stopping Rate [/h]

v_do, Outbound Pedestrian Volume crossing major street
v_di, Inbound Pedestrian Volume crossing major street

v_co, Outbound Pedestrian Volume crossing minor stree

v_ci, Inbound Pedestrian Volume crossing minor street [

v_ab, Corner Pedestrian Volume [ped/h]

Bicycle Volume [bicycles/h]

Volumes

Airport Hotel Project

0

1.0000 1.0000

241

0

0

0

0

14 17 187

No No

SR 53

0

0

.0000 1.0000

2.00 2.00

1.0000

9 9

0 0

No No

59

19

1.0000 1.0000

2.00 2.00

1.0000 1.0000

0.9090 0.9090

1.0000 1.0000

0

0

0

0

0

0 0 13

0

0

18th Ave Extension

1.0000 1.0000 1.0000

0

0

0 0

0

0

0

0

0

1.0000 1.0000

2.00 2.00

18 0 18

7 0 0

0.9090 | 0.9090 | 0.9090 | 0.9090 | 0.9090 | 0.9090 | 0.9090

1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000

8 19

31

No No

SR 53

876 50 62 679 3 0 5

0 0

0 0

1.0000 1.0000 1.0000

2.00 2.00 2.00

1.0000 1.0000 1.0000

35

0

0 0 0 0 0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0

44 876 50 62 679 25 68 5 28 70 26 63

0.9090 0.9090 0.9090

1.0000

12

48 964 55 68 747 28 75

No

6/29/2022

18th Ave

8 63

1.0000 1.0000 1.0000

1.0000 1.0000

0

0

0

0

17

No

2

70

1.0000

0 0

0 0 0

77

29 69

0

0

0

0

0

2.00 2.00 2.00

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

W-Trans

Generated with PTV VISTRO Airport Hotel Project
Version 2021 (SP 0-6)

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

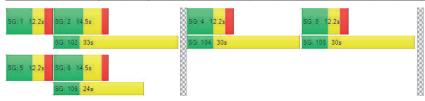
movement, Approach, a intersection results												
d_M, Delay for Movement [s/veh]	20.54	15.12	15.14	20.07	12.27	12.27	20.22	20.22	20.22	19.22	19.22	18.75
Movement LOS	С	В	В	С	В	В	С	С	С	В	В	В
d_A, Approach Delay [s/veh]		15.37			12.90			20.22		19.03		
Approach LOS		В			В			С				
d_l, Intersection Delay [s/veh]						14	.96	6				
Intersection LOS						1	3					
Intersection V/C				0.485								

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	18.04	18.04	18.04	18.04
I_p,int, Pedestrian LOS Score for Intersection	2.960	2.971	1.794	2.012
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	286	286	250	250
d_b, Bicycle Delay [s]	20.53	20.53	21.39	21.39
I_b,int, Bicycle LOS Score for Intersection	2.440	2.255	1.744	1.848
Bicycle LOS	В	В	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lane Group Calculations

						_			
Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	56	56	56	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	9	23	23	10	24	24	11	12	12
g / C, Green / Cycle	0.16	0.42	0.42	0.18	0.43	0.43	0.20	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.03	0.31	0.31	0.04	0.23	0.23	0.07	0.07	0.05
s, saturation flow rate [veh/h]	1603	1683	1651	1603	1683	1662	1555	1624	1431
c, Capacity [veh/h]	255	704	691	281	731	722	305	341	300
d1, Uniform Delay [s]	20.41	13.63	13.63	19.90	11.66	11.66	19.49	18.70	18.37
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	1.48	1.50	0.16	0.61	0.61	0.74	0.51	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

Existing plus Project PM

X, volume / capacity	0.19	0.73	0.73	0.24	0.53	0.53	0.37	0.31	0.23
d, Delay for Lane Group [s/veh]	20.54	15.11	15.14	20.07	12.27	12.27	20.22	19.22	18.75
Lane Group LOS	С	В	В	С	В	В	С	В	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.46	4.00	3.93	0.64	2.54	2.51	1.22	1.11	0.71
50th-Percentile Queue Length [ft/ln]	11.41	100.06	98.33	15.92	63.57	62.82	30.50	27.81	17.81
95th-Percentile Queue Length [veh/ln]	0.82	7.20	7.08	1.15	4.58	4.52	2.20	2.00	1.28
95th-Percentile Queue Length [ft/ln]	20.54	180.11	177.00	28.66	114.42	113.08	54.91	50.06	32.05

W-Trans

W-Trans

Existing plus Project PM

Airport Hotel Project

6/29/2022

Intersection Level Of Service Report Intersection 2: Old Hwy 53/18th Ave Extension

 Control Type:
 Two-way stop
 Delay (sec / veh):
 17.8

 Analysis Method:
 HCM 6th Edition
 Level Of Service:
 C

 Analysis Period:
 15 minutes
 Volume to Capacity (v/c):
 0.116

Intersection Setup

Name	Old F	lwy 53	Old H	lwy 53	18th Ave	Extension	
Approach	North	bound	South	bound	Westi	oound	
Lane Configuration	1	→	•	1	т		
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35	5.00	35.00		30.00		
Grade [%]	0	0.00		.00	0.00		
Crosswalk	Y	'es	Y	es	Yes		

Volumes

Existing plus Project PM

Name	Old H	lwy 53	Old H	lwy 53	18th Ave	Extension
Base Volume Input [veh/h]	371	0	0	288	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	38	39	0	33	33
Site-Generated Trips [veh/h]	0	2	4	0	2	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	371	40	43	288	35	37
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	11	12	77	9	10
Total Analysis Volume [veh/h]	398	43	46	309	38	40
Pedestrian Volume [ped/h]		0	0)

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio		0.00	0.04	0.00	0.12	0.06
d_M, Delay for Movement [s/veh]		0.00	8.36	0.00	17.80	12.48
Movement LOS	Α	A	A	A	С	В
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.13	0.13	0.65	0.65
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.21	3.21	16.14	16.14
d_A, Approach Delay [s/veh]	0.	00	1.0	08	15.	07
Approach LOS	1	A	F	A	(;
d_I, Intersection Delay [s/veh]			1.7	78		
Intersection LOS			(C		



Existing plus Project PM 7

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Analysis Method: Signalized HCM 6th Edition Analysis Period: 15 minutes

Delay (sec / veh): Level Of Service: 15.7 Volume to Capacity (v/c):

0.484

Intersection Setup

Name		SR 53			SR 53		18th /	Ave Exte	nsion		18th Ave		
Approach	N	lorthbour	nd	S	Southbound			Eastbound			Westbound		
Lane Configuration	7 				ПЬ			+			44		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		55.00			55.00			30.00			30.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk		Yes		Yes			Yes			Yes			

Volumes

Volumoo												
Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	
Base Volume Input [veh/h]	5	671	61	66	771	5	3	4	9	76	13	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	27	0	0	0	0	9	50	0	35	0	18	0
Site-Generated Trips [veh/h]	6	38	0	0	49	8	26	0	15	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	709	61	66	820	22	79	4	59	76	31	67
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	198	17	18	229	6	22	1	16	21	9	19
Total Analysis Volume [veh/h]	42	790	68	74	914	25	88	4	66	85	35	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stre	е	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street	[0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stre	е	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street	[0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	





Baseline plus Project AM Baseline plus Project AM

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO Version 2021 (SP 0-6)

Airport Hotel Project

6/29/2022

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Exclusive Pedestrian Phase

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No	İ	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

	Pedestrian Signal Group	0
I	Pedestrian Walk [s]	0
I	Pedestrian Clearance [s]	0

Lane Group Calculations

·									
Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	54	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	8	20	20	10	22	22	12	12	12
g / C, Green / Cycle	0.16	0.38	0.38	0.19	0.40	0.40	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.03	0.26	0.26	0.05	0.28	0.28	0.10	0.07	0.05
s, saturation flow rate [veh/h]	1603	1683	1637	1603	1683	1667	1528	1625	1431
c, Capacity [veh/h]	254	637	620	297	682	675	330	359	316
d1, Uniform Delay [s]	19.51	13.98	13.98	18.68	13.20	13.20	18.41	17.60	17.20
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	1.30	1.34	0.16	1.27	1.28	1.08	0.54	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.68	0.68	0.25	0.69	0.69	0.48	0.33	0.24
d, Delay for Lane Group [s/veh]	19.62	15.28	15.32	18.85	14.47	14.48	19.49	18.14	17.58
Lane Group LOS	В	В	В	В	В	В	В	В	В
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.37	3.30	3.21	0.64	3.41	3.38	1.64	1.18	0.72
50th-Percentile Queue Length [ft/ln]	9.35	82.41	80.32	16.03	85.20	84.46	41.12	29.52	18.05
95th-Percentile Queue Length [veh/ln]	0.67	5.93	5.78	1.15	6.13	6.08	2.96	2.13	1.30
95th-Percentile Queue Length [ft/ln]	16.83	148.35	144.57	28.86	153.35	152.02	74.02	53.14	32.49



W-Trans

Baseline plus Project AM Baseline plus Project AM

Airport Hotel Project

6/29/2022

Generated with PTV

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 2: Old Hwy 53/18th Ave Extension

Two-way stop HCM 6th Edition Delay (sec / veh): Level Of Service: 18.9 Control Type: Analysis Method: С Analysis Period: 15 minutes Volume to Capacity (v/c): 0.116

Intersection Setup

Name	Old H	lwy 53	Old F	lwy 53	18th Ave	Extension	
Approach	North	bound	South	bound	Westbound		
Lane Configuration	1	→	•	1	+	r	
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35	5.00	35	.00	30.00		
Grade [%]	0	.00	0.	00	0	.00	
Crosswalk	Y	'es	Y	es)	'es	

Volumes

Baseline plus Project AM

Name	Old H	wy 53	Old H	wy 53	18th Ave	Extension
Base Volume Input [veh/h]	199	0	0	299	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	42	43	0	27	27
Site-Generated Trips [veh/h]	30	2	34	30	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	44	77	329	29	30
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	13	23	97	9	9
Total Analysis Volume [veh/h]	269	52	91	387	34	35
Pedestrian Volume [ped/h]	-)	()	()

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.62	15.30	15.32	18.85	14.47	14.48	19.49	19.49	19.49	18.14	18.14	17.58	
Movement LOS	В	В В В			В	В	В	В	В	В	В	В	
d_A, Approach Delay [s/veh]		15.50			14.79			19.49			17.93		
Approach LOS		В			В			В			В		
d_I, Intersection Delay [s/veh]				15.67									
Intersection LOS						E	3						
Intersection V/C				0.484									

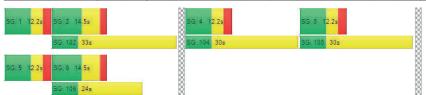
Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.89	16.89	16.89	16.89
I_p,int, Pedestrian LOS Score for Intersection	2.973	2.973	1.812	2.022
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/	1] 2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	299	299	262	262
d_b, Bicycle Delay [s]	19.36	19.36	20.22	20.22
I_b,int, Bicycle LOS Score for Intersection	2.302	2.395	1.820	1.881
Bicycle LOS	В	В	A	A

Sequence

Baseline plus Project AM

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



W-Trans

W-Trans

Airport Hotel Project

6/29/2022

Intersection Settings

Baseline plus Project AM

3			
Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.12	0.05		
d_M, Delay for Movement [s/veh]	0.00	0.00	8.14	0.00	18.87	11.48		
Movement LOS	A	A	A	A	С	В		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.24	0.24	0.57	0.57		
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.94	5.94	14.37	14.37		
d_A, Approach Delay [s/veh]	0.	00	1.5	55	15.	.12		
Approach LOS	,	A A						
d_I, Intersection Delay [s/veh]	2.06							
Intersection LOS	C							

Generated with PTV

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Signalized HCM 6th Edition Control Type: Analysis Method: Analysis Period: 15 minutes

Delay (sec / veh): Level Of Service: Volume to Capacity (v/c):

15.5 В 0.521

Intersection Setup

Name		SR 53	SR 53				18th Ave Extension			18th Ave		
Approach	N	orthbour	ıd	Southbound			Е	astboun	ď	Westbound		
Lane Configuration	•	<u> 11</u>						+		4		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		55.00			55.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Curb Present		No Yes			No			No			No	
Crosswalk					Yes		Yes			Yes		



W-Trans Baseline plus Project PM

Base Volume Input [veh/h]

Base Volume Adjustment Factor

Heavy Vehicles Percentage [%]

Growth Factor

In-Process Volume [veh/h]

Site-Generated Trips [veh/h]

Diverted Trips [veh/h]

Pass-by Trips [veh/h]

Existing Site Adjustment Volume [veh/h]

Other Volume [veh/h]

Right Turn on Red Volume [veh/h]

Total Hourly Volume [veh/h]

Peak Hour Factor

Other Adjustment Factor

Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Presence of On-Street Parking

On-Street Parking Maneuver Rate [/h]

Local Bus Stopping Rate [/h]

v_do, Outbound Pedestrian Volume crossing major street
v_di, Inbound Pedestrian Volume crossing major street

v_co, Outbound Pedestrian Volume crossing minor stree

v_ci, Inbound Pedestrian Volume crossing minor street [

v_ab, Corner Pedestrian Volume [ped/h]

Bicycle Volume [bicycles/h]

Volumes

Airport Hotel Project

SR 53

.0000 1.0000

2.00 2.00

1.0000

59

1.0000 1.0000

2.00 2.00

1.0000 1.0000

0.9090 0.9090

1.0000 1.0000

0

0

0

0

0

0 0 13

0 58 9 27

0 0 0 0

18th Ave Extension

1.0000 1.0000 1.0000

0

0

0 0

1.0000 1.0000 1.0000 1.0000

0

0

0

0

0

24

No No

1.0000 1.0000

2.00 2.00

18 0 18

16 0 0

0.9090 | 0.9090 | 0.9090 | 0.9090 | 0.9090 | 0.9090 | 0.9090

10 19

41

No No

SR 53

876 50 62 679 3 0 5

50 0

0 0

926

0

0

0

0

50 62 737 25 86 5 37 70 26 63

No No

0.9090 0.9090

1.0000 1.0000

1.0000 1.0000 1.0000

2.00 2.00 2.00

1.0000 1.0000 1.0000

35

0

0 0 0 0 0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0

44

0.9090

1.0000

12 255 14 17 203

48 1019 55 68 811 28 95

No

6/29/2022

18th Ave

1.0000 1.0000 1.0000

1.0000 1.0000 1.0000

29 69

0

0

0

0

0

1.0000 1.0000

0

0

0

0

17

No

2

70 8 63

1.0000

0 0

0 0 0

0 0 0

77

2.00 2.00

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersect	ion	Sett	ing
-----------	-----	------	-----

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

W-Trans

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Movement,	Approach,	&	Intersection	Results
-----------	-----------	---	--------------	---------

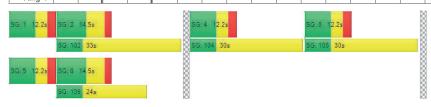
d_M, Delay for Movement [s/veh]	21.62	15.56	15.58	21.15	12.64	12.65	21.75	21.75	21.75	20.40	20.40	19.90
Movement LOS	С	В	В	С	В	В	С	С	С	С	С	В
d_A, Approach Delay [s/veh]		15.82		13.28			21.75			20.20		
Approach LOS	В			В			С				С	
d_I, Intersection Delay [s/veh]						15	.52					
Intersection LOS						E	3					
Intersection V/C						0.5	521					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	19.14	19.14	19.14	19.14
I_p,int, Pedestrian LOS Score for Intersection	3.009	3.023	1.811	2.015
Crosswalk LOS	С	С	A	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	275	275	241	241
d_b, Bicycle Delay [s]	21.65	21.65	22.52	22.52
I_b,int, Bicycle LOS Score for Intersection	2.485	2.308	1.794	1.848
Bicycle LOS	В	В	A	A

Sequence

0040000																
Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lane Group Calculations

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	58	58	58	58	58	58	58	58	58
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	9	25	25	10	26	26	12	12	12
g / C, Green / Cycle	0.15	0.43	0.43	0.17	0.44	0.44	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.03	0.32	0.32	0.04	0.25	0.25	0.09	0.07	0.05
s, saturation flow rate [veh/h]	1603	1683	1653	1603	1683	1663	1552	1624	1431
c, Capacity [veh/h]	248	724	711	272	749	741	307	329	290
d1, Uniform Delay [s]	21.48	13.97	13.97	20.98	11.97	11.97	20.66	19.84	19.48
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	1.58	1.61	0.18	0.67	0.67	1.09	0.56	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

Baseline plus Project PM

X, volume / capacity	0.19	0.75	0.75	0.25	0.56	0.56	0.46	0.32	0.24
d, Delay for Lane Group [s/veh]	21.62	15.54	15.58	21.15	12.64	12.65	21.75	20.40	19.90
Lane Group LOS	С	В	В	С	В	В	С	С	В
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.49	4.47	4.40	0.68	2.93	2.90	1.67	1.19	0.76
50th-Percentile Queue Length [ft/ln]	12.17	111.79	110.01	17.02	73.20	72.39	41.73	29.65	18.98
95th-Percentile Queue Length [veh/ln]	0.88	7.94	7.84	1.23	5.27	5.21	3.00	2.13	1.37
95th-Percentile Queue Length [ft/ln]	21.91	198.49	196.01	30.63	131.76	130.30	75.11	53.37	34.16

W-Trans

W-Trans

Baseline plus Project PM

Airport Hotel Project

6/29/2022

Intersection Level Of Service Report Intersection 2: Old Hwy 53/18th Ave Extension

 Control Type:
 Two-way stop
 Delay (sec / veh):
 20.9

 Analysis Method:
 HCM 6th Edition
 Level Of Service:
 C

 Analysis Period:
 15 minutes
 Volume to Capacity (v/c):
 0.142

Intersection Setup

Name	Old F	lwy 53	Old H	lwy 53	18th Ave	Extension	
Approach	North	bound	South	bound	Westbound		
Lane Configuration	1	→	•	1	T		
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0 0		0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35	5.00	35	.00	30.00		
Grade [%]	0	.00	0	.00	0.00		
Crosswalk	Y	'es	Y	es	Yes		

Volumes

Baseline plus Project PM

Name	Old H	lwy 53	Old H	wy 53	18th Ave Extension		
Base Volume Input [veh/h]	371	0	0	288	0	0	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	38	39	0	33	33	
Site-Generated Trips [veh/h]	29	2	31	27	2	4	
Diverted Trips [veh/h]	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	400	40	70	315	35	37	
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	107	11	19	85	9	10	
Total Analysis Volume [veh/h]	430	43	75	338	38	40	
Pedestrian Volume [ped/h]		0	()	0		

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.14	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	8.55	0.00	20.93	13.41
Movement LOS	A	A	A	A	С	В
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.22	0.22	0.77	0.77
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.54	5.54	19.25	19.25
d_A, Approach Delay [s/veh]	0.	00	1.3	55	17.	07
Approach LOS	1	A	,	A	(
d_I, Intersection Delay [s/veh]			2.	05		
Intersection LOS			(C		



Baseline plus Project PM 7

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Volumes												
Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave	:
Base Volume Input [veh/h]	120	845	15	70	995	90	90	20	115	20	25	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	33	0	0	0	0	14	60	0	43	0	19	0
Site-Generated Trips [veh/h]	6	0	0	0	0	8	6	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	845	15	70	995	112	156	20	163	20	44	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	211	4	18	249	28	39	5	41	5	11	20
Total Analysis Volume [veh/h]	159	845	15	70	995	112	156	20	163	20	44	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major str	ee	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major stree	t [0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor str	ee	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor stree	t [0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Analysis Method: Signalized HCM 6th Edition Analysis Period: 15 minutes

Delay (sec / veh): Level Of Service: 24.2 C 0.713 Volume to Capacity (v/c):

Intersection Setup

·													
Name		SR 53			SR 53			18th Ave Extension			18th Ave		
Approach	N	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration		411			h			+		44			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		55.00			55.00		30.00			30.00			
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present		No		No			No			No			
Crosswalk		Yes			Yes		Yes			Yes			

W-Trans

W-Trans

Future plus Project AM Future plus Project AM

Airport Hotel Project 6/29/2022

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Future plus Project AM

	Pedestrian Signal Group	0
I	Pedestrian Walk [s]	0
I	Pedestrian Clearance [s]	0

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Lane 0	roup	Cal	cul	ati	or	IS
--------	------	-----	-----	-----	----	----

Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	79	79	79	79	79	79	79	79	79
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	12	34	34	11	33	33	22	12	12
g / C, Green / Cycle	0.16	0.44	0.44	0.14	0.41	0.41	0.28	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.10	0.26	0.26	0.04	0.33	0.34	0.22	0.04	0.06
s, saturation flow rate [veh/h]	1603	1683	1673	1603	1683	1624	1519	1657	1431
c, Capacity [veh/h]	251	733	728	217	697	673	423	250	216
d1, Uniform Delay [s]	31.21	16.94	16.94	30.89	20.37	20.39	26.49	29.65	30.20
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.12	0.34	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.99	0.76	0.76	0.31	2.41	2.53	10.58	0.54	1.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.59	0.59	0.32	0.81	0.81	0.80	0.26	0.37
d, Delay for Lane Group [s/veh]	32.20	17.70	17.71	31.20	22.79	22.92	37.06	30.19	31.26
Lane Group LOS	С	В	В	С	С	С	D	С	С
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.62	5.00	4.97	1.11	7.93	7.69	6.88	1.08	1.40
50th-Percentile Queue Length [ft/ln]	65.54	125.06	124.32	27.78	198.14	192.16	172.12	27.09	34.89
95th-Percentile Queue Length [veh/ln]	4.72	8.67	8.63	2.00	12.54	12.23	11.19	1.95	2.51
95th-Percentile Queue Length [ft/ln]	117.98	216.76	215.75	50.00	313.56	305.83	279.70	48.77	62.81



W-Trans

Generated with PTV VISTRO Airport Hotel Project Version 2021 (SP 0-6)

Movement, Approach, & Intersection Results

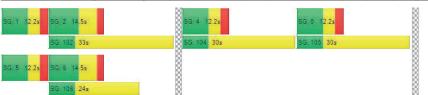
d_M, Delay for Movement [s/veh]	32.20	32.20 17.70 17.71			22.84	22.92	37.06	37.06	37.06	30.19	30.19	31.26	
Movement LOS	С	C B B			С	С	D	D	D	С	С	С	
d_A, Approach Delay [s/veh]		19.97			23.35			37.06			30.78		
Approach LOS		В			С			D			С		
d_I, Intersection Delay [s/veh]		24.20											
Intersection LOS		С											
Intersection V/C		0.713											

Other Modes

11.0	11.0	11.0	11.0
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
29.21	29.21	29.21	29.21
3.078	3.100	2.026	2.014
С	С	В	В
2000	2000	2000	2000
203	203	177	177
31.85	31.85	32.75	32.75
2.400	2.531	2.119	1.797
В	В	В	A
	0.00 0.00 29.21 3.078 C 2000 203 31.85 2.400	0.00 0.00 0.00 0.00 29.21 29.21 3.078 3.100 C C C 2000 2000 203 203 31.85 31.85 2.400 2.531	0.00 0.00 0.00 0.00 0.00 0.00 29.21 29.21 29.21 3.078 3.100 2.026 C C B 2000 2000 2000 203 203 177 31.85 31.85 32.75 2.400 2.531 2.119

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Generated with PTV

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

6/29/2022

Intersection Level Of Service Report Intersection 2: Old Hwy 53/18th Ave Extension

Two-way stop HCM 6th Edition Delay (sec / veh): Level Of Service: 18.1 Control Type: Analysis Method: С Analysis Period: 15 minutes Volume to Capacity (v/c): 0.112

Intersection Setup

Name	Old H	wy 53	Old F	lwy 53	18th Ave Extension		
Approach	North	bound	South	bound	Westbound		
Lane Configuration	ŀ	+	•	1	T		
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0 0		0	0 0		0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00 100.00		100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35	.00	35	.00	30.00		
Grade [%]	0.	00	0.	.00	0.00		
Crosswalk	Y	es	Y	es	Yes		

Volumes

Name	Old H	wy 53	Old H	wy 53	18th Ave	Extension	
Base Volume Input [veh/h]	199	0	0	299	0	0	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.4200	1.4200	1.4200	1.4200	1.4200	1.4200	
In-Process Volume [veh/h]	0	51	52	0	33	33	
Site-Generated Trips [veh/h]	0	2	4	0	2	3	
Diverted Trips [veh/h]	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	283	53	56	425	35	36	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	71	13	14	106	9	9	
Total Analysis Volume [veh/h]	283	53	56	425	35	36	
Pedestrian Volume [ped/h]	()	()	0		

W-Trans

W-Trans

Airport Hotel Project

6/29/2022

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.11	0.05			
d_M, Delay for Movement [s/veh]	0.00	0.00	8.08 0.00 18.09			11.49			
Movement LOS	A	A A A C							
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.14	0.57	0.57			
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.59	3.59 14.25		14.25			
d_A, Approach Delay [s/veh]	0	.00	0.9	94	14.74				
Approach LOS		A	1	4	E	3			
d_I, Intersection Delay [s/veh]		1.69							
Intersection LOS		С							

Generated with PTV

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 1: SR 53/18th Ave

Control Type: Analysis Method: Analysis Period: Signalized HCM 6th Edition

15 minutes

Delay (sec / veh): Level Of Service: 27.3 С Volume to Capacity (v/c): 0.735

Intersection Setup

	intersection octup													
	Name		SR 53			SR 53		18th	Ave Exte	nsion		18th Ave		
	Approach	N	Northbound			Southbound			Eastbound			Westbound		
	Lane Configuration	пIН			٦lb				+		Чr			
	Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
	No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1	
	Entry Pocket Length [ft]	675.00	100.00	100.00	720.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	
	No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Г	Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Г	Speed [mph]		55.00			55.00			30.00			30.00		
	Grade [%]		0.00			0.00			0.00			0.00		
Г	Curb Present	No			No			No			No			
	Crosswalk		Yes		Yes			Yes			Yes			



W-Trans Future plus Project PM

Base Volume Input [veh/h]

Base Volume Adjustment Factor

Heavy Vehicles Percentage [%]

Growth Factor

In-Process Volume [veh/h]

Site-Generated Trips [veh/h]

Diverted Trips [veh/h]

Pass-by Trips [veh/h]

Existing Site Adjustment Volume [veh/h]

Other Volume [veh/h]

Right Turn on Red Volume [veh/h]

Total Hourly Volume [veh/h]

Peak Hour Factor

Other Adjustment Factor

Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Presence of On-Street Parking

On-Street Parking Maneuver Rate [/h]

Local Bus Stopping Rate [/h]

v_do, Outbound Pedestrian Volume crossing major street
v_di, Inbound Pedestrian Volume crossing major street

v_co, Outbound Pedestrian Volume crossing minor stree

v_ci, Inbound Pedestrian Volume crossing minor street [

v_ab, Corner Pedestrian Volume [ped/h]

Bicycle Volume [bicycles/h]

Volumes

Airport Hotel Project

0

SR 53

0

0

1.0000 1.0000

2.00 2.00

1.0000 1.0000

1.0000 1.0000

0

0

0

0

0

1.0000 1.0000 1.0000 1.0000

No No

20 224 34 47

0 0 18

0

0

110 110

1.0000

2.00 2.00

9

0

No No

1.0000

69

9 0

0 0 0

.0000 1.0000 1.0000 1.0000

0

0

0

0

0

18th Ave Extension

1.0000 1.0000 1.0000

1.0000 1.0000 1.0000

0

25 130

2.00 2.00

36 0 21

7 0 0

1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000

43 5 10 20

No No

SR 53

0 0

0 0

0

0

0

0

130 945 15 80 895

1.0000 1.0000 1.0000

2.00 2.00 2.00

1.0000 1.0000 1.0000

42

0

0 0 0 0 0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0

179 945 15 80 895 137 188 25 173 20 41 80

1.0000 1.0000 1.0000

1.0000

45 236

179 945 15 80 895 137 188 25 173

No

6/29/2022

80

0

0

0

0

No

2

1.0000 1.0000

18th Ave

20

1.0000

2.00 2.00

0 0

0 0 0

0 0 0

20

20

1.0000 1.0000 1.0000

.0000 1.0000 1.0000

41 80

0

0

0

0

0

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Intersection	Setting

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	8	0	7	8	0	0	7	0	0	7	0
Maximum Green [s]	20	50	0	20	50	0	0	20	0	0	20	0
Amber [s]	3.2	5.0	0.0	3.2	5.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	2.0	1.5	0.0	2.0	1.5	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	14	0	12	14	0	0	12	0	0	12	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	17	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

W-Trans

W-Trans

Airport Hotel Project

6/29/2022

Generated with PTV VISTRO

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

Movement, Approach, & Intersection Results

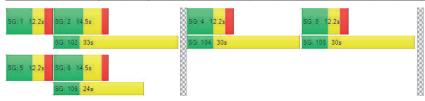
d_M, Delay for Movement [s/veh]	33.71	20.61	20.62	33.35	25.12	25.21	43.20	43.20	43.20	32.34	32.34	33.62
Movement LOS	С	C C C		С	С	С	D	D	D	С	С	С
d_A, Approach Delay [s/veh]		22.67			25.73			43.20			33.07	
Approach LOS	С		С			D			С			
d_I, Intersection Delay [s/veh]						27	.28					
Intersection LOS	С											
Intersection V/C	0.735											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.34	31.34	31.34	31.34
I_p,int, Pedestrian LOS Score for Intersection	3.091	3.126	2.073	2.020
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/l	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	192	192	168	168
d_b, Bicycle Delay [s]	33.99	33.99	34.90	34.90
I_b,int, Bicycle LOS Score for Intersection	2.499	2.477	2.197	1.792
Bicycle LOS	В	В	В	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lane Group Calculations

Lane Group Galcalations									
Lane Group	L	С	С	L	С	С	С	С	R
C, Cycle Length [s]	83	83	83	83	83	83	83	83	83
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	14	35	35	11	32	32	25	12	12
g / C, Green / Cycle	0.17	0.42	0.42	0.13	0.39	0.39	0.30	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.11	0.29	0.29	0.05	0.31	0.31	0.25	0.04	0.06
s, saturation flow rate [veh/h]	1603	1683	1674	1603	1683	1606	1525	1656	1431
c, Capacity [veh/h]	267	711	707	214	656	626	459	237	205
d1, Uniform Delay [s]	32.62	19.47	19.47	32.95	22.63	22.64	27.29	31.77	32.41
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.11	0.47	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.10	1.14	1.14	0.40	2.43	2.57	15.92	0.57	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.68	0.68	0.37	0.81	0.81	0.84	0.26	0.39
d, Delay for Lane Group [s/veh]		20.61	20.62	33.35	25.07	25.21	43.20	32.34	33.62
Lane Group LOS	С	С	С	С	С	С	D	С	С
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.15	6.52	6.48	1.37	8.20	7.86	8.89	1.11	1.50
50th-Percentile Queue Length [ft/ln]	78.87	162.94	162.12	34.30	205.11	196.56	222.27	27.72	37.56
95th-Percentile Queue Length [veh/ln]	5.68	10.70	10.66	2.47	12.90	12.46	13.78	2.00	2.70
95th-Percentile Queue Length [ft/ln]	141.96	267.62	266.52	61.73	322.55	311.52	344.52	49.89	67.60

W-Trans

W-Trans

Future plus Project PM

Future plus Project PM

Generated with PTV VISTRO

Airport Hotel Project

Version 2021 (SP 0-6)

Intersection Level Of Service Report Intersection 2: Old Hwy 53/18th Ave Extension

Control Type: Two-way stop HCM 6th Edition Delay (sec / veh): Level Of Service: 24.9 Analysis Method: С Analysis Period: 15 minutes Volume to Capacity (v/c): 0.185

Intersection Setup

Name	Old Hwy 53		Old H	lwy 53	18th Ave	Extension	
Approach	Northbound		South	bound	Westbound		
Lane Configuration	 		+	1	т		
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00 100.00		100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00		35.00		30.00		
Grade [%]	0.00		0.	.00	0.00		
Crosswalk	Y	es	Υ	es	Yes		

Volumes

Future plus Project PM

Name	Old H	lwy 53	Old H	wy 53	18th Ave	Extension
Base Volume Input [veh/h]	371	0	0	288	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4100	1.4100	1.4100	1.4100	1.4100	1.4100
In-Process Volume [veh/h]	0	52	53	0	40	41
Site-Generated Trips [veh/h]	0	2	4	0	2	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	523	54	57	406	42	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	14	14	102	11	11
Total Analysis Volume [veh/h]	523	54	57	406	42	45
Pedestrian Volume [ped/h]		D	()	()

Generated with PTV

Airport Hotel Project

6/29/2022

Version 2021 (SP 0-6)

6/29/2022

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.06	0.00	0.19	0.08		
d_M, Delay for Movement [s/veh]	0.00	0.00	8.83	0.00	24.94	15.79		
Movement LOS	A	A	A	A	С	С		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	1.07	1.07		
95th-Percentile Queue Length [ft/ln]	0.00 0.00		4.54	4.54	26.69	26.69		
d_A, Approach Delay [s/veh]	0.	00	1.	09	20.	21		
Approach LOS	A A C				;			
d_I, Intersection Delay [s/veh]	2.01							
Intersection LOS		C						



W-Trans Future plus Project PM

CITY OF CLEARLAKE PUBLIC HEARING NOTICE PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the City of Clearlake Planning Commission will hold a public hearing at a regularly scheduled meeting on **Tuesday**, **December 13th**, **2022**, **at 6:00 p.m.** or soon thereafter in the City Council Chambers at City Hall, 14050 Olympic Drive, Clearlake, CA., to consider:

• Conditional Use Permit Application (CUP 2022-02); Design Review (DR 2022-02) and corresponding Environmental Analysis (CEQA IS 2022-06) to allow the development of a +/- 75 Bedroom Hotel with meeting hall/event center, onsite sales and consumptions of alcoholic beverages and the extension of 18th Avenue to connect to Old Highway 53 located at 6356 Armijo Avenue; Clearlake, CA 95422 further described as Assessor Parcel Number 042-121-25.

If you would like to comment remotely, please send all comments to Senior Planner Mark Roberts at mroberts@clearlake.ca.us prior to the commencement of the meeting and be sure to identify the subject you wish to comment on in the subject line.

The Council Chambers are open to the public and members of the public may also participate via Zoom (link to be circulated with agenda materials). Please contact the Community Development Department for any additional information or questions, available by phone at (707) 994-8201.

The City of Clearlake does not discriminate in housing or employment on the basis of race, religion, sex, age, national origin, or disability. The location of the public hearing is fully accessible to mobility-impaired individuals. In compliance with the Americans with Disabilities Act, the City of Clearlake encourages those with disabilities to participate fully in the public hearing process. If you require special accommodations in order for you to participate in this public meeting process, please contact the City Clerk at (707) 994-8201 or by e-mail at mswanson@clearlake.ca.us in advance of the public hearing so that we may make every reasonable effort to accommodate you.

POSTED: Saturday, December 3rd, 2022



City of Clearlake Notice of Intent to Adopt a Mitigated Negative Declaration (MND)

Notice is hereby given that the City of Clearlake has tentatively determined that the project described below will not result in a significant adverse impact on the environment and that, in accordance with the California Environmental Quality Act, the City is prepared to issue a "mitigated negative declaration" in accordance with the California Environmental Quality Act (CEQA).

Project Name: Airport Hotel and 18th Avenue Extension Project

Project Numbers: Conditional Use Permit (CUP 2022-02); Design Review (DR 2022-02) &

Environmental Analysis (CEQA IS 2022-06).

Project Location: 6356 Armijo Avenue, Clearlake, CA 95422, Assessor Parcel Number

(APN): 042-121-25.

Zoning Designation: "GC" General Commercial

Project Summary: The Airport Hotel and 18th Avenue Extension Project would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk. The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM. A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site.

The proposed 18th Avenue extension would consist of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 interest of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue leg. ADA-compliant curb ramps, a relocated rule.

would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated ousstop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater

This tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. Anyone may review this study at Clearlake City Hall, 14050 Olympic Drive, Clearlake, CA 95901, during normal business hours or by downloading the CEQA Packet from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

The public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

For more information, please call (707) 994-8201 during normal business hours of City Hall (Monday through Thursday – 8am to 5pm). During this period written comments on the project and the proposed mitigated negative declaration may be addressed. You may also submit comments via email at mroberts@clearlake.ca.us. Final environmental determinations are made by the decision-making body, which, in this case would be the City of Clearlake, Planning Commission.

City of Clearlake - Community Development Department Attn: Mark Roberts - Senior Planner 14050 Olympic Drive Clearlake, CA 95422

From:

Mark Roberts

Sent:

Monday, March 7, 2022 10:09 AM

Subject:

Request for Review (RFR) CUP 2022-02 and CE 2022 -05

Attachments:

RFR & AB 52 for CUP 2022-05.pdf

Tracking:

Recipient Delivery

Dave Deakins

Delivered: 3/7/2022 10:10 AM

Lee Lambert

Delivered: 3/7/2022 10:10 AM

Andrew White

Delivered: 3/7/2022 10:10 AM

swartz@cecusa.net

Marisa Hewitt

dougg@lcaqmd.net

Ryan Lewelling

Steven Phillips

Lori Baca

Greg Peters

Jackman, Rex A@DOT

KN

Dino Beltran

'ROBERTSON, JESSE GRAHAM@DOT'

Cory Smith

Adeline Brown

Delivered: 3/7/2022 10:10 AM

Dale Goodman

Delivered: 3/7/2022 10:10 AM

SantaRosa@abc.ca.gov

Yolanda Tovar

Good Morning,

You are receiving this email in regards to the proposed development located at 15500 18th Avenue in Clearlake, CA. Please review the above attached Request for Review Packet. The applicant is requesting approval of a Conditional Use Permit to allow the onsite sales and consumption of alcoholic beverages and special events associated with the proposed commercial development. Please be aware, this RFR is solely for the onsite sales and consumption of alcoholic beverages and special events associated with the proposed commercial development.

If you have any questions or need additional information, please let me know.

Sincerely,

Mark



Mark Roberts | Senior Planner
City of Clearlake

From: postmaster@koination.com
To: dbeltran@koination.com

Sent: Monday, March 7, 2022 10:09 AM

Subject: Delivered: Request for Review (RFR) CUP 2022-02 and CE 2022 -05

Your message has been delivered to the following recipients:

dbeltran@koination.com

Subject: Request for Review (RFR) CUP 2022-02 and CE 2022 -05



Request for Review (RFR) CU...

From: postmaster@koination.com

To: darinbeltran@koination.com

Sent: Monday, March 7, 2022 10:09 AM

Subject: Delivered: Request for Review (RFR) CUP 2022-02 and CE 2022 -05

Your message has been delivered to the following recipients:

darinbeltran@koination.com

Subject: Request for Review (RFR) CUP 2022-02 and CE 2022 -05



Request for Review (RFR) CU...

From: postmaster@koination.com

To: judithfasthorse@koination.com
Sent: Monday, March 7, 2022 10:09 AM

Subject: Delivered: Request for Review (RFR) CUP 2022-02 and CE 2022 -05

Your message has been delivered to the following recipients:

judithfasthorse@koination.com

Subject: Request for Review (RFR) CUP 2022-02 and CE 2022 -05



Request for Review (RFR) CU...

From: postmaster@koination.com
To: yolandatovar@koination.com
Sent: Monday, March 7, 2022 10:09 AM

Subject: Delivered: Request for Review (RFR) CUP 2022-02 and CE 2022 -05

Your message has been delivered to the following recipients:

yolandatovar@koination.com

Subject: Request for Review (RFR) CUP 2022-02 and CE 2022 -05



Request for Review (RFR) CU...

From: Yolanda Tovar <yolandatovar@koination.com>

Sent: Monday, March 7, 2022 11:10 AM

To: Mark Roberts

Subject: Read: Request for Review (RFR) CUP 2022-02 and CE 2022 -05 **Attachments:** Read: Request for Review (RFR) CUP 2022-02 and CE 2022 -05

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Yolanda Tovar <yolandatovar@koination.com>

Sent: Monday, March 7, 2022 11:10 AM

To: Mark Roberts

Subject: Read: Request for Review (RFR) CUP 2022-02 and CE 2022 -05
Attachments: Read: Request for Review (RFR) CUP 2022-02 and CE 2022 -05

CAUTION: This email originated from outside of the organization. Do not click links

or open attachments

unless you recognize the sender and know the content is safe.

Distribution Date: March 7th 2022 **Return by Date: 3/17/2022**



City of Clearlake

14050 Olympic Drive, Clearlake, California 95422 (707) 994-8201 Fax (707) 995-2653

Community Development Dept. Request for Review and AB 52

City Departments	County Departments	State/Federal Departments	Tribal Organizations	Other
⊠Building	☑ Air Quality Mgmt	⊠ Caltrans	■ Elem Indian Colony	☐ Cal Cannabis
☑ Code Enforcement	■ Assessor/Recorder	☐ CA Air Board	☐ Middletown Ranch.	☑ CA Dept PH
☑Police Department	☑ Env Health	☐ CA Dept F&W	■ Koi Nation of NCA	□ BCC
⊠ Engineering	☑ LC Special Districts	\square USA Corps of Eng	□ NAHC	□ CDFA
⊠ Fire	☐ LC DPW/Surveyor	☐ US F&W Serv	☐ HERC	
□ PGE	☐ LC Water Resources	☐ Sonoma State		
☐ Golden State Water	☑ LC Tax Collector	☑ CHP		
☐ Konocti Water	☐ LC Transit	△ ABC		
☐ Highlands Water	☐ Lake Area Plng Cncl	☐ CA Water Boards		

Request: Please review the enclosed application packet material and return any comments by March 18th, 2022 via email: mroberts@clearlake.ca.us or postage: Clearlake City Hall attn. Planning Department, 14050 Olympic Drive, Clearlake, CA 95422.

[Tribal Organizations Only] Please note: In accordance with Section 21080.3.1(b) of the PRC, Consultation request under AB52 must be received in writing within 30 days of receipt of this notice on 10-30-21. We are responding to your request to be notified of projects in our jurisdiction that will be reviewed under CEQA and hereby notifying you of an opportunity to consult with us regarding the potential for this project to impact Tribal Cultural Resources, as defined in Section 21074 of the PRC

From: Mark Roberts

File: CUP 2022-2 and CE 2022-05 Applicant/Owner: MLI Associates, LLC

Location: 15500 18th Avenue; Clearlake, CA 95422

Zoning: "GC" General Commercial General Plan: General Commercial

Project Description: The applicant is requesting approval of a Conditional Use Permit to allow the onsite sales and consumption of alcoholic beverages and special events associated with the proposed commercial development.

Section H, Item 4.

Comments/Concerns:		
nature		

(47 2022-02 & CF 2022-05



				INITIAL FEES:			
	City	of Clearla	ke	Permit	\$750.00		
Clearlake	40			CEQA			
Z TOTAL SART		Drive, Clearlake, Califo -8201 Fax (707) 995-		Receipt #			
7640-3036 M	_			Received By	M		
□Appeal	☐ Zoning Clearance☐ Design Review	☐ Change Address☐ Cert. of Compliance		Date	2-16-2022		
□Variance □Rezone/GPA □Dev. Agreement	☐Sign Permit ☐Tree Permit ☑AUP/CUP	□ Nonconforming Cer □ Parcel Map/Subdivis □ Segregation/Combin	t. sion	Planning Application			
	APPLICANT:		PROPERTY	OWNER (IF NOT APP	LICANT)		
NAME: MLT A	SSOUATES LL		NAME:				
MAILING ADDRESS	: 3767 HARLES	PILLA TELL.	MAILING ADDRESS:				
CITY: FREMON	ZIP:	auxx	CITY:	ZIP:			
PRIMARY PHONE:	415-623-4152	-11-255	PRIMARY PHONE: (_)	ZIP:			
EMAIL: Matty	Milate Loi	ч	EMAIL:		_		
	ry that I am the owner of said proper			that I am the owner of said property			
property owner to file this appl	ication. I certify that all of the submittend belief. I understand that any miss	ed information is true and correct	property owner to file this application	on. I certify that all of the submitted in lief. I understand that any misrepress	formation is true and correct to		
	PROJECT LOCATION	le le		OFFICE ONLY:			
ADDRESS:	15500 18 AVE		ZONING:				
PROPERTY SIZE:	138,480 5		GENERAL PLAN:				
PRESENT USE OF I	AND: UN DEVEL	D(6)	APPROVED:	DATE:			
SEWER/SEPTIC:	PUBLIC		NOTES:		-		
FLOOD ZONE:	No						
		DESCRIPTION	N OF PROJECT:				
THIS IS A	part of 50	at cat densi	PLANT PROJECT	। १९७ १०४७	AT OD		
ALLPOOR IN	city of cross	LAKE. AT T	HIS LOUTIN,	MLI ASSOCIATE	15 12		
Pozes n	D Davelote	75-60 UNIT	tola Blands	BI MARRIST	T / FAILP 1500		
10 / har	ITES. LILE	MIS CUE ATT	ACHOD FILE)				
Full Abo	licene.						
200 /	conference c	ent		RECEIVE	9		
				FEB 1 6 200	72		

CITY OF CLEARLAKE

Jan 2021 Z:\FORMS-GENERAL\Planning 2021

Supplemental Data for Use Permit

Please answer the following questions as thoroughly as possible. If questions do not apply to your project, please provide an explanation of why. Use separate sheets of paper if necessary. IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CITY OF CLEARLAKE - PLANNING DIVISION.

Description of objective of project and its ope	rational characteristics:
Type of Business: HOTEL	
Product or service provided: WOSPITALITY	WITH FOOD & BEVELAGE
Hours of operation: 24 Hours / pay 7 Days / 140	∠Days of operation:
Number of shifts (normal): 35447(\$ / DAT	Number of shifts (peak):
Employees per shift (normal): 12 EMUNTES	Employees per shift (peak): 20
Number of deliveries per day: _3	Number of customer per day: 70-100
Number of pick-ups per day: <u>แมนทอนม</u>	Lot size: 138,440 SP
Number and type of company Vehicles: 2_	Type of loading facilities: <u>Crosso</u>
Floor area of existing structures:o_	Proposed building floor area: 45.000 \$
Number of existing parking spaces:	Number of proposed parking spaces:
Number of floors: 4	
Additional relevant information:public e	SEE ATTACHED PILE.
(************************************	
·	

Supplemental Data Continued)

When do you anticipate starting construction?
JUNE 2023
How long will construction take?
12-18 MONTHS
What days/times will construction occur?
MONDAY - SATURDAY & MM 6 PM
p de la company
What type of construction equipment will be used?
LIGHT TRULE TO HEAD! EQUIMENTS
How many truck/vehicle trips will be necessary for construction?
Will equipment be idling during construction?
Yes
Where will construction equipment be staged/stored?
Stage)
NAPIL
Will any trees or vegetation be removed? If yes, please provide type and amounts.
No

Supplemental Data (Continued)

How much grading is anticipated to occur and where?	
nykypmy	
Will soil be imported or exported to/from the site? If so from where and what amount?	
Is trenching required? If yes, please provide location, dimensions and cubic yards.	
How much water will be used for construction, operation and maintenance? What is the water source? PUBLIC	
Describe how scenic views or vistas are impacted by the cultivation site. NoN€	
What lighting is proposed for the project? Will areas be lit at night?	
What type of hazardous materials may and/or will occur on site? How will the hazardous material be disposed of?	

Supplemental Data for (Continued)

NO	
managed	dust, ash, smoke, fumes or odors generated by the cultivation site be
wetlands	e any water features (drainages, streams, creeks, lakes, rivers, vernal pools, s, etc.) on-site or immediately adjacent to the project? If yes, will any work take or near them?
	e be a loss of any wetland or streamside vegetation? If yes, describe where, a, and type of vegetation lost.
Describe	and site or buildings have any archaeological or historical significance.
What are	the slopes on project site?

Supplemental Data (Continued)

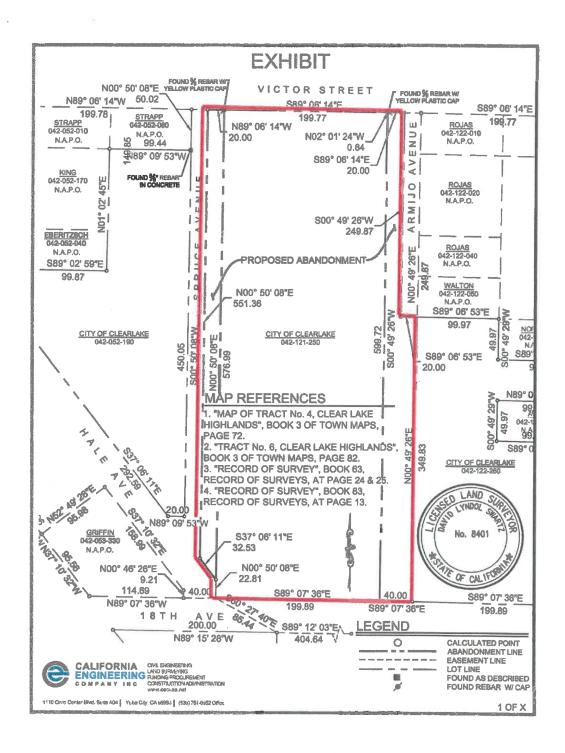
Describe the soils found at the site and their potential for landslides, erosion, lateral spreading, subsidence, liquefaction, or collapse. UNKNOWN, USED TO BE AN ALPORT / PLANE RUNLWAY Describe methods to be taken to reduce greenhouse gases. Will solid waste be produced? If yes, how will it be disposed of? RELYLLED Will hazardous waste be produced? If yes, how will it be disposed of? NO How will vegetative waste be managed? REPLANT RECYCLE How will growth medium waste be managed? Will any material be taken to a landfill? If yes, which one and how much material is anticipated?

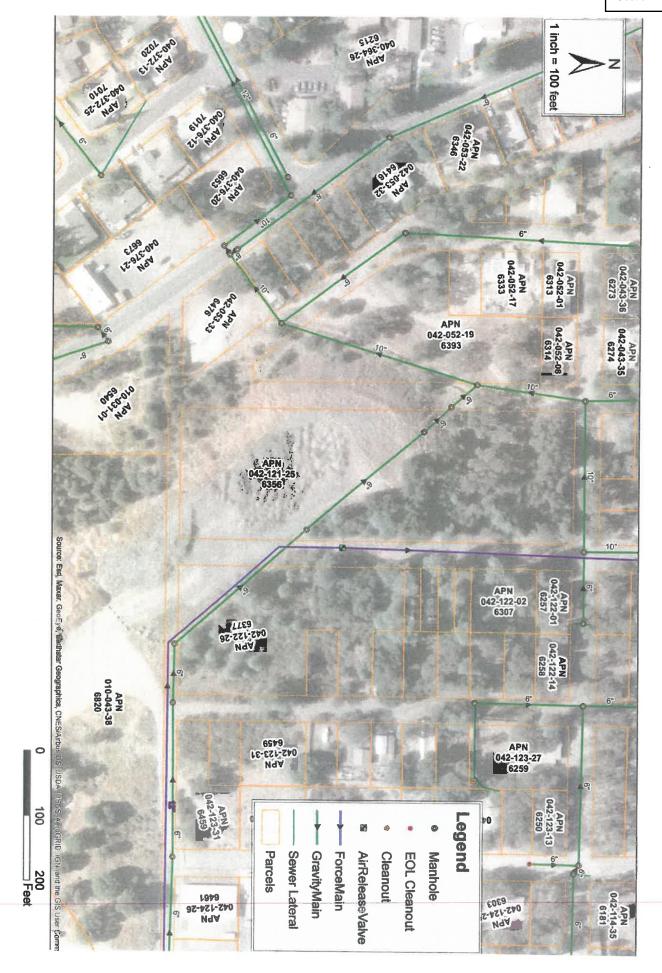
Supplemental Data (Continued)

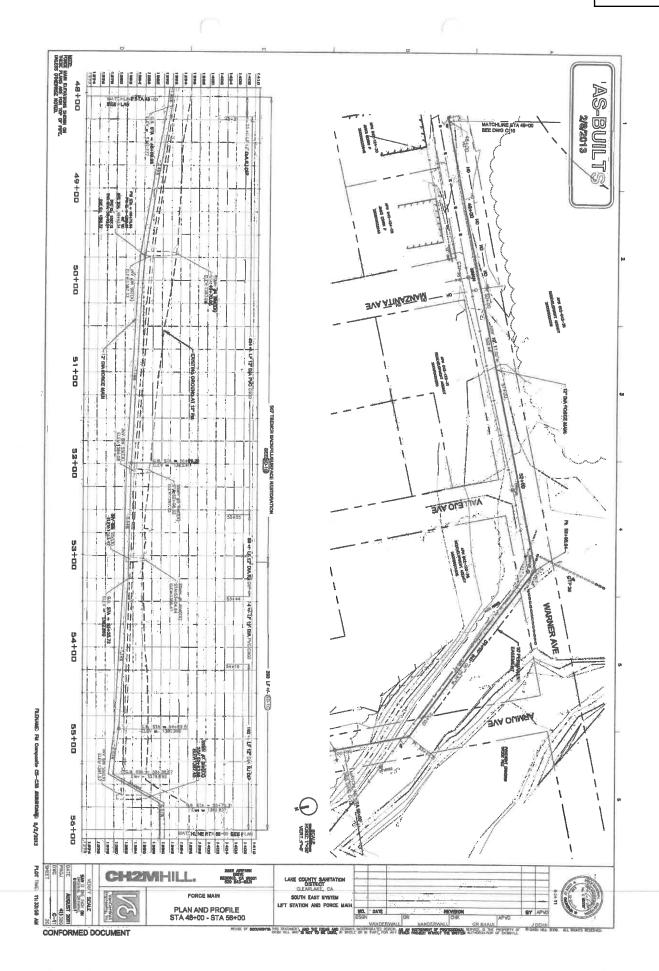
Describe risk of an explosion or release of hazardous substances in case of an accident		
VERY LOW TO NONE		
Do portions of the cultivation site periodically flood?		
Describe the existing drainage patterns on the site and how they may be alternated are to what degree as a result of this project.		
NATURAL GRAVITY DRAINIAGE		
What Best Management Practices (BMP's) or measures will be implemented in order to prevent erosion and impacts to water quality? Whater erosion (Differ (MAN) WILL BE MANIED.		
Is wastewater treatment required for the project? If yes, what is the source?		
Describe how this project is consistent with the City's General Plan and Zoning Ordinance.		
VERY CONGISTENT		
Describe the level and frequency of noise or vibration that will be generated from this project.		
HONE		

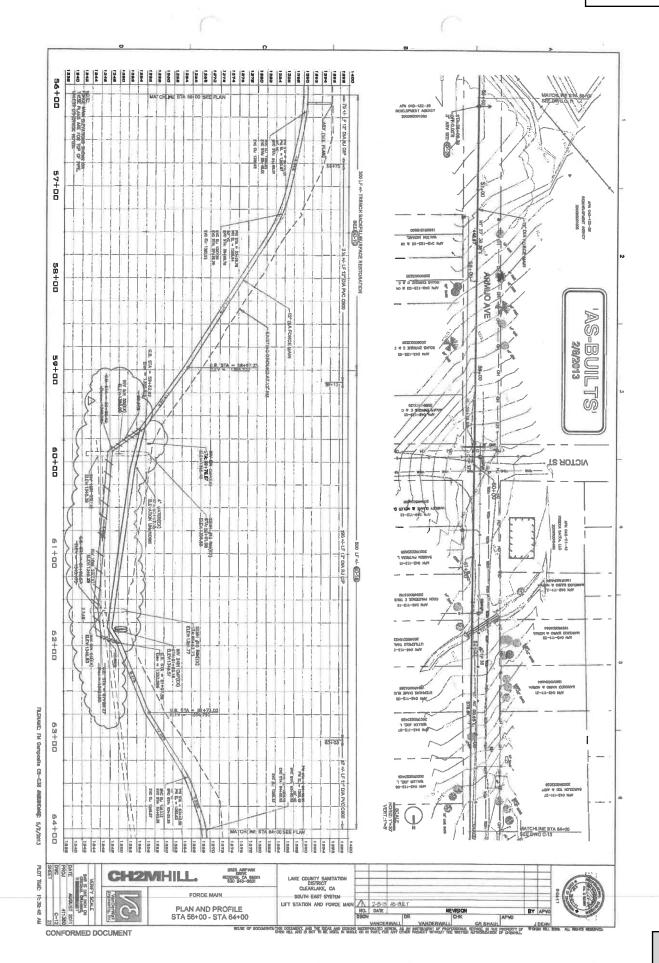
Supplemental Data for Initial Study (Continued)

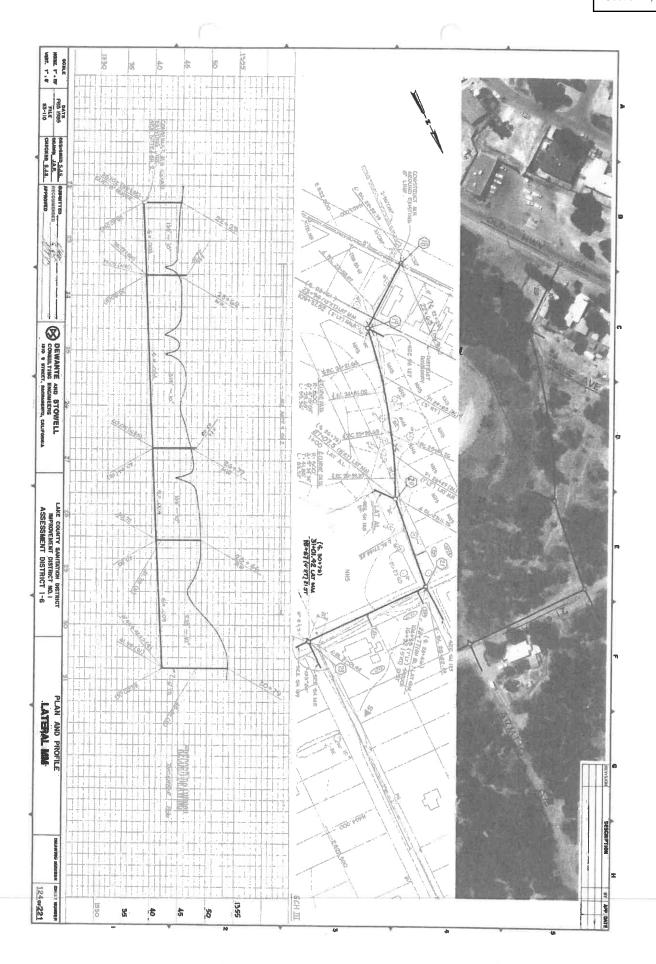
NONE	
, , , , , , , , , , , , , , , , , , , ,	
How is the site a	accessed?
EASING ACCE	ESSED VIA PUBLIC POAD
Describe the am	nount of traffic the project will generate.
VERY MINIM	AL
type of materia	pad improvements that would be required? If yes, please provide specs ils and dimensions).
Describe if this por pedestrians?	project will result increased traffic hazards to motor vehicles, bicyclists,
No	
No Are greenhouse	s or other accessory structures proposed? If yes, what are the ne structures and materials/colors they will be constructed out of?
Are greenhouse dimensions of the	• • • • • • • • • • • • • • • • • • • •

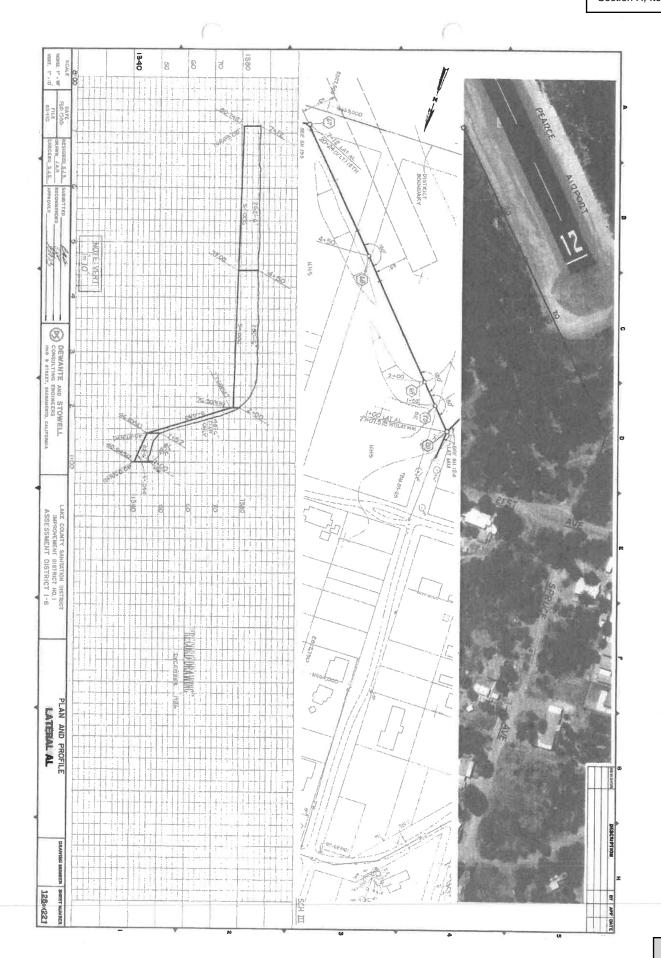


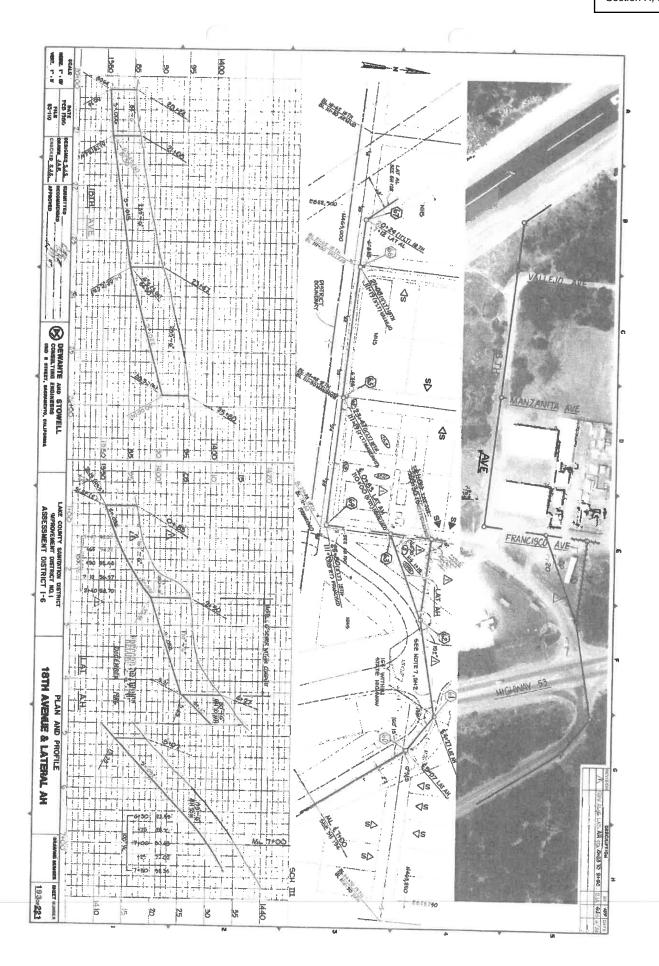












Adeline Leyba

From:

Adeline Leyba

Sent:

Monday, January 9, 2023 2:32 PM

To:

Mark Roberts

Subject:

FW: Request for Review

Attachments:

RFR .docm; 21-719 18th & Hotel Site Plan.pdf



Adeline Leyba
Public Works Director | City of Clearlake
14050 Olympic Dr.
Clearlake, CA 95422

Phone: 707-994-8201 Ext: 341

Fax: 707-995-2653

From: Adeline Brown

Sent: Wednesday, February 16, 2022 2:48 PM

To: rgeary@hpultribe-nsn.gov; Marisa Hewitt < mhewitt@cecusa.net>

Subject: Request for Review

Hi Bob,

You are receiving this email in accordance with Assembly Bill 52 (AB52) and Section 21080.3.1(b) of the California Public Resources Code (PRC). We are responding to your request to be notified of projects in our jurisdiction that will be reviewed under CEQA. We are hereby notifying you of an opportunity to consult with us regarding the potential impacts this project may have on Tribal Cultural Resources, as defined in Section 21074 of the PRC. The purposes of tribal consultation under AB52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within the project area, and if so, whether or not those resources will be significantly impacted by the project. If tribal cultural resources may be significantly impacted, then consultation (if requested) will help to determine the most appropriate way to avoid or mitigate those impacts.

Therefore, please review and comment on the enclosed AB 52 Packet (Refer to attachment above) and return all comments by within 30 days of receipt of this email per Pub. Resources Code § 21080.3.1, subd. (d)). Please email your comments to Adeline Brown — Engineer Tech at abrown@clearlake.ca.us or mail them to the address listed in the letterhead above. If your Tribal agency would like to formally request an AB 52 Tribal Consultation, please email or write your request and designated lead contact person within the required time frame noted above.

Best Regards,

Adeline Brown
Engineer Tech/Construction Manager
City of Clearlake

Section H, Item 4.

(707) 994-8201 Ext. 341 abrown@clearlake.ca.us



Return by Date: 3/16/22



City of Clearlake

14050 Olympic Drive, Clearlake, California 95422 (707) 994-8201 Fax (707) 995-2653

Engineering Dept. Request for Review

Local Departments	Regional Departments	State/Federal Departments	Tribal Organizations	Other
□Building	☐ Air Quality Mgmt	☐ Caltrans	☐ Elem Indian Colony	☐ Cal Cannabi
☐Code Enforcement	☐ Assessor/Recorder	☐ Ca Air Board	☐ Middletown Ranch.	☐ CA Dept PH
☐Police Department	☐ Env Health	☐ Ca Dept F&W	⊠ Koi Nation of NCA	\square BCC
□Engineering	☐ Lakebed Mgmt	☐ USA Corps of Eng	\square NAHC	\square CDFA
□Fire	☐ LC Surveyor	☐ US F&W Serv	☐ HERC	
□ PGE	☐ LC Water Resources	☐ Sonoma State		
☐ Golden State Water	☐ LC Tax Collector	\square CHP		
☐ Konocti Water	☐ LC Transit	\square ABC		
☐ Highlands Water	☐ Lake Area Plng Cncl	☐ Ca Water Boards		

Request: Please review the enclosed application packet material and return any comments by March 16, 2022 via email: abrown@clearlake.ca.us or mhewitt@cecusa.net, or postage: Clearlake City Hall attn. Engineering Department, 14050 Olympic Drive, Clearlake, CA 95422.

The 18th Avenue Road Improvement Project proposes to construct improvements within the existing 18th Avenue Right of Way which entails a 1,270 LF connection between State Highway 53 and Old Highway 53.

18th Avenue will be a brand-new collector roadway with access to a hotel, new stores, restaurants and parks, on-street parking, bike lane and curb, gutter and sidewalk. The new road will also consist of new utilities including water, sewer, storm drainage and underground dry utilities. The construction of the project will create minor alterations to the existing land and be designed to follow existing contours as often as possible.

Project Description:

From: Adeline Brown Owner: City of Clearlake

Location: 18th Ave. between SR53 and

Old Hwy. 53

¹ [Tribal Organizations Only] Please note: In accordance with Section 21080.3.1(b) of the PRC, Consultation request under AB52 must be received in writing within 30 days of receipt of this notice on 12-27-21. We are responding to your request to be notified of projects in our jurisdiction that will be reviewed under CEQA and hereby notifying you of an opportunity to consult with us regarding the potential for this project to impact Tribal Cultural Resources, as defined in Section 21074 of the PRC

Section H, Item 4.



Date Received:

Signature:

Click or tap here to enter text.					

544



From:

Mark Roberts

Bcc:

Adeline Leyba; swartz@cecusa.net, Willie Sapeta; Autumn Lancaster; office@lakecountyfire.com;

 $\underline{lucas.madrzyk@konoctiusd.org;} \underline{ieff@highlandswater.com;} \underline{rick@highlandswater.com;} \underline{laketransit@pacific.net}.$ dougg@lcagmd.net; Rvan Lewelling, Tina Rubin; Craig Wetherbee; Lori Baca; Steven Phillips, Scott Harter; nahc@nahc.ca.gov; Jackman, Rex A@DOT; "ROBERTSON, JESSE GRAHAM@DOT"; R2CEOA@wildlife.ca.gov; Bluestone, Janice@ABC, SantaRosa@abc.ca.gov, ybrandon95457@gmail.com, Dino Beltran, Yolanda Tovar, Robert Geary, KN, a.tyler@elemindiancolony.org, a.garcia@elemindiancolony.org, :, nahc@nahc.ca.gov

Subject:

Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Avenue Extension Project

Date: **Attachments:**

Wednesday, October 26, 2022 11:15:00 AM

image001.png

Noitce of Intent (NOI) Airport Hotel and 18th Avenue Extension Project.pdf CEQA MND for Airport Hotel and 18th Avenue Extension Project.pdf NOC Form OPR Airport Hotel and 18th Avenue Extension Project Signed.pdf Summary Form OPR Airport Hotel and 18th Avenue Extension Project.pdf Attachment A - Air Quality and Greenhouse Gas Modeling Results.pdf Attachment B - Biological Evaluation and Arborist Report.pdf

Attachment C - Transportation Impact Study.pdf Preliminary Hotel Development Details.pdf

image003.png

Importance:

High

Good Morning,

You are receiving this email, as the City of Clearlake is hereby given your agency/organization notice that the City of Clearlake has tentatively determined that the project described below (including the attachments above) will not result in a significant adverse impact on the environment with the incorporated Mitigation Measures and that, in accordance with the California Environmental Quality Act, the City is prepared to issue a "mitigated negative declaration" in accordance with the California Environmental Quality Act (CEQA).

Please note, the public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

Additionally, this this tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. The environmental analysis has been attached above, along with the attachment associated with the environmental analysis. The environmental analysis packet may also be reviewed from the State Clearinghouse Website at: https://ceganet.opr.ca.gov/

Notice of Intent (NOI)

Project Name: Airport Hotel and 18th Avenue Extension Project

Project Numbers: Conditional Use Permit (CUP 2022-02); Design Review (DR 2022-02) &

Environmental Analysis (CEQA IS 2022-06).

Project Location: 6356 Armijo Avenue, Clearlake, CA 95422, Assessor Parcel Number

(APN): 042-121-25.

Zoning Designation: "GC" General Commercial

Project Summary: The Airport Hotel and 18th Avenue Extension Project would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk. The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM. A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site.

The proposed 18th Avenue extension would consist of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County

Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater

This tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. Anyone may review this study at Clearlake City Hall, 14050 Olympic Drive, Clearlake, CA 95901, during normal business hours or by downloading the CEQA Packet from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

The public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

For more information, please call (707) 994-8201 during normal business hours of City Hall (Monday through Thursday – 8am to 5pm). During this period written comments on the project and the proposed mitigated negative declaration may be addressed. You may also submit comments via email at mroberts@clearlake.ca.us. Final environmental determinations are made by the decision-making body, which, in this case would be the City of Clearlake, Planning Commission.

Sincerely,

Mark Roberts Senior Planner

Mark Roberts | Senior Planner

City of Clearlake

14050 Olympic Drive | Clearlake, CA 95422

707-994-8201

From: Mark Roberts

Bcc: Adeline Leyba; swartz@cecusa.net; Willie Sapeta; Autumn Lancaster; office@lakecountvfire.com;

lucas.madrzyk@konoctiusd.org; jeff@highlandswater.com; jeff@highlandswater.com; dougg@lcagmd.net; Tina Rubin; Craig Wetherbee; Yolanda Tovar; KN; Robert Geary; R2CEOA@wildlife.ca.gov; Dino Beltran; ;; nahc@nahc.ca.gov; a.garcia@elemindiancolony.org; a.tyler@elemindiancolony.org; SantaRosa@abc.ca.gov; ybrandon95457@gmail.com; dougg@lcagmd.net; Lori Baca; Jackman, Rex A@DOT; "ROBERTSON, JESSE

GRAHAM@DOT"

Subject: RE: Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Avenue Extension Project - Email # 2

Date: Wednesday, October 26, 2022 12:58:00 PM

Attachments: Full Amended Biological Report for Airport Hotel and 18th Project.pdf

image001.png image003.png

Importance: High

Good Afternoon.

This email is in addition to the Notice of Intent (NOI) email that was sent this morning (October 26, 2022) at 11:17AM. The above attachment is the amended Full Biological Report that is associated with the above referenced project. It was to large of a file to send in one email.

Sincerely,

Mark Roberts Senior Planner

From: Mark Roberts

Sent: Wednesday, October 26, 2022 11:17 AM

Subject: Notice of Intent (NOI) for Draft MND for Airport Hotel and 18th Avenue Extension Project

Importance: High

Good Morning,

You are receiving this email, as the City of Clearlake is hereby given your agency/organization notice that the City of Clearlake has tentatively determined that the project described below (including the attachments above) will not result in a significant adverse impact on the environment with the incorporated Mitigation Measures and that, in accordance with the California Environmental Quality Act, the City is prepared to issue a "mitigated negative declaration" in accordance with the California Environmental Quality Act (CEQA).

Please note, the public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

Additionally, this this tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation

measures. The environmental analysis has been attached above, along with the attachment associated with the environmental analysis. The environmental analysis packet may also be reviewed from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

Notice of Intent (NOI)

Project Name: Airport Hotel and 18th Avenue Extension Project

Project Numbers: Conditional Use Permit (CUP 2022-02); Design Review (DR 2022-02) &

Environmental Analysis (CEQA IS 2022-06).

Project Location: 6356 Armijo Avenue, Clearlake, CA 95422, Assessor Parcel Number

(APN): 042-121-25.

Zoning Designation: "GC" General Commercial

Project Summary: The Airport Hotel and 18th Avenue Extension Project would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk. The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshows, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM. A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site.

The proposed 18th Avenue extension would consist of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater

This tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. Anyone may review this study at Clearlake City Hall, 14050 Olympic Drive, Clearlake, CA 95901, during normal business hours or by downloading the CEQA Packet from the State Clearinghouse Website at: https://ceqanet.opr.ca.gov/

The public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.

For more information, please call (707) 994-8201 during normal business hours of City Hall (Monday through Thursday – 8am to 5pm). During this period written comments on the project and the proposed mitigated negative declaration may be addressed. You may also submit comments via email at mroberts@clearlake.ca.us. Final environmental determinations are made by the decision-making body, which, in this case would be the City of Clearlake, Planning Commission.

Sincerely,

Mark Roberts Senior Planner

KOI NATION OF NORTHERN CALIF



December 20, 2022

VIA CERTIFIED MAIL-RETURN RECEIPT REQUESTED AND EMAIL

Mr. Mark Roberts
Senior Planner
City of Clearlake
Community Development Department
14050 Olympic Drive
Clearlake, CA 95422
MRoberts@Clearlake.ca.us

Re: Request for Project Notices and Project Status Update

Dear City of Clearlake:

The Koi Nation of Northern California (Koi Nation) hereby requests written notice via certified mail of the current project status and advance written notice for any future change in project status, public hearings, votes, environmental document considerations, certifications or adoptions, or actions taken by the City of Clearlake (City) or any City Council, Board, or Commission on the following Projects:

- Airport Property Commercial Center Project/Airport Hotel and 18th Avenue Extension Project;
- 18th Ave. Road Improvement Project, HP-202210216-02;
- Austin Park Splash Pad Project, HP-2022016-03;
- Burns Valley Development Project, HP-20220218-0;
- Dam Road Extension & South Center Drive Improvement Project, HP-202220220217-01;
- Dam Rd. Roundabout & Dam Rd. Extension Project, HP-20220216-01

This letter is also a formal request to receive written notice via Certified Mail of all conditional use permit activity for these projects, pursuant to the City's Municipal Code section 18-28.030(c)(2). We also hereby request, as we have previously, that all AB 52 notices to the Koi Nation be provided via Certified Mail.

Please respond to this letter in writing to confirm that the City will send the Koi Nation the requested status update and notices for this list of projects moving forward, via Certified Mail.

For clarity, the above list consists of projects for which the Koi Nation has responded to a notice from the City by submitting a government to government consultation request pursuant to AB 52 (Gatto, 2014) and the California Environmental Quality Act (CEQA). We consider consultation for each of these projects to be ongoing. If the City does not have consultation records for each of these projects, please let us know and we will provide the City with the appropriate documentation.

The Koi Nation also remains available to offer the City, members of the City Council, City Planning Commission, and City staff free training on tribal cultural resources, CEQA and AB 52 consultation. We sincerely hope that this training will help the City to save time and money and reduce legal risk by avoiding CEQA procedural violations and improve the City's understanding of how to identify, avoid, and protect tribal cultural resources, which the City is required to do by law whether or not there is AB 52 consultation on a project.

Tribal cultural resources are extremely important and culturally significant to the Koi People. Destruction of tribal cultural resources is very harmful to the Koi People, who are strong, resilient, and focused on cultural and spiritual preservation and healing after generations of government sponsored genocide and trauma. The Koi Nation stands ready to work with the City to follow the law and to help the City develop in a sustainable way that is respectful of tribal cultural resources and the uniquely rich tribal cultural heritage of the area, which will benefit all people of Clearlake.

Please provide the project status update list and send future project related notices via registered mail to the Koi Nation Tribal Council at kn@koination.com and P.O. Box 3162 Santa Rosa, California, 95402, and to Mr. Robert Geary, who is the Cultural Director and Tribal Historic Preservation Officer for the Koi Nation and the Habematolel Pomo of Upper Lake at: rgeary@hpultribe-nsn.gov and P.O. Box 516 Upper Lake, CA 95485. You can also contact Mr. Geary via email to schedule a training.

Respectfully,

Chairman Darin Beltran

Koi Nation of Northern California

cc: Hon. Dirk Slooten, Mayor, City of Clearlake

Hon. Russel Perdock, Vice-Mayor, City of Clearlake

City of Clearlake Planning Commission, Planning & Development Director

Ryan Jones, City Attorney

Alan Flora, City Manager

Ms. Adeline Brown

Lisa Westwood, City Consultant

553



February 16, 2022

City of Clearlake 14050 Olympic Drive Clearlake, CA 95423

Re: California Environmental Quality Act Public Resources Code section 21080.3, subd. (b)

Request for Formal Notification of Proposed Projects Within the Habematolel Pomo of

Upper Lake Tribe's Geographic Area of Traditional and Cultural Affiliation

Dear: City of Clearlake:

As of the date of this letter, in accordance with Public Resources Code Section 21080.3.1, subd. (b), the Habematolel Pomo of Upper Lake, which is traditionally and culturally affiliated with a geographic area within your agency's geographic area of jurisdiction, requests formal notice of and information on proposed projects for which your agency will serve as a lead agency under the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq.

Pursuant to Public Resources Code section 21080.3.1, subd. (b), and until further notice, we hereby designate the Tribal Historic Preservation Officer as the tribe's lead contact person for purposes of receiving notices of proposed projects from your agency:

Robert Geary: Tribal Historic Preservation Officer (THPO)

PO Box 516

Upper Lake, CA 95485

Office: (707) 900-6923, Email: Rgeary@hpultribe-nsn.gov

We request that all notices be sent via certified U.S. Mail with return receipt. Following receipt and review of the information your agency provides, within the 30-day period proscribed by Public Resources Code section 21080.3.1, subd. (d), the Habematolel Pomo of Upper Lake may request consultation, as defined by Public Resources Code section 21080.3.1, subd. (b), pursuant to Public Resources Code section 21080.3.2 to mitigate any project impacts a specific project may cause to tribal cultural resources.



If you have any questions or need additional information, please contact our lead contact person listed above.

Sincerely,

Robert Geary

Cultural Resources Director/Tribal Historic Preservation Officer

CC: Native American Heritage Commission 1550 Harbor Boulevard, Suite 100 West Sacramento, California 95691



March 9, 2022

City of Clearlake: Engineering Department

Attn: Adeline Brown, Engineer Tech/Construction Manager

14050 Olympic Drive, Clearlake, CA 95422

RE: 18th Ave. Road Improvement Project HP-20220216-02

Dear Ms. Adeline Brown:

Thank you for your project consultation dated, March 9, 2022, regarding cultural information on or near the proposed 18th Ave. Between SR53 and Old Hwy. 53, Clearlake, Lake County. We appreciate your effort to contact us and consult with our department.

The Habematolel Pomo Cultural Resources Department has reviewed the project with your agency and concluded that it is within the aboriginal territories of the Koi Nation and Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided at the above scheduled consultation, the Tribe has concerns that the project could impact known cultural resources. We request including cultural monitors during development and all ground disturbance activities. Additionally, we request that you incorporate Habematolel Pomo of Upper Lake's Treatment Protocol into the mitigation measures for this project and recommend cultural sensitivity training for any pre-project personnel on the first day of construction activities.

To setup a monitoring agreement, please contact the following individual:

Robert Geary, Tribal Historic Preservation Officer (THPO)

Habematolel Pomo of Upper Lake

Office: (707) 900-6923

Email: Rgeary@hpultribe-nsn.gov

Please refer to identification number HP -20220216-02 in any correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely.

Director of Cultural Resources/Tribal Historic Preservation Officer

HABEMATOLEL POMO OF UPPER LAKE

P: 707.900.6923 F: 707.275.0757 P.O. Box 516 Upper Lake, CA 95485



Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Habematolel Pomo of Upper Lake

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Habematolel Pomo of Upper Lake ("Tribe") traditionally occupied lands in Lake and Mendocino Counties. The Tribe has designated its Tribal Historic Preservation Officer ("THPO") to act on the Tribe's behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section V of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant ("MLD") under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission ("NAHC") upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC will contact the Tribe's identified Most Likely Descendant; the MLD will coordinate with the Tribe's Executive Council to designate an individual to represent the Tribe in consultations with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Habematolel Pomo of Upper Lake is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.



III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe, or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials



Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

VI. Inadvertent Discoveries

If additional significant site or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors



The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

ADDENDUM I



Habematolel Pomo of Upper Lake Tribal Monitors Description of Work and Treatment Protocol

I. Preferred Treatment

The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Comportment

All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods

If, after the Habematolel Pomo of Upper Lake Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

- (A) Tools. All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.
- (B) Extent of Exposure. In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.
- (C) Perimeter Balk. To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.
- (D) Exposure Methods. Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and



brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

(E) Provenience. Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) **Perimeter Balk** (described above), (2) **Exposure** (dirt removed in exposing the exterior/burial plan and associations, and (3) **Matrix** (dirt from the interstices between bones or associations). Thus, each burial may have three bags, "Burial 1 Perimeter Balk," "Burial 1 Exposure Balk," "Burial 1 Matrix."

Please note the provisions below with respect to handling and conveyance of records and samples.

- (F) Records. The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the full provenience for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for pre-interment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.
- (G) Stipulations for Acquisition and Use of Imagery. Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.
- (H) Association. Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.



(I) Samples. For each burial, all **Perimeter Balk** soil is to be 1/8"-screened. All **Exposure** soil is to be 1/8"-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

(J) Human remains are not to be cleaned in the field.

(K) Blessings. Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for ensuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

IV. Lab Procedures

No laboratory studies are permitted without consultation with the Tribe. Lab methods are determined on a project-specific basis in consultation with Habematolel Pomo of Upper Lake representatives. The following procedures are recommended:

- (A) Responsibility. The primary archaeological consultant will be responsible for ensuring that all lab procedures follow stipulations made by the Tribe.
- (B) Blessings. Prior to any laboratory activities related to the remains, a designated Tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for ensuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.
- (C) Physical Proximity of Associations. To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, *Matrix* dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images and ensuring that the original notes and records accompany the remains throughout the process.
- (E) Additional Lab Finds. Laboratory study shall make every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.



V. Re-internment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains. The Tribe shall not bear the cost of re-interment but shall be given full access to rebury the remains in a culturally sensitive manner.

VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to the Tribe for its records.



February 23, 2022

City of Clearlake Attn: Engineering Department 14050 Olympic Drive, Clearlake, CA 95422

RE: 18th Ave. Hotel Project HP-20220216-02

Dear Ms. Adeline Brown:

Thank you for your project notification letter dated February 16, 2022, regarding cultural information on or near the proposed 18th Ave. between SR53 and Old Hwy. 53, Clearlake, in Lake County. We appreciate your effort to contact us and wish to respond.

The Habematolel Pomo Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of the Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project area and would like to initiate a formal consultation with the lead agency. At your earliest convenience, please provide our Cultural Resources Department with a project timeline, detailed ground disturbance plan and the latest cultural resources study for this project.

Please contact the following individual to coordinate a date and time for the consultation meeting:

Robert Geary, Tribal Historic Preservation Officer (THPO)

Habematolel Pomo of Upper Lake

Office: (707) 900-6923

Email: rgeary@hpultribe-nsn.gov

Please refer to identification number HP-20220216-02 in any correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

Robert Geary

Cultural Resources Director/Tribal Historic Preservation Officer

eau

HABEMATOLEL POMO OF UPPER LAKE

P: 707.900.6923 F: 707.275.0757 P.O. Box 516 Upper Lake, CA 95485





WILLIAM T. CHISUM wchisum@kmtg.com

KRONICK MOSKOVITZ TIEDEMANN & GIRARD

February 2, 2023

VIA E-MAIL AND U.S. MAIL

Hon. Russ Perdock, Mayor and City Councilmembers Clearlake City Council City of Clearlake 14050 Olympic Drive Clearlake, CA 95422

Email: <u>mswanson@clearlake.ca.us</u>

Re: Appeal of Planning Commission Decision

Approval of the Airport Hotel and 18th Avenue Extension Project

Renewed Request for Continued Consultation

Dear Mayor Perdock and City Councilmembers:

Summary

The Koi Nation of Northern California ("Koi Nation"), as a Sovereign Nation hereby renews its request for continued consultation with the City of Clearlake ("City") regarding the City's proposed Airport Hotel and 18th Avenue Extension Project ("Project") to the extent any uncertainty exists as to the status of such consultation, which was not properly conducted or concluded. The California Environmental Quality Act, or CEQA, as amended by AB 52 (Gatto, 2014) ("AB 52"), requires lead agencies to engage in consultation with California Native American Tribal Governments as a mandatory and necessary part of its CEQA review and compliance. AB 52 does not envision a single meeting but a process through which the parties develop and agree upon culturally appropriate mitigation measures. The City initially purported to engage in this process upon request by the Koi Nation. Unfortunately, the City went silent and failed to provide requested Project information to the Koi Nation. Nor did the City incorporate the Koi Nation's proposed mitigation measures for tribal monitoring, cultural sensitivity training, and a tribal cultural resources treatment plan, or analyze their feasibility as required by CEQA. Even though the consultation process was never completed due to the City's failure to provide information, its Planning Commission approved the Project's mitigated negative declaration ("MND") which is the subject of this appeal. Such approval without good faith, meaningful consultation violates CEQA. Given this violation, affirming the MND simply invites litigation resulting in Project expense and delay including the potential of having to prepare a full EIR and having to pay the prevailing petitioner's attorneys' fees. The Koi Nation submits

566

that the better alternative is for the parties to commit to continue or reinitiate consultation to address appropriate mitigation measures prior to any final decision on the pending appeal.¹

CEQA Requires Tribal Consultation Prior To MND Approval

According to Public Resources Code section 21080.3.1, as enacted through AB 52,

(b) Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Government Code section 65352.4 provides that:

"consultation" means the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance.

Similarly, the Technical Advisory to AB 52 and Tribal Cultural Resources in CEQA, prepared by the Governor's Office of Planning and Research, quotes from the Tribal Consultation Guidelines for SB 18, Government Code section 65352.4, explains:

consultation "is a process in which both the tribe and local government invest time and effort into seeking a mutually agreeable resolution for the purpose of preserving or mitigating impacts to a cultural place, where feasible." . . . Effective consultation is an ongoing process, not a single event. The process should focus on identifying issues or concern to tribes pertinent to the cultural place(s) at issue – including cultural values, religious beliefs, traditional practices, and law protecting California Native American cultural sites – and on defining the full range of acceptable ways in which a local government can accommodate tribal concerns.

(Technical Advisory to AB 52, at 6.)

Public Resources Code section 21080.3.2(b) provides that consultation can be concluded when: "(1) The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal

¹ Please include this letter and attached exhibits as part of the record for the Koi Nation's appeal of the Project approval which the City Council is scheduled to hear on February 2, 2023.



cultural resource" or "(2) A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached."

According to Public Resources Code section 21082.3(d),

- . . . the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if one of the following occurs:
- (1) The consultation process between the California Native American tribe and the lead agency has occurred as provided in Sections 21080.3.1 and 21080.3.2 and concluded pursuant to subdivision (b) of Section 21080.3.2.
- (2) The California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage, in the consultation process.
- (3) The lead agency has complied with subdivision (d) of Section 21080.3.1 and the California Native American tribe has failed to request consultation within 30 days.

As noted by the Technical Advisory, "consultation can continue throughout the CEQA process." (Technical Advisory to AB 52, at 6, fn. 6.)

The City Initially Attempted To Comply With Its Tribal Consultation Obligations, But The Koi Nation's Requests For Project Information Went Unanswered By The City

Given these requirements, the City initially purported to follow its obligations under AB 52 by emailing Robert Geary, Tribal Cultural Resources Director/Tribal Historic Preservation Officer, on February 16, 2022, advising of an opportunity to consult with it on potential impacts the Project may have on Tribal Cultural Resources ("TCR"). As set forth in the City's email:

You are receiving this email in accordance with Assembly Bill 52 (AB52) and Section 21080.3.1(b) of the California Public Resources Code (PRC). We are responding to your request to be notified of projects in our jurisdiction that will be reviewed under CEQA. We are hereby notifying you of an opportunity to consult with us regarding the potential impacts this project may have on Tribal Cultural Resources, as defined in Section 21074 of the PRC. The purposes of tribal consultation under AB52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within the project area, and if so, whether or not those resources will be significantly impacted by the project. If tribal cultural resources may be significantly impacted, then consultation (if requested) will help to determine the most appropriate way to avoid to mitigate those impacts.

. . . If your Tribal agency would like to formally request an AB 52 Tribal Consultation, please email or write your request and designated lead contact person within the required time frame noted above.

Mr. Geary timely responded in a February 23, 2022, letter to the City stating: "The Habematolel Pomo Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project areas and would like to initiate a formal consultation with the lead agency." Mr. Geary further requested in his letter that the City provide a project timeline, detailed ground disturbance plan and the latest cultural resources study for the project. The Koi Nation and the Habematolel Pomo of Upper Lake have an agreement whereby Mr. Geary assists the Koi Nation with Tribal Cultural Resources ("TCR") issues. Mr. Geary is authorized to speak on behalf of the Koi Nation in AB 52 consultation, and this has been explained to the City multiple times.

Adeline Brown and Mark Roberts, on behalf of the City, then met with Mr. Geary on March 9, 2022, for purposes of AB 52 consultation for, in part, the Project. Mr. Geary followed up immediately. After the meeting, Mr. Geary sent a letter to the City the same day, on March 9, 2022, stating:

Thank you for your project consultation dated March 9, 2022, regarding cultural information on or near the proposed 18th Ave. Between SR53 and Old Hwy. 53, Clearlake, Lake County. We appreciate your effort to contact us and consult with our department.

The Habematolel Pomo Cultural Resources Department has reviewed the project with your agency and concluded that it is within the aboriginal territories of the Koi Nation and Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided at the above scheduled consultation, the Koi Nation has concerns that the project could impact known cultural resources. We request including cultural monitors during development and all ground disturbance activities. Additionally, we request that you incorporate Habematolel Pomo of Upper Lake's Treatment Protocol into the mitigation measures for this project and recommend cultural sensitivity training for any pre-project personnel on the first day of construction activities.

The letter requested that the City contact Mr. Geary to set up a monitoring agreement. Unfortunately, the City did not further respond to the Koi Nation's concerns, proposed feasible and culturally appropriate mitigation measures, and requests for more information, and the City did not further communicate as to any monitoring or mitigation agreement. Copies of the referenced communications between the City and Mr. Geary are attached for your reference. The City was reminded by the Koi Nation of these communications prior to setting a date for the appeal hearing on the Project, but the City did not recognize its error and instead scheduled the appeal hearing.

Based upon this series of letters and emails, the Koi Nation submits that it requested consultation, and a meeting occurred on March 9, 2022. The Koi Nation timely requested additional information including a project timeline, detailed ground disturbance plan and the latest cultural resources study for the Project

which the City had not provided,² and the Koi Nation also requested follow-up regarding a monitoring agreement and mitigation measures which the City did not pursue or even acknowledge or reply to. While the dialogue and consultation has started, the parties have not reached any agreement as to mitigation or monitoring. No party has declared that they have reached an impasse nor can they make such a declaration in good faith given the opportunity for ongoing consultation. Therefore, adoption of a MND is premature under section 21082.3. The lack of full and complete consultation as required by AB 52 will result in an invalid MND, and the Project cannot proceed absent CEQA compliance.

The Koi Nation understands moving the Project forward quickly is important to the City and the Project Applicant. The Koi Nation has already provided the City with available consultation dates, and would commit to meeting with the City for consultation quickly, should the City decide to take that prudent and practical approach. If the City does not, it may leave the Koi Nation no choice but to litigate to protect its Tribal Cultural Resources and the Ancestors.

The City's MND Acknowledges A Meeting Between The Koi Nation And City, But The MND Misstates The Koi Nation's Position

Notwithstanding the Koi Nation's attempts to obtain information and engage in on-going consultation, the City's position as to consultation is at best unclear. The MND suggests consultation has occurred, but it indicates that the Koi Nation simply wants the City to proceed cautiously and keep it informed. The Tribal Cultural Resources section of the draft MND recites:

in compliance with the City's Native American Tribal Consultation Program, Sub-Terra initiated tribal coordination with the Koi Nation of California to request any information that tribal representatives might provide regarding the cultural significance of the project area, and any interests or concerns the tribe may express regarding the project activity. Representatives of the Koi Nation expressed concern regarding a home that was historically occupied by a tribal member within the project vicinity. However, the home was located approximately 0.2-mile south of the project area. Nonetheless, the tribe asked that the City proceed with all due caution, and to continue coordination with the Koi Nation Tribal Council on all work scheduled for the proposed project. (Emphasis added.)

This statement of the Koi Nation's alleged position is apparently derived from the Project's Cultural Resource Investigation in which the City's consultant, Dr. Greg White, explained:

at Mr. Beltrans's request, a video conference was held on Thursday, January 6, 2022, attended by the author, Koi Nation Chairperson Mr. Darren Beltran, Koi Nation Treasurer Mr. Dino Beltran, Koi Nation Secretary Ms. Judy Fasthorse, and Koi Nation Cultural Monitor Ms. Yolanda Tovar. The author presented Project location and planning information for discussion. Koi Nation representatives advised that the Project should proceed with caution. Mr. Dino Beltran also asked that the author communicate with the City planning team regarding the location and tribal and archaeological significance of the Johnson property and residence. The author then contacted and arranged a video

² The City Attorney did provide a copy of the Cultural Resources Study, dated August 4, 2022, to the Koi Nation's counsel on January 31, 2023, two days before the appeal hearing.

conference with City Planner Mr. Alan Flora on February 2, 2022, and presented the findings and concerns expressed by Koi Nation representatives. Mr. Flora confirmed that the City would proceed with all due caution and Mr. Flora committed to continue coordination with the Koi Nation Tribal Council on all work scheduled for the Airport Commercial Property. (Emphasis added)

(Cultural Resource Investigation at 8-9.) Mr. Flora did not keep his commitment, which led to the present dispute. Had the City consulted with the Koi Nation properly, the concerns raised in this letter could have been easily resolved months ago, and the Project would not have been delayed.

The Koi Nation appreciates that Dr. White reached out to the Koi Nation early in the process for "tribal coordination." That is a good best practice. It is neither reasonable nor accurate, however, for the City's MND to characterize a meeting occurring more than a month prior to sending the Koi Nation an AB 52 project notice as "tribal consultation." While CEQA is a procedural statute, and the City has committed procedural violations pursuant to CEQA and AB 52, the Koi Nation's concerns are substantive. When the Koi Nation sent its proposed culturally appropriate mitigation measures, and then did not hear back, its reasonable expectation was that the City was considering them, not that the City had rejected them out of hand with no further analysis or communication with the Koi Nation.

This recitation demonstrates the MND's summary is not entirely accurate. While the Koi Nation urged the City to proceed with caution, it did not ask the City to simply keep it informed of progress. Rather the City volunteered it would "continue coordination with the Koi Nation Tribal Council on all work scheduled for the Airport Commercial Property." Unfortunately, the City has not upheld its commitment to continue coordination with the Koi Nation, but it has declined to provide requested information or engage in a consultation process. The Cultural Resource Investigation then indicates "[a]s of this writing, August 5, 2022, no additional tribal coordination communications regarding the Project have been received." (Cultural Resource Investigation at 9.) To the contrary, the written record, as discussed above, demonstrates the Koi Nation communicated its concerns about TCR to the City, requested additional written reports and information from the City and sought culturally appropriate mitigation measures and a tribal monitoring agreement from the City. The City ignored these requests from the Koi Nation and apparently even its own archaeological consultant is not aware of these requests. The City's own lack of internal coordination with its expert should not keep the Koi Nation from having a seat at the table, as granted by law, to protect its TCR and Ancestors.

<u>The City Failed To Advise The Planning Commission Of The Koi Nation's Request For Consultation And Of The City's Failure To Respond To The Koi Nation's Request For Project Mitigation Measures Through Consultation</u>

The City again erroneously described the consultation status and the Koi Nation's role during the December 13, 2022, hearing before the Planning Commission. At that hearing, Commissioner McCarrick asked staff: "I was wondering if an AB 52 consultation had happened." City staff could have detailed the initial March 9, 2022 meeting and the Koi Nation's requests for information from the City that went unanswered. Rather than answer Commissioner's McCarrick's question, City staff improperly attempted to equate responding to an initial study with the AB 52 consultation process by responding "[s]o when the initial study was sent out for the 30-day review, it was sent to all agencies, and we didn't receive any comments or concerns from the local tribal organizations." City staff's response appears to be based

upon an improper attempt to equate comments on an initial study with the robust consultation requirements of AB 52. Tribal Nations are sovereign governments, not "organizations" or "agencies." They have unique standing in the government-to-government process required by AB 52 and CEQA. Thus, the ability of local agencies to comment on a proposed CEQA document differs from the government-to-government consultation required under AB 52. AB 52 expressly establishes a consultation process, which the Koi Nation and City commenced but did not complete, rather than simply an opportunity to comment upon a proposed document. Additionally, consultation is supposed to occur before release of the environmental document, so that there is time to incorporate a Tribal Government's concerns into relevant studies, and address them in the environmental document. The City has provided the Koi Nation with no explanation and no authority supporting its apparent position that AB 52 consultation once commenced is terminated if a Tribal Government does not formally comment on a draft initial study or other document prepared for CEQA compliance during the public comment process.

The Koi Nation repeatedly attempted to engage in consultation with the City and requested various documents. It was the City, not the Koi Nation, that never responded to the Koi Nation's identification of TCR and recommended mitigation measures. Given the City's failure to fully engage in consultation, no party can legitimately claim the parties' consultation efforts are at an impasse.

Consultation Is Required To Address Tribal Cultural Resources Adjacent To And Potentially On The Project Site That Are Unaddressed In The MND.

Had the City engaged in complete and meaningful consultation, and as part of any renewed consultation, the Koi Nation remains willing to discuss not only the potential TCR on the Project site but as importantly, known TCRs adjacent and in close proximity to the Project site that are part of a Tribal Cultural Resources Landscape, which is a type of TCR as defined by AB 52. In examining such impacts, it is crucial to consider the occupancy of the land now comprising the City by Indigenous populations since time immemorial. As Sub-Terra Consultants, the same archaeological consultants retained by the City for this Project, explained in its Extended Phase 1 Investigation for the City's Mullen Avenue Storm Drain Project:

California's first peoples found Clear Lake Basin a remarkable resource island: a gentle basin in a region of steep and rugged ranges; a grand lake of 69.5 square miles (180 km2) in a region with few and dispersed perennial water sources; a mosaic of alluvial grasslands and stands of great valley oaks in a region of dense and desolate chaparral; waterways supporting rich, diverse, and multi-season fisheries in a region with few and mostly seasonal fisheries; broad swaths of lacustrine marsh with freshwater shellfish, pond turtles, waterfowl, and green rushes in a region of harsh, dry hills, and; two major sources of highly tractable obsidian toolstone in a region dominated by coarse-grained chert, quartzite, and basalt materials. The quantity and diversity of key natural resources concentrated in the part of Clear Lake basin now occupied by the City of Clearlake was exceptional; this is reflected in a high prehistoric population density and a dense, ancient, and complex archaeological record.

(Extended Phase 1 Investigation, at 14.) After describing this density, Dr. White then noted that meandering creeks and shifting outlets "suggest[ed] that sites still embedded in the landscape could be found in unexpected or counter-intuitive locations." (*Id.* at 16.) Based upon this density, the California Transportation Department properly noted in its comments to the Project MND that: "This area is

sensitive for archaeological resources. Current records indicate that resources are present. In the event that construction activities could be limited to previously disturbed areas, risk will be significantly reduced. Native American Consultation will be key to successful project implementation. The area is of elevated concern to local Tribes." (Comment Letter, at 2-3, emphasis added.)

Several specific sites with documented TCR are in very close proximity to the Project site. The exact location of archaeological, cultural, and TCR is confidential, but the City has ample evidence of this in its administrative record. For example, the Cultural Resources Investigation for this Project, which the City Council has access to, states that "three surveys identified a major prehistoric archaeological site, CA-LAK-510... which lies just 250 feet (75 meters)... [from] of the Project area." (Cultural Resources Investigation, at 4.) Several of these sites are displayed on the confidential tribal cultural resources maps which will be submitted confidentiality to the City with this letter. The maps also indicate that the Project site and roadway extension essentially abut portions of the Lower Lake Rancheria that existed until the 1950's. As also acknowledged by Dr. White, the "Johnson" homesite is located within .2 miles of the Project site. (Id. at 8.) This site is associated with important tribal healers and cultural practitioners, and given its tribal cultural significance, it may be eligible for the California Register of Historical Resources. (See Pub. Resources Code § 5024.1.) The criteria for inclusion in the California Register of Historical Resources includes an association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, or association with the lives of persons important in our past, or that has yielded, or may be likely to yield, information important in prehistory or history. (Pub. Resources Code § 5024.1(c).)

Here, the Johnson housing site is associated with a very important person to the Koi Nation, who was recognized by Dr. Samuel Barrett, a renowned UC Berkeley anthropologist, for his significance to the development of Pomo ethnography. (See S.A. Barrett, Material Aspects of Pomo Culture, Part One, (March 1952) Bulletin of the Public Museum of the City of Milwaukee, at 12.) Chairman Beltran and Vice Chairman Beltran are direct descendants of the Johnson family, and their legacy made a lasting impact on the history of Clearlake. The Lower Lake Rancheria itself is also historically significant, and associated with events that made a significant contribution to California's history and cultural heritage. The Tribal Cultural Landscape that the Project is within, which contains many TCR sites, has yielded or may be likely to yield information important in prehistory or history. The City has this information already, but it did not use it to make a significance determination and apply culturally appropriate mitigation measures. Rather, it simply used generic archeological mitigation measure to address this concern and did not analyze the Project impacts using the tribal cultural knowledge and perspective shared by the Koi Nation in consultation.

Dr. White provided a robust archaeological and cultural report for this Project and recommended archeological mitigation measures, which are in the MND. However, such a report is not a substitute for a Tribal Cultural Resources survey. Respectfully, archaeologists, even those as experienced as Dr. White, do not speak for a Tribal Government when it comes to culturally appropriate mitigation measures for TCR. There is no analysis of culturally appropriate mitigation measures for TCR in this MND. Rather, in the section on TCR the City merely references the mitigation measures for archeological resources. Addressing the category of Cultural Resources together with the distinct category of Tribal Cultural Resources by simply cross-referencing its prior cultural resources analysis without tribal input obtained through the AB 52 consultation process has been illegal since July 1, 2015, when AB 52 went into effect. However, comments by City staff at the Planning Commission meeting indicate this is exactly what the

City did through the defective MND indicating the two analyses were essentially the same. As noted by City staff, "typically when we do conditions of approval or mitigation measures, it's the same mitigation measure or conditions of approval that would go for cultural or tribal so that's why we just usually do cultural slash tribal in the conditions of approval."

Archaeological information may inform a tribal cultural resources assessment, but it is no substitute for input from the California Native American Tribal government which is traditionally and culturally affiliated with the area. (See AB 52, § 1 ["California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated.].) There is ample evidence in the record that the area is a tribal cultural landscape and that many TCR are in close proximity to the Project site. It is likely that more TCR may be encountered during construction, which is why tribal input, tribal monitors and a tribal cultural resources treatment plan are warranted. As it stands, an archaeologist will not even be on site during ground disturbance, but will merely be contacted in there is an inadvertent discovery. In an area acknowledged by many studies, including many studies in the Administrative Record, it is not reasonable for the City to disregard this substantial evidence of a potential TCR impact and a significant cumulative impact to TCR resources.

Consultation Is Especially Required To Address Tribal Cultural Resources Resulting From The City's Longstanding Use Of The Airport Property, Of Which The Project Site Is A Part, To Store Soil And Spoils Piles Which Have Been Documented To Contain TCR And Human Remains.

The Project site itself is part of the former Pearce Airport which the City has used for many years to store soil spoils imported from other locations within the City. As the Project's Cultural Resource Investigation confirms: "The former airstrip is now peppered by many piles of crushed concrete, crushed pavement, sorted and unsorted gravel, mixed road-base, and surplus soils imported and dumped here by the City and it contractors. Some of these piles contain obsidian chunks and flakes, all associated with the dumped foreign fills." (Cultural Resource Investigation, at 9.) The MND specifically recites as to the Project site that: "From the 1990's to the present day, the project area has served as the City's materials storage yard, resulting in further modification by introduction of fill materials of various kinds and from various sources." (Ibid., emphasis added.) Although the City does not appear to have a record keeping process for documenting the original location, composition or disposition of such soil, Tribal members have independently documented that spoil piles likely contain TCR. Specific documentation for piles located on the airport site from the Mullen Avenue Storm Drain Project confirms the presence of TCR and human remains in at least one instance. In an October 13, 2020, email to the Koi Nation, the City's consultant, Dr. White, confirmed:

Spoils from the newly-installed storm drain trench on Mullen Avenue between Palmer Avenue and Lakeshore Drive, City of Clearlake, Lake County, California, were deposited in two locations, in a temporary storage yard located on Pearl Avenue near Alvita and in a City storage yard at the former Pearce Airport site off Old Hwy 53. The spoils are primarily composed of disturbed deposits and mixed fill but they contain extensive archaeological materials derived from prehistoric site Ca-Lak-39. While the spoils are by definition disturbed deposits, they contain a high density and diversity of archaeological materials including chipped stone projectile points and other hand-tools, obsidian trade blanks, ground stone tools, and shell and animal bone food refuse. Fragmentary human remains are also likely to be contained in the deposits.

While the City asserts that the Mullen Project spoils are no longer on the airport site, it is unknown whether other piles on or in close proximity to the Project site may contain TCRs or human remains and whether such spoils, and materials therein, have been spread over other areas of the airport site including the Project site. The Koi Nation has filed a narrow Public Records Act request with the City to obtain more information about this issue. Even if the Mullen Project spoils are no longer on the airport site, the Koi Nation's concern that this egregious event could happen again is valid. Here, the Project is on the location of the City's materials storage yard, by the City's own admission in its own expert's study. Therefore, the reasonable and culturally appropriate thing to do is engage the Koi Nation in a Tribal Cultural Resources Treatment Protocol, as previously requested during AB 52 consultation, which will address the soil and spoils issue for the portions of the airport and storage yard that the Project footprint, or any Project related activities impact.

Given the existence of tribal cultural artifacts and resources throughout numerous sites within the City in very close proximity to the Project site, simply halting work upon TCR discovery, as contemplated by the current mitigation measures, while some unspecified analysis will then occur is not sufficient. (See Golden Door Properties, LLC v. County of San Diego (2020) 50 Cal.App.5th 467, 520-521 [deferral of mitigation without objective and measurable standards or reasonable assurance an impact will be reduced is an error].) Although CEQA provisions potentially allow for deferral of analysis in cases of "accidental discovery" (see Pub. Resources Code § 21083.2(i)), information produced by both the City and the Koi Nation all but guarantees that the discovery of cultural artifacts and resources on the site will not be "accidental," and mitigation must therefore be put in place prior to any ground disturbing activities. Such mitigation must include completing consultation with relevant Koi Nation representatives, before adopting the MND and Project approval, adoption of the Koi Nation's Tribal Cultural Resources Treatment Protocols into project Mitigation Measures, and Cultural Sensitivity Training conducted by the Koi Nation for construction crew members before any ground disturbing activities occur on the Project site. These are the steps requested by the Koi Nation through the initial consultation, and the Koi Nation and City must explore and attempt to reach agreement as to such measures before the necessary consultation is concluded.

Consultation Is Required To Address Cumulative Impacts To Tribal Cultural Resources.

Additionally, consultation necessarily addresses not only the specific project site but the Project's cumulative impacts. As courts recognize,

[c]umulative impact analysis is necessary because the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact.

(Communities for a Better Environment v. California Resources Agency (2002) 103 Cal.App.4th 98, 114, disapproved on other grounds.) Impacts are cumulatively considerable if the effects of a project are significant when viewed in connection with the effect of past projects, other current projects and probable future projects. (Pub. Resources Code § 21083(b)(2).)

The City has already engaged in a number of projects which have disturbed significant TCRs and Native American human remains. The recent Austin Park Splash Pad project is one such example, and the Mullen Avenue Drain Project is another. Prior to construction starting for the Austin Park Project, the Koi Nation repeatedly warned the City that the archeological reports for the area were not completely accurate. The Koi Nation told the City that it had a very high likelihood of encountering TCR, including an intact village site that is several thousand years old. The Koi Nation also warned the City that due to its pattern and practice of using and moving soil from one site to another throughout the City without analyzing and documenting whether the sites are TCR sites, there was also a high likelihood that the City would encounter more TCR that had been moved on top of the village site from another location. That is exactly what happened. Thankfully, the City listened to the Tribe enough to have tribal monitors present, and they discovered over 1,5000 tribal cultural resources.

Those who do not learn from the past are doomed to repeat it. Here, the Koi Nation is again warning the City that it is about to engage in construction in a culturally sensitive area. By the City's own admission, it has used the Project site to store soil and spoils piles from unknown locations. The City may encounter both TCR that are original to this site, especially because the hotel requires a great deal of excavation, and TCR which are present because of the City's lax soil and spoil storage practice.

To avoid perpetuating this cycle further, no soils should be removed from the Project site unless they are determined by the Koi Nation not to be cultural soils. If they are cultural soils, they should be addressed pursuant to the Koi Nation's Tribal Cultural Resources Treatment protocol.

In the Mullen Project, soils containing TCR and likely also containing Native American human remains were removed from a project site, transported to the airport site for storage, and then removed by a contractor for use as construction material. The City later worked with the Koi Nation to address this egregious event. Notwithstanding these prior projects admittedly impacting TCR, the MND summarily concludes that: "when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City, and the project's incremental contribution to cumulative impacts would be less than significant with mitigation incorporated." However, there is no analysis of cumulative impacts as part of either the Cultural or Tribal Cultural analysis. The City's pattern and practice of engaging in development projects without meaningful good faith tribal consultation, and without mutually agreeable feasible and culturally appropriate mitigation measures, is creating a cumulative impact to TCR which violates CEQA, and which is unethical and disrespectful to the cultural values and Ancestors of people who are part of the Clearlake community. Thus, at least as to cultural and TCR, the MND lacks analysis and support and cannot stand. The City must fully examine such cumulatively considerable TCR impacts and adopt appropriate mitigation measures through meaningful consultation between the City and the Koi Nation.

Conclusion

Even though written correspondence fails to support any argument by the City that the Koi Nation ceased to engage in the AB 52 consultation process or that the process is complete, the Koi Nation hopes to avoid any misunderstanding as to the status of the AB 52 consultation process for the Project. Such consultation is a necessary and required component of the City's CEQA compliance for the Project in order to assure the public that a full discussion and consideration of appropriate mitigation measures has

Hon. Mayor Perdock and City Councilmembers February 2, 2023 Page 12

occurred. Therefore, the Koi Nation takes this opportunity to renew or reinitiate the consultation process. The Koi Nation requests that the City agree to meet with its representatives to further consult about the Project at the earliest opportunity, and that further action on Project approval be halted for a brief period to allow for the required consultation. Full and complete consultation is required in order to adequately understand the TCR impacted by the Project and to develop meaningful and culturally appropriate mitigation measures. Absent further dialogue, the City fails to comply with section 21082.3(d) and for this reason alone the MND is inadequate and cannot stand.³

Sincerely,

KRONICK, MOSKOVITZ, TIEDEMANN & GIRARD

WILLIAM T. CHISUM

Willia & Clera

Attachments

³ Please note the concerns and legal issues in this letter are consistent with issues raised by California Attorney General Rob Bonta in a July 11, 2022, comment letter regarding the draft environmental impact report for a project in Riverside County. A copy of the Attorney General's letter is attached for your reference.

Hon. Mayor Perdock and City Councilmembers February 2, 2023 Page 13

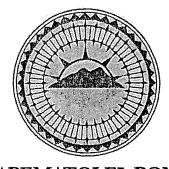
Exhibits

- A. Maps of Project Site Annotated By Koi Nation
- B. City February 16, 2022 Email from City to Koi Nation
- C. Koi Nation February 23, 2022 Letter from R. Geary to City re: Consultation Follow Up Information Requests and Culturally Appropriate Mitigation Measures
- D. March 9, 2022 Meeting Agenda
- E. March 9, 2022 Sign-in Sheet
- F. Koi Nation March 9, 2022 Letter from R. Geary to City
- G. December 13, 2022 Planning Commission Partial Transcript
- H. Extended Phase 1 Investigation of the Mullen, Pearl, and Emory Storm Drain Project (Available to the City Council and Staff but Not Included Due to Confidentiality Concerns)
- I. Extended Phase 1 Investigation of the Mullen, Pearl, and Emory Storm Drain Project, Addendum 3 (Available to the City Council and Staff but Not Included Due to Confidentiality Concerns)
- J. October 13, 2020 Dr. Greg White Email to Koi Nation Vice Chairman Dino Beltran
- K. Cultural Resource Investigation of the 2.8-Acre Clearlake Airport Parcel APN 04212125 and the 3.47-Acre Proposed 18th Avenue Extension, City of Clearlake, Lake County, California (Available to the City Council and Staff but Not Included Due to Confidentiality Concerns)
- L. November 30, 2022 California Department of Transportation Comment Letter for the Airport Hotel and 18th Avenue Extension Project
- M. July 11, 2022 California Attorney General EIR Comment Letter for the Stoneridge Commerce Center Project
- N. S.A. Barrett, Material Aspects of Pomo Culture, Part One, (March 1952) Bulletin of the Public Museum of the City of Milwaukee

EXHIBIT A

Available To City Council And City Staff But Not Included Due To Confidentiality Concerns

EXHIBIT B



HABEMATOLEL POMO CULTURAL RESOURCES

February 16, 2022

City of Clearlake 14050 Olympic Drive Clearlake, CA 95423

Re:

California Environmental Quality Act Public Resources Code section 21080.3, subd. (b) Request for Formal Notification of Proposed Projects Within the Habematolel Pomo of Upper Lake Tribe's Geographic Area of Traditional and Cultural Affiliation

Dear: City of Clearlake:

As of the date of this letter, in accordance with Public Resources Code Section 21080.3.1, subd. (b), the Habematolel Pomo of Upper Lake, which is traditionally and culturally affiliated with a geographic area within your agency's geographic area of jurisdiction, requests formal notice of and information on proposed projects for which your agency will serve as a lead agency under the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq.

Pursuant to Public Resources Code section 21080.3.1, subd. (b), and until further notice, we hereby designate the Tribal Historic Preservation Officer as the tribe's lead contact person for purposes of receiving notices of proposed projects from your agency:

Robert Geary: Tribal Historic Preservation Officer (THPO)

PO Box 516

Upper Lake, CA 95485

Office: (707) 900-6923, Email: Rgeary@hpultribe-nsn.gov

We request that all notices be sent via certified U.S. Mail with return receipt. Following receipt and review of the information your agency provides, within the 30-day period proscribed by Public Resources Code section 21080.3.1, subd. (d), the Habematolel Pomo of Upper Lake may request consultation, as defined by Public Resources Code section 21080.3.1, subd. (b), pursuant to Public Resources Code section 21080.3.2 to mitigate any project impacts a specific project may cause to tribal cultural resources.

HABEMATOLEL POMO OF UPPER LAKE

P: 707.900.6923 F: 707.275.0757 P.O. Box 516 Upper Lake, CA 95485



If you have any questions or need additional information, please contact our lead contact person listed above.

Sincerely,

Robert Geary

Cultural Resources Director/Tribal Historic Preservation Officer

CC: Native American Heritage Commission 1550 Harbor Boulevard, Suite 100 West Sacramento, California 95691

EXHIBIT C



HABEMATOLEL POMO CULTURAL RESOURCES

February 23, 2022

City of Clearlake Attn: Engineering Department 14050 Olympic Drive, Clearlake, CA 95422

RE: 18th Ave. Hotel Project HP-20220216-02

Dear Ms. Adeline Brown:

Thank you for your project notification letter dated February 16, 2022, regarding cultural information on or near the proposed 18th Ave. between SR53 and Old Hwy. 53, Clearlake, in Lake County. We appreciate your effort to contact us and wish to respond.

The Habematolel Pomo Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of the Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project area and would like to initiate a formal consultation with the lead agency. At your earliest convenience, please provide our Cultural Resources Department with a project timeline, detailed ground disturbance plan and the latest cultural resources study for this project.

Please contact the following individual to coordinate a date and time for the consultation meeting:

Robert Geary, Tribal Historic Preservation Officer (THPO)

Habematolel Pomo of Upper Lake

Office: (707) 900-6923

Email: rgeary@hpultribe-nsn.gov

Please refer to identification number HP-20220216-02 in any correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

Robert Geary

Cultural Resources Director/Tribal Historic Preservation Officer

HABEMATOLEL POMO OF UPPER LAKE

F: 707.275.0757 P: 707.900.6923 P.O. Box 516 Upper Lake, CA 95485

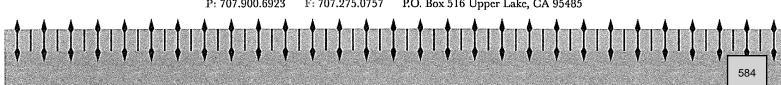


EXHIBIT D



CULTURAL RESOURCES

AB 52 Consultation Meeting between City of Clearlake and Habematolel Pomo of Upper Lake Regarding the 18th Avenue Road Improvement, Dam Road Extension & South Center Drive, Dam Road Roundabout, Clearlake Austin Park Splash Pad Projects

HP-20220216-02, HP-20220217-01, HP-20220216-01, HP-20220216-03

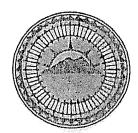
Location: Clearlake City Hall,

Council Chambers Start time: 10:00am Date: Wednesday, March 9, 2021

Meeting Agenda

- 1. Introductions
- 2. Project Update
 - a. Scope of work
 - b. Ground disturbance
 - c. Timeline
 - d. Tribes comments and concerns
- 3. Mitigation Measures
 - a. Cultural Sensitivity Training
- 4. Summary/Closing comments

EXHIBIT E



HABEMATOLEL POMO CULTURAL RESOURCES

Consultation Meeting between

City of Clearlake and Habematolel Pomo of Upper Lake Regarding the 18th Avenue Road Improvement, Dam Road Extension & South Center Drive, Dam Road Roundabout, Clearlake Austin Park Splash Pad Projects

HP-20220216-02, HP-20220217-01, HP-20220216-01, HP-20220216-03

Location: Clearlake City Hall, Council Chambers Start time: 10:00am

Date: 3/9/2022

Name	Agency	Email	
Adeline Brown	City of Clearlake	abrown@clearlako.c	2.04.5
Mosh Roberts	n	mnoberts@clearlake.cA	o US
Koben & Gream	Habanatolel/Koi	rgeary@hputtribe-i	
1	1.	J - J - V	30.

HABEMATOLEL POMO OF UPPER LAKE

P: 707.900.6923 F: 707.275.0757 P.O. Box 516 Upper Lake, CA 95485

EXHIBIT F



March 9, 2022

City of Clearlake: Engineering Department

Attn: Adeline Brown, Engineer Tech/Construction Manager

14050 Olympic Drive, Clearlake, CA 95422

RE: 18th Ave. Road Improvement Project HP-20220216-02

Dear Ms. Adeline Brown:

Thank you for your project consultation dated, March 9, 2022, regarding cultural information on or near the proposed 18th Ave. Between SR53 and Old Hwy. 53, Clearlake, Lake County. We appreciate your effort to contact us and consult with our department.

The Habematolel Pomo Cultural Resources Department has reviewed the project with your agency and concluded that it is within the aboriginal territories of the Koi Nation and Habematolel Pomo of Upper Lake. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided at the above scheduled consultation, the Tribe has concerns that the project could impact known cultural resources. We request including cultural monitors during development and all ground disturbance activities. Additionally, we request that you incorporate Habematolel Pomo of Upper Lake's Treatment Protocol into the mitigation measures for this project and recommend cultural sensitivity training for any pre-project personnel on the first day of construction activities.

To setup a monitoring agreement, please contact the following individual:

Robert Geary, Tribal Historic Preservation Officer (THPO)

Habematolel Pomo of Upper Lake

Office: (707) 900-6923

Email: Rgeary@hpultribe-nsn.gov

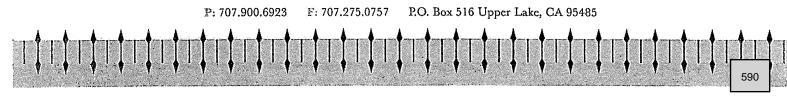
Please refer to identification number HP -20220216-02 in any correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely

Director of Cultural Resources/Tribal Historic Preservation Officer

HABEMATOLEL POMO OF UPPER LAKE





Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Habematolel Pomo of Upper Lake

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Habematolel Pomo of Upper Lake ("Tribe") traditionally occupied lands in Lake and Mendocino Counties. The Tribe has designated its Tribal Historic Preservation Officer ("THPO") to act on the Tribe's behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section V of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant ("MLD") under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission ("NAHC") upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC will contact the Tribe's identified Most Likely Descendant; the MLD will coordinate with the Tribe's Executive Council to designate an individual to represent the Tribe in consultations with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Habematolel Pomo of Upper Lake is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.



III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe, or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials



Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

VI. Inadvertent Discoveries

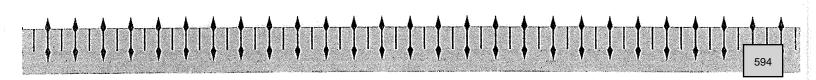
If additional significant site or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors



The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

ADDENDUM I





Habematolel Pomo of Upper Lake Tribal Monitors Description of Work and Treatment Protocol

I. Preferred Treatment

The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Comportment

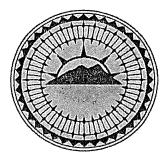
All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods

If, after the Habematolel Pomo of Upper Lake Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

- (A) Tools. All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.
- (B) Extent of Exposure. In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.
- (C) Perimeter Balk. To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.
- (D) Exposure Methods. Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and





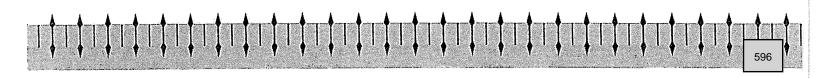
HABEMATOLEL POMO CULTURAL RESOURCES

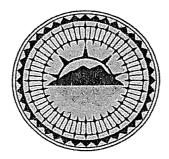
brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

(E) Provenience. Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) Perimeter Balk (described above), (2) Exposure (dirt removed in exposing the exterior/burial plan and associations, and (3) Matrix (dirt from the interstices between bones or associations). Thus, each burial may have three bags, "Burial 1 Perimeter Balk," "Burial 1 Exposure Balk," "Burial 1 Matrix."

Please note the provisions below with respect to handling and conveyance of records and samples.

- (F) Records. The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the full provenience for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for pre-interment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.
- (G) Stipulations for Acquisition and Use of Imagery. Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.
- (H) Association. Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.





HABEMATOLEL POMO CULTURAL RESOURCES

(I) Samples. For each burial, all **Perimeter Balk** soil is to be 1/8"-screened. All **Exposure** soil is to be 1/8"-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

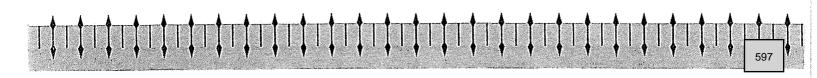
(J) Human remains are not to be cleaned in the field.

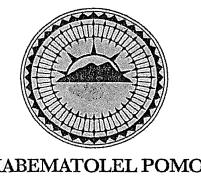
(K) Blessings. Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for ensuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

IV. Lab Procedures

No laboratory studies are permitted without consultation with the Tribe. Lab methods are determined on a project-specific basis in consultation with Habematolel Pomo of Upper Lake representatives. The following procedures are recommended:

- (A) Responsibility. The primary archaeological consultant will be responsible for ensuring that all lab procedures follow stipulations made by the Tribe.
- (B) Blessings. Prior to any laboratory activities related to the remains, a designated Tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for ensuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.
- (C) Physical Proximity of Associations. To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, Matrix dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images and ensuring that the original notes and records accompany the remains throughout the process.
- (E) Additional Lab Finds. Laboratory study shall make every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.





HABEMATOLEL POMO CULTURAL RESOURCES

V. Re-internment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains. The Tribe shall not bear the cost of re-interment but shall be given full access to rebury the remains in a culturally sensitive manner.

VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to the Tribe for its records.

EXHIBIT G

City of Clearlake Planning Commission Hearing held on 12/13/2022

Item #2: 18th Street Consideration of CUP Starts at 32:01/1:24:07

- Com. McCarrick- 38:32/ 1:24:07
- "My question is, and it might just be semantics, it might just be typing, but in the in the CEQA document itself, section 18, it says tribal cultural resources as opposed to the section that is just cultural resources, but in the conditions of approval, it just says cultural resources, so I just want to make sure that attention is brought to the tribal, 'cause they are two different things, of the tribal cultural resources in there. So it might just be like a slash tribal. It might just be like an edit for that. I noticed that in the conditions of approval when other ones actually have said tribal, this one didn't. So I was just curious about that.
- Staff (Sounds like Mark Roberts): 39:11/1:24:07

"That can be corrected by just doing cultural slash tribal... because typically when we do conditions of approval or mitigation measures, it's the same mitigation measures or conditions of that would go for cultural or tribal, so that's why we just usually do cultural slash tribal in the conditions of approval."

- Com. McCarrick- "Ok, I appreciate that, because I know that in some of our other conversations, at the Planning Commission, there has been a conscious conversation about them being different, and they are different in CEQA.
- Then, my other question was, I don't know if I missed it in here, if there has been a tribal consultation, and also if there has any part of the environmental documentation said that the water district said that they could meet the needs of this project with water conservation measures, but I don't know if, from the applicant, I did not see any specific water conservation measures, I was just checking, curious about that."
- Staff: So for the... could you repeat your first question?
- Com. McCarrick: "Sure, I noticed there was something about AB 52 in there, and I was just wondering if a consultation had happened. And the second one I was just wondering about water conservation measures from the applicant."
- I noticed there was something about AB 52, in there, and I was wondering if an AB 52 consultation had happened.

40:35/1:24:07 Staff, Mr. Mark Roberts = "So when the initial study was sent out for the 30 day review, it was sent to all agencies, and we didn't receive any comments or concerns from the local tribal organizations."

And then for the Water District, in regards to the water conservation, that would be more for the Applicant coordinating with the local water district. But as part of their conditions they are going to have to meet all of their applicable requirements for connecting to the proper water district itself.

Com. McCarrick- the summary made it sound like they were going to go above and beyond, which is great, because hotels can use a descent amount of water, so if they had anything, or maybe one of the conditions of approval would be to state what those water conservation measures would be.

Staff: "So, the hotel is a use by right. So we need to remember keep with the ABC license is the CUP. Even thought it was analyzed in the environmental document itself. I think we need to be careful about conditioning a use that is technically a use by right. When they hook up to the water, they are gonna have to meet all applicable requirements."

Com. McCarrick: "The only reason I bring it up is the Konocti Water District had said that they were going to take conservation measures. While it is a use by right, if it is dependent on the CEQA document and the MND, just making sure people stick to what they are saying."

Discussion ends at 42:27/1:32:07

EXHIBIT H

Available To City Council And City Staff But Not Included Due To Confidentiality Concerns

EXHIBIT I

Available To City Council And City Staff But Not Included Due To Confidentiality Concerns

EXHIBIT J

From: gwhite@sub-terraheritage.com <gwhite@sub-terraheritage.com >

Date: Tuesday, October 13, 2020 at 12:47 PM

To: Dino Beltran dbeltran@koination.com, KN2 <KN2@koination.com>

Subject: Mullen spoils volume and content

Dino,

Here is a brief summary of the volume and content of the Mullen soils used by the contractor:

Mullen Project

Spoils from the newly-installed storm drain trench on Mullen Avenue between Palmer Avenue and Lakeshore Drive, City of Clearlake, Lake County, California, were deposited in two locations, in a temporary storage yard located on Pearl Avenue near Alvita and in a City storage yard at the former Pearce Airport site off Old Hwy 53.

The spoils are primarily composed of disturbed deposits and mixed fill but they contain extensive archaeological materials derived from prehistoric site Ca-Lak-39. While the spoils are by definition disturbed deposits, they contain a high density and diversity of archaeological materials including chipped stone projectile points and other hand-tools, obsidian trade blanks, ground stone tools, and shell and animal bone food refuse. Fragmentary human remains are also likely to be contained in the deposits.

Volume of Spoils

Project spoils transported from Mullen totaled approximately 118 cubic yards and were placed at two locations: (1) the Pearce airport yard and (2) Pearl near Alvita, as follows:

Pearce Yard. On 08-24 through 08-26 trenching spoils were excavated from Lakeshore to Emory, a section of trench measuring 265 feet long. The initial 175 feet of this trench (the south end) was dug on 08-24 through 08-25 and was 3.0 feet wide and 2.33 feet deep, generating approximately 45.3 cubic yards of spoils. The next 90 feet of the trench (the north end) was dug on 08-26 and was 2.0 feet wide and 2.33 feet deep, generating 15.5 cubic yards of material. On 08-27 through 08-28 trenching spoils were excavated from Emory to Palmer, a section of trench measuring 214.0 feet long and was 2.0 feet wide and 2.33 feet deep for a total of 37.0 cubic yards. A DI vault measuring 16.5 feet long, 10.5 feet wide, and up to 5.5 feet was also dug for an estimated total of volume of 20.0 cubic yards. Thus, the Lakeshore-to-Palmer trench produced 117.6 cubic yards of spoils, all transported to the old Pearce yard.

Pearl Yard. The Pearl location contains vacuum spoils only which combined occupy an estimated 0.5 cubic yards.

Greg 530-513-1943

EXHIBIT K

Available To City Council And City Staff But Not Included Due To Confidentiality Concerns

EXHIBIT L

California Department of Transportation

DISTRICT 1
P.O. BOX 3700 | EUREKA, CA 95502–3700
(707) 445-6600 | FAX (707) 441-6314 TTY 711
www.dot.ca.gov





November 30, 2022

1-LAK-53-1.99 Airport Hotel & 18th Ave Extension SCH#2022100562

Mr. Mark Roberts City of Clearlake 14050 Olympic Drive Clearlake, CA 95422

Dear Mr. Roberts:

Thank you for giving Caltrans the opportunity to review and comment on the Mitigated Negative Declaration for the proposed Airport Hotel and 18th Avenue Extension Project, which would include development of a four-story, 75-room hotel, as well as a one-story meeting hall. In addition, the proposed project would construct an extension of 18th Avenue that would connect State Route (SR) 53 to Old Highway 53. The project is located west of SR 53, at the former Pearce Airport, and is bound by the unimproved public rights of way for Spruce Ave, Armijo Ave, Victor Street and Warner Street/18th Ave. We have the following comments:

Page 21 of 74 in the Mitigated Negative Declaration shows a widening of the eastbound approach to 18th Ave at its intersection with SR 53. As shown, the proposed improvements would make California Department of Transportation (Caltrans) a responsible agency under CEQA. An encroachment permit from Caltrans will be required to construct the proposed improvements.

In order to adequately evaluate the proposed intersection improvements at 18th Ave and SR 53, a delineation of the State right-of-way (R/W) will need to be added to pages 16 through 23 (of 74) of the Mitigated Negative Declaration and "Figure 3 - Proposed Roadway Improvements," found in Attachment C -Transportation Impact Study. For the applicant's benefit, the enclosed maps (labeled "LAK 53 RoW Map Set for the Clearlake Hotel.pdf" and "LAK-53_ROS Monumentation_88-RS-12-24.pdf") are offered for surveying and delineating State R/W. The maps may require the retention of a licensed land surveyor due to known errors on the maps and the need to consult the deeds. For further assistance with mapping State R/W, please contact Caltrans Chief Right of Way Engineer, Lorien Sanchez, at (707) 497-7693, or by email at: <loren.sanchez@dot.ca.gov>.

Mr. Mark Roberts, Senior Planner 11/30/2022 Page 2

The location of State R/W limits are important elements of the permit approval process. Intersection design elements within State R/W are required to meet State Design Standards. Any deviation from State standards will require an approved Design Standard Decision Document (DSDD). Any permit application requiring a DSDD cannot be processed as a standard encroachment permit but must follow the Caltrans Quality Management Assessment Process (QMAP). Additional information on the QMAP process can be found in Appendix I of the Caltrans Project Development Procedures Manual (PDPM), available online: < https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-appendixi-a1ly.pdf>. We highly recommend avoiding the QMAP process in order to save both time and expense for the Caltrans permitting process.

A revised set of design plans with dimensions labeled will need to be reviewed and approved by Caltrans prior to submitting an application for an encroachment permit.

We will also need to check the truck turn radii for the westbound direction.

A protected left turn warrant should be performed to verify that protected left turns are not required.

We recommend that sidewalk and bike lanes continue on both sides of 18th Avenue to the intersection of Highway 53. The four-foot bike lanes on 18th Ave will need to be revised to meet State standards within State R/W.

We will need the width dimensions for the westbound right turn lane on 18th Ave. It appears the bike lane ends in the right turn lane. The dimensions will allow us to determine whether westbound bicyclists can be accommodated in a separate lane through the intersection.

The new left turn lanes may require changes to the signal hardware, to allow for a protected left turn phase unless the existing timing be used such as a permissive left on a green ball. Future increases in left-turning traffic with the build out of the commercial center/airport redevelopment may result in significant impacts to signal operations, potentially requiring modification to signal geometrics and/or timing. We request more information about the build out plans for the Airport to ensure that the signal continues to operate safely and effectively.

Archaeological studies will be required if there are constructive changes to the R/W in the vicinity of 18th Street. This area is sensitive for archaeological resources. Current records indicate that resources are present. In the event that construction activities could be limited to previously disturbed areas, risk will be significantly reduced. Native



Mr. Mark Roberts, Senior Planner 11/30/2022 Page 3

American Consultation will be key to successful project implementation. The area is of elevated concern to local Tribes.

Any work within Caltrans right of way will require an encroachment permit from Caltrans. To streamline the process, we require the applicant arrange and participate in a pre-submittal meeting with the Caltrans encroachment permits staff in Ukiah, prior to submitting a permit application. For more information or to request an encroachment permit application, please contact the Ukiah permits office at 707-463-4743, and refer to the Caltrans website: https://dot.ca.gov/programs/traffic-operations/ep.

Please contact me with questions or for further assistance with the comments provided at (707) 684-6879 or by email at: <jesse.robertson@dot.ca.gov>. Sincerely,

Jesse G. Robertson

Jesse Robertson
Transportation Planning
Caltrans District 1

Enclosed: LAK 53 RoW Map Set for the Clearlake Hotel.pdf

LAK-53_ROS Monumentation_88-RS-12-24.pdf

c: State Clearinghouse

Heidi Quintrell, Chief, Caltrans District 1 Encroachment Permits

EXHIBIT M

State of California DEPARTMENT OF JUSTICE



1300 1 STREET, SUITE 125 P.O. BOX 944255 SACRAMENTO, CA 94244-2550

Public: (916) 445-9555 Telephone: (916) 210-7808 Facsimile: (916) 327-2319 E-Mail: Robert.Swanson@doj.ca.gov

Yuting.Chi@doj.ca.gov

July 11, 2022

Mr. Russell Brady Riverside County Planning Department 4080 Lemon Street, 12th Floor Riverside, CA 92501

RE: Draft Environmental Impact Report for the Stoneridge Commerce Center Project (SCH #2020040325)

Dear Mr. Brady:

Thank you for the opportunity to provide comments on Riverside County's Draft Environmental Impact Report (DEIR) for the Stoneridge Commerce Center (the Project). The Project would site over 9.5 million square feet of total warehouse space just east of the City of Perris on and adjacent to several Native American tribes' Traditional Cultural Landscape. Because the Project is located more than six miles away from the nearest highway via the preferred truck route, the Project would result in thousands of daily truck trips passing homes and a middle school in Perris. The County should consider other truck routing options to minimize the Project's impacts to sensitive receptors. The DEIR also does not properly analyze the Project's impacts to sensitive receptors, as it commits several material errors in the air quality analysis, and fails to disclose and sufficiently analyze significant traffic noise impacts. Moreover, the DEIR fails to adequately analyze the Project's cumulative impacts on tribal cultural resources, or to adequately incorporate the information provided by impacted tribes during the Assembly Bill (AB) 52 consultation process. Finally, the DEIR fails to adopt all feasible mitigation for the Project's significant impacts. The County should revise the DEIR to comply with the California Environmental Quality Act (CEQA) and minimize the Project's environmental impacts.

¹ The Attorney General respectfully submits these comments pursuant to his independent power and duty to protect the environment and natural resources of the State. (See Cal. Const., art. V, § 13; Gov. Code, §§ 12511, 12600-12612; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d 1, 14–15.)

I. THE PROJECT WOULD SITE 9.5 MILLION SQUARE FEET OF NEW WAREHOUSE SPACE FAR FROM TRANSPORTATION CORRIDORS, CAUSING TRUCKS TO IMPACT EXISTING RESIDENTIAL COMMUNITIES.

The Project would construct one of the largest single warehouse complexes in California: over 9.5 million square feet of total warehouse space² and over 120,000 square feet of new retail commercial space on 582.6 acres.³ The DEIR projects that the Project will generate 3,916 daily heavy-duty truck trips—an average of one truck every 22 seconds over the expected 24/7 operation of the warehouse complex.⁴ The DEIR analyzes two different truck routing plans, each of which would involve a lengthy path to the highway past homes and other sensitive receptors. The Primary Truck Route plan would direct 98 percent of the Project's truck traffic along a six-mile route to the highway via Ramona Expressway, which borders Lakeview Middle School and a substantial residential community in Perris.⁵ The Southern Truck Route plan would still direct 60 percent of trucks (2,350 trucks daily) along Ramona Expressway, but 38 percent (1,488 trucks daily) would take a four-mile path via Nuevo Road, passing a planned residential development called McCanna Hills, two smaller residential communities, a church, and a public park.⁶ Annotated satellite images showing the truck routes and Project vicinity are attached to this letter as Exhibits A and B.

The Project would primarily impact three communities in Perris: the community bordering Ramona Expressway, the communities along the Southern Truck Route, and the planned McCanna Hills community. Ramona Expressway forms the northern border of a large residential community in Perris. Homes back up to Ramona Expressway along the entire 1.5-mile stretch from Rider Street to Avalon Parkway. The homes are slightly recessed into the ground, such that Ramona Expressway is approximately level with the homes' second stories. A short wall separates the homes from the road, but the wall does not shield second story windows

² The warehouse space consists of 8,461,530 square feet of light industrial uses and 1,069,398 square feet of business park uses. DEIR at 3-4.

³ *Id.* at 3-1, 3-4. The DEIR analyzes two slightly different land use plans for the site, depending on whether the Riverside County Transportation Commission (RCTC) constructs the Mid County Parkway (MCP) through the northwestern portion of the project site. The MCP would be a 16-mile transportation corridor that is designed to relieve east-west traffic congestion between the San Jacinto and Perris areas. The RCTC approved the final EIR for the MCP in 2015. Construction began in summer 2020 on one interchange that was contemplated for the MCP (Interstate 215/Placentia Avenue), which is planned for opening in August 2022. However, the RCTC has not secured funding for segments of the MCP that would traverse the Project area, so it is possible that the RCTC may not ultimately construct the MCP through the Project site. Several Native American tribes provided extensive reports under the AB 52 consultation process for the MCP regarding its potential impacts to the Tribal Cultural Landscape, and provided parts or all of those reports to the County during consultation on the Stoneridge Project.

⁴ DEIR at 3-28.

⁵ *Id.* at 3-28, 3-29 Fig. 3-12.

⁶ *Id.* at 3-28, 3-30 Fig. 3-13.

from traffic. Lakeside Middle School also backs to Ramona Expressway, with recreational facilities, including a baseball field and running track, adjacent to the road. Other sensitive receptors within 1,000 feet of the Primary Truck Route include Sierra Vista Elementary School, Avalon Elementary School, Frank Eaton Memorial Park, and hundreds of homes. According to CalEnviroScreen 4.0, CalEPA's screening tool that ranks each census tract in the state for pollution and vulnerability, while this community is not currently heavily polluted besides the region's extreme ozone pollution, it scores highly (73rd percentile) on population characteristics indicating greater vulnerability to pollution. For example, the community has greater rates of cardiovascular disease than 91 percent of other census tracts in California, and it has higher than average rates of asthma and newborns with low birth weight. The community also ranks in the upper half of all but one of CalEnviroScreen's socioeconomic vulnerability factors. About 81 percent of students enrolled at Lakeside Middle School are eligible for the Free or Reduced-Price lunch programs, meaning that these students come from families whose income are below CalEnviroScreen's poverty threshold, and 95 percent of the student population identify as persons of color. Among all residents of this community, the majority (64 percent) identified as Hispanic, and 86 percent of residents identified as a race/ethnicity other than white.

The communities along the Southern Truck Route include sensitive receptors on Nuevo Road, Dunlap Drive, and San Jacinto Avenue. Sensitive receptors on Nuevo Road include a handful of rural-style homes and a small suburban development at the intersection of Nuevo Road and Dunlap Drive. More suburban homes border Dunlap Drive, along with St. James the Less Catholic Church. Near Interstate 215, several suburban homes and Bob Long Park are adjacent to East San Jacinto Avenue. Because these communities span several census tracts, precise data on their pollution burden and demographic vulnerability to pollution do not exist. but the CalEnviroScreen data for these census tracts are relatively similar to one another. All suffer from significant ozone pollution and above average amounts of other pollutants—for example, pesticides in some census tracts, diesel particulate matter and traffic in others. Like the community bordering Ramona Expressway, the communities along the Southern Truck Route have high rates of cardiovascular disease, asthma, and low birth weight babies, and they rank in the upper half of all CalEnviroScreen measures of socioeconomic vulnerability except unemployment. These communities have a similar racial/ethnic makeup to the community bordering Ramona Expressway, with a majority of residents identifying as Hispanic, and the overwhelming majority identifying as non-white.

⁷ See Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0 https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40 (last visited July 9, 2022).

⁸ The one CalEnviroScreen socioeconomic vulnerability factor in which this community scores better than average is unemployment, indicating that residents already possess sufficient job opportunities.

⁹ Lakeside Middle, National Center for Education Statistics (2021-2022), https://nces.ed.gov/ccd/schoolsearch/school_detail.asp?Search=1&DistrictID=0691135&ID=069113511243 (last visited July 9, 2022).

Finally, the McCanna Hills Specific Plan is an approved but unconstructed development that would be sited west of the Project site and south of the community bordering Ramona Expressway (see Exhibit C). The McCanna Hills development shares its eastern edge with the western border of the Project site. Active permits exist to build on several planning areas, including two that would construct new housing north of Antelope Road and Nuevo Road, adjacent to the Project site and along the first section of the Southern Truck Route. If those units are ultimately constructed and occupied, the Project would impact a substantial number of additional sensitive receptors. The Project would also directly affect several other planning areas in the McCanna Hills Specific Plan without active permits, including a third planning area along Nuevo Road, designated open space bordering the Project, and higher-density residential and open space along Ramona Expressway. In

II. THE DEIR CONCLUDES THAT THE PROJECT WOULD HAVE SIGNIFICANT AND UNAVOIDABLE IMPACTS TO AIR QUALITY, NOISE, TRANSPORTATION, AGRICULTURE AND FORESTRY, AND AESTHETICS, AS WELL AS IMPACTS TO THE VIEWSHED OF TRIBAL TRADITIONAL CULTURAL LANDSCAPE.

The DEIR concludes that the Project would have significant and unavoidable impacts in five areas: air quality, noise, transportation, agriculture and forestry, and aesthetics. Regarding air quality, the DEIR calculated that the Project's daily operational air emissions would include 1,137 pounds of nitrogen oxides (NO_x), 2,004 pounds of carbon monoxide (CO), and 160 pounds of volatile organic compounds (VOCs). 12 These emissions drastically exceed the applicable CEQA significance thresholds by factors of 21 (NO_x), 4 (CO), and 3 (VOCs) in an air basin already in "extreme" nonattainment for several ozone standards and "serious" nonattainment for multiple fine particulate matter standards. 13 As to noise, the DEIR discloses significant noise and vibration impacts during construction—both on-site and off-site at Lakeside Middle School—and significant traffic noise impacts on Nuevo Road. 14 On transportation, because the Project site is isolated from existing transportation corridors, the DEIR finds that the Project would exceed the County's average vehicle miles traveled (VMT) per employee threshold by 26.22% and that the Project's retail uses would increase total VMT in the County. 15 On agriculture, the DEIR finds that the Project would convert 506.7 acres of important farmland, including 297.8 acres designated by the state as Prime Farmland, to non-agricultural uses. 16 And as to aesthetics, the DEIR notes that the existing character of the Project site is rural and

¹⁰ See Exhibit C, Planning Areas 46 and 47.

¹¹ See, e.g., Exhibit C, Planning Areas 28A, 28B, 28C, 29, 44, 45, and 48.

¹² DEIR at 4.3-29 Table 4.3-9.

¹³ Ibid.

¹⁴ *Id.* at 4.15-39 to -40.

¹⁵ *Id.* at 4.18-22 to -23.

¹⁶ *Id.* at 4.2-9.

agricultural, and that the Project's industrial land uses would substantially alter the area's character and views. 17

Furthermore, the DEIR concludes that there would not be significant and unavoidable impacts to tribal cultural resources because mitigation measures would reduce the impacts of the Project on tribal cultural resources to below a level of significance. ¹⁸ The DEIR acknowledges that there would be impacts to the viewshed of the area, in a manner that would obstruct the San Jacinto River, the villages of Páyve and Páavo, and Mystic Lake—places of historical and cultural significance to several tribes that are designated as part of a Tribal Cultural Landscape ¹⁹—defined as a tribal cultural resource because it is a landscape with cultural value to a California Native American tribe that is included or eligible for inclusion in the California Register of Historical Resources. ²⁰ But the DEIR concludes that because there is currently very little development in the area, the development associated with the Project would not significantly impact the viewshed of the Tribal Cultural Landscape. ²¹ However, notably, the DEIR's conclusions on Project impacts to the aesthetics of the area—that the Project's industrial land uses would substantially alter the area's character and views—is in direct conflict with its conclusion that the viewshed of the Tribal Cultural Landscape would not be significantly and unavoidably impacted. ²²

III. THE DEIR FAILS TO APPROPRIATELY ANALYZE AND DISCLOSE ALL SIGNIFICANT ENVIRONMENTAL IMPACTS.

The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects.²³ An EIR serves as an "informational document" that informs the public and decisionmakers of the significant environmental effects of a project and ways in which those effects can be minimized.²⁴ Accordingly, an EIR must clearly set forth all significant effects of a project on the environment.²⁵ Here, the DEIR fails to properly analyze and/or disclose the significant air quality, noise, transportation, and tribal cultural resources impacts of the Project.

A. The DEIR Fails to Properly Analyze and Disclose Significant Air Quality Impacts.

As noted above, the DEIR finds that Project operations would cause significant and unavoidable criteria pollutant emissions. The DEIR's health risk assessment (HRA) also

¹⁷ *Id.* at 4.1-15.

¹⁸ *Id.* at 4.19-8.

¹⁹ *Id.* at 4.19-6.

²⁰ Pub. Resources Code, § 21074, subd. (a)(1)(A).

²¹ DEIR at 4.19-6.

²² *Id.* at 4.1-15.

²³ Pub. Resources Code, §§ 21000-21002.1.

²⁴ CEQA Guidelines, § 15121, subd. (a).

²⁵ Pub. Resources Code, § 21100, subd. (b)(1); CEQA Guidelines, § 15126.2, subd. (a).

concludes that the Project's diesel particulate matter (DPM) emissions would cause 9.81 cancer cases per million people, just under the significance threshold of 10 cases per million. The California Air Resources Board's (CARB) comment letter, dated May 26, 2022, identifies several flaws in the HRA and an important omission from the criteria pollutant emissions analysis. When corrected, the HRA will likely find significant cancer risk from the Project's operational DPM emissions. The County must revise the DEIR to accurately reflect the Project's air quality impacts and recirculate it for public review.

The HRA of cancer risk from operational DPM emissions suffers from at least four flaws. First, it assumes an improperly low daily breathing rate for individuals aged 16-70. The DEIR uses a daily breathing rate for individuals aged 16-70 of 209 liters per kilogram per day. 26 Guidance from the California Office of Environmental Health Hazard Assessment (OEHHA) recommends using a daily breathing rate of 290 liters per kilogram per day for this demographic—nearly 40 percent higher than the DEIR assumed. 27 The DEIR does not explain why it departs from OEHHA guidance. (See Golden Door Properties, LLC v. Cnty. of San Diego (2018) 27 Cal. App. 5th 892, 905 (requiring substantial evidence to support methodology for CEQA impact analysis).) Because daily breathing rate is a critical component of an individual's estimated DPM exposure, recalculation of the cancer risk using the correct daily breathing rate will reveal substantially higher cancer risk than the DEIR previously disclosed.

Second, the HRA appears to omit emissions from off-site TRUs. While the HRA includes emissions from TRUs located at the Project site, it seemingly does not account for TRU emissions that occur along roadways near the Project.²⁸ These emissions will increase nearby sensitive receptors' overall DPM exposure, and thus must be included to accurately estimate cancer risk from Project operations.

Third, the HRA underestimates on-site TRU emissions. The HRA assumes that TRUs will idle on-site for fifteen minutes.²⁹ However, data collected by CARB demonstrate that TRUs spend an average of 3.3 hours at a facility.³⁰ For diesel-powered TRUs—which make up the vast

²⁶ See, e.g., DEIR, Appendix B1 at .pdf pg. 483.

²⁷ OEHHA Guidance at 5-23 to -24 (recommendation to use 95th percentile daily breathing rates), 5-25 Table 5.6 (95th percentile breathing rate for 16<70 years of 290 L/kg-day). ²⁸ See, e.g., DEIR, Appendix B1 at .pdf pg. 482 (including on-site TRU emissions but not off-site TRU emissions).

²⁹ See, e.g., id., Appendix B1 at .pdf pg. 482.

³⁰ CARB, Staff Report, Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate, Appendix F ("Applicable Facility Determination Methodology"), at 18 (citing CARB, 2011 Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate (August 31, 2011); CARB, Cold Storage Food/Distribution Questionnaire (2018)).

majority of TRUs currently in operation³¹—the HRA should assume on-site idling time is equivalent to total facility visit time.³² The HRA should therefore consider on-site TRU emissions from 3.3 hours of idling per truck visit. Alternatively, the DEIR should adopt mitigation measures, along with robust enforcement mechanisms, limiting on-site TRU idling to fifteen minutes.

Fourth, the HRA does not substantiate its assumption that the Project would receive 630 daily visits by trucks with TRUs under the Primary Land Use Plan. The DEIR must support this assumption with substantial evidence. Pub. Resources Code § 21168.5. As diesel-powered TRUs emit considerable amounts of DPM, the number of truck trips with TRUs strongly influences projected DPM emissions and thus the overall estimated cancer risk.

Finally, the DEIR's calculation of operational criteria pollutant emissions omits emissions from TRUs. The DEIR estimates criteria pollutant emissions using CalEEMod. However, as CARB's comment explains, CalEEMod does not account for air pollutant emissions from TRUs.³⁴ Accordingly, the DEIR underestimates the Project's criteria pollutant emissions. The DEIR must separately model those emissions and add them to the Project's other operational emissions to accurately assess the Project's total criteria pollutant emissions from operation.

B. The DEIR Fails to Properly Analyze and Disclose Significant Noise Impacts.

The DEIR's noise analysis suffers from two flaws. First, the DEIR fails to disclose significant traffic noise impacts along Ramona Expressway. The DEIR states that the Project would have four significant noise impacts: (1) significant construction noise impacts at Lakeside Middle School from construction of a water main and tanks adjacent to the school, (2) significant construction vibration impacts at Lakeside Middle School, Sierra Vista Elementary School, and nearby residences from the water infrastructure construction; (3) significant on-site construction vibration impacts from blasting; and (4) significant increases in traffic noise along Nuevo Road between the Project site and Dunlap Drive. However, the DEIR's analysis identifies a fifth significant noise impact: operational traffic noise increases on Ramona Expressway behind Lakeside Middle School and residences. Specifically, the DEIR finds that the Project would

³¹ According to data reported in the CARB Equipment Registry, approximately 15 percent of trailer TRUs are equipped with electric-standby capability.

³² CARB, Staff Report, *Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate*, Appendix I ("Health Analyses: Transport Refrigeration Units") at 39. Note that CARB's HRA assumes that total loading and unloading time is 4 hours rather than 3.3 hours, which would be a less conservative assumption in the context of the Project's HRA.

³³ See, e.g., DEIR, Appendix B1 at .pdf pg. 482.

³⁴ See, e.g., id., Appendix B1 at .pdf pg. 104 (omitting any reference to calculating emissions from TRUs).

³⁵ *Id.* at 4.15-39 to -40.

increase traffic noise under year 2030 conditions by 2.2 dBA CNEL ³⁶ (from 66.9 to 69.1) on Ramona Expressway south of Rider Street and by 1.9 dBA CNEL (from 67.0 to 68.9) on Ramona Expressway between Bradley Road and Evans Road. ³⁷ As baseline traffic noise exceeds the County's 65 dBA CNEL standard for acceptable noise at a sensitive land use, the DEIR uses a significance threshold of a 1.5 dBA CNEL increase. ³⁸ Thus, projected increases of 2.2 dBA CNEL and 1.9 dBA CNEL are significant. While the DEIR identifies these impacts as significant at Table 4.13-13, it omits these significant impacts from the narrative portions of the DEIR, including its discussion of significant impacts in the executive summary and summary portions of the noise section. ³⁹ The DEIR also does not consider any mitigation for these significant impacts. The DEIR's failure to disclose these significant impacts and consider all feasible mitigation are CEQA violations. ⁴⁰ Particularly as these significant noise impacts would affect sensitive receptors—students and teachers at Lakeside Middle School and numerous Perris residents—the County must revise the DEIR to fully disclose these impacts and consider all feasible mitigation measures, including routing the nearly 4,000 daily truck trips away from this community.

Second, the DEIR's noise analysis is also insufficient. The DEIR uses 24-hour average noise levels as the sole indicator of a significant operational traffic noise impact. However, the DEIR reports that a diesel truck traveling 50 mph produces between 80 and 90 dBA of noise at 50 feet away. The routes used by trucks visiting the Project would take trucks within 50 feet of dozens of sensitive receptors, particularly the homes bordering Ramona Expressway, which under the Primary Truck Route would be passed by a diesel truck an average of once every 23

³⁶ The community noise equivalent level (CNEL) weights 24-hour average noise levels to account for additional noise sensitivity in evening and night hours. *See id.* at 4.13-4. ³⁷ *Id.* at 4.13-43 Table 4-13.13. Table 4-13.13 also includes a line purporting to estimate the increase in traffic noise on Ramona Expressway between Rider Street and Bradley Road, but the corresponding data are not plausible. While the DEIR projects the ambient baseline noise levels along the surrounding two sections of Ramona at 66.9 and 67.0 dBA CNEL, the DEIR lists ambient baseline noise on Ramona Expressway between Rider Street and Bradley Road as 58.7 dBA CNEL. Equally implausibly, the DEIR also estimates the traffic noise increase at this portion of Ramona Expressway to be 0.0 dBA CNEL, even though this portion of Ramona Expressway would host the same number of truck trips and nearly identical numbers of passenger car trips. The County should correct this apparent error in the DEIR. ³⁸ *Id.* at 4.13-20, 4.13-26.

³⁹ Curiously, the DEIR section analyzing land use impacts references a potential noise wall along Ramona Expressway to mitigate significant noise impacts (*id.* at 4.11-21), but neither the significant impact along Ramona nor a potential noise wall are mentioned anywhere in the relevant summary or noise sections of the DEIR.

⁴⁰ Pub. Resources Code, § 21100, subd. (b)(1), (b)(3).

⁴¹ DEIR at 4.13-2 Fig. 4.13-1; *see also* Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (last accessed July 6, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

seconds.⁴² The DEIR projects that 24-hour average sound levels, including noise from passing trucks, would stay below 70 CNEL along Ramona Expressway, so the Project's heavy-duty trucks would therefore cause substantial noise spikes at sensitive receptors as they pass. Indeed, the DEIR notes that "[t]wo sound levels 10 dB apart differ in acoustic energy by a factor of 10,"⁴³ and that a "10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response."⁴⁴

The DEIR does not consider whether temporary noise spikes from diesel trucks would result in a significant noise impact. Especially pertinent is whether these noise spikes would cause health effects—such as sleep disturbance, stress, long-term hearing loss, or other impacts—yet the DEIR does not analyze these issues at all. Longstanding methodologies exist to study these impacts. Instead, the DEIR leaves basic questions of interest to ordinary community members unanswered: for example, how loud is it at someone's home when the project's trucks pass, how often will they experience that noise, and will that noise affect their health? In light of evidence in the DEIR itself that the Project would subject sensitive receptors to large, temporary noise spikes, the DEIR's failure to consider whether significant noise impacts could result violates CEQA. 46

C. The DEIR's Analysis Regarding Truck Routes Makes a Major Error in Assumption, and Thus Should Consider Alternative Routes and Analyze Their Impacts.

The DEIR proposes two alternative truck routes to accommodate the Project's nearly 4,000 expected daily truck trips, both of which would lead to thousands of daily truck trips passing residences and sensitive receptors.⁴⁷ The Primary Truck Route plan would direct 98 percent of the Project's truck traffic along a six-mile route to the highway via Ramona Expressway, which borders Lakeview Middle School and a large residential community in

⁴² Ninety-eight percent of 3,916 daily truck trips equals approximately 3,838 daily truck trips, or one truck trip every 22.5 seconds.

⁴³ *Id.* at 4.13-1.

⁴⁴ *Id.* at 4.13-5.

⁴⁵ See, e.g., Berkeley Keep Jets Over the Bay Comm. v. Bd. of Port Comm'rs, 91 Cal. App. 4th 1344, 1382 (2001) ("The probability of being repeatedly awakened by multiple single-event sounds can be calculated, given sufficient data."); United States Environmental Protection Agency, Protective Noise Levels: Condensed Version of EPA Levels Document (1978) at 12 (explaining the "typical use" of the A-weighted sound exposure level metric is "[t]o describe noise from a moving source such as an airplane, train, or truck"); Barbara Griefahn, Noise Control During the Night: Proposals For Continuous and Intermittent Noise, 20 Acoustics Australia 43 (1992) (noting that "Leq alone is not generally suitable for the prediction of sleep disturbance" and that nighttime traffic noise disrupts sleep and contributes to concrete health impacts, including cardiovascular disease).

⁴⁶ See, e.g., Berkeley Keep Jets, 91 Cal.App.4th at 1378.

⁴⁷ See Exhibits A & B.

Perris. 48 The Southern Truck Route plan would still direct 60 percent of trucks (2,350 trucks daily) along Ramona Expressway, but 38 percent (1,488 trucks daily) would take a four-mile path via Nuevo Road, passing the planned residential development of McCanna Hills, two smaller residential communities, a church, and a public park. 49

In addition to inadequately analyzing the adverse impacts to air quality and noise that these truck routes pose for sensitive receptors, as described above, the DEIR has incorrectly assumed that trucks on the Primary Truck Route would use the Ramona Expressway to access Interstate 215 in the east. The City of Perris, through which that stretch of Expressway traverses, has removed that portion of the Expressway as a truck route. According to Perris, the City removed the "entire stretch of Ramona Expressway as a truck route" under the Perris Valley Commerce Center Specific Plan, which the City adopted in January 2012, thus removing an approximately 2.5-mile stretch of Primary Truck Route located within Perris's city limits along the Ramona Expressway. ⁵⁰ As such, in accordance with Perris's restriction, 98 percent of the Project truck traffic based on the Primary Truck Route plan, or 60 percent of the Project truck traffic based on the Southern Truck Route plan, is not viable.

The DEIR should therefore reconsider the truck routes it proposes to service the Project site to avoid the Ramona Expressway. One alternative is to redirect most of the truck traffic to the south; but instead of using the path planned under the Southern Truck Route, a new southern route could be used to divert trucks away from the sensitive receptors along the Southern Truck Route (the planned residential development of McCanna Hills, the two smaller residential communities, the church, and the public park). The alternative southern route would require the expansion in capacity of existing roads and the construction of a new highway interchange. For example, Dawson Road, whose northern terminus does not intersect any existing roads, could be extended to intersect with Nuevo Road to divert truck traffic south along Dawson Road immediately after departing the Project site. Trucks could then head west on San Jacinto Avenue, south on Dunlap Drive, followed by west on Ellis Avenue. To accommodate truck traffic onto Interstate 215 without routing trucks past major sensitive receptors, the County could consider the construction of an Interstate 215 highway interchange at Ellis Avenue, subject, of course, to approvals from Riverside County Transportation Commission and other relevant municipalities and agencies.

The alternative route described above is just one of several possible alternatives that could divert trucks away from the Ramona Expressway and the sensitive receptors along the Primary and Southern Truck Routes. In considering these alternative routes, the DEIR should further analyze the impacts to other environmental resources.

⁴⁸ DEIR at 3-28, 3-29 Fig. 3-12.

⁴⁹ *Id.* at 3-28, 3-30 Fig. 3-13.

⁵⁰ See City of Perris Comment Letter to Riverside County Planning Regarding Stoneridge Commerce Center DEIR (May 20, 2022) at 5.

D. The DEIR Fails to Properly Analyze and Disclose Significant Impacts to Tribal Cultural Resources.

Pursuant to AB 52, CEOA requires a lead agency, in consultation with traditionally and culturally affiliated tribes, to analyze project impacts to tribal cultural resources, which includes resources of tribal cultural value as well as scientific and archaeological value.⁵¹ The lead agency has a duty to analyze impacts to tribal cultural resources early in the CEOA process.⁵² AB 52 is intended to ensure that all stakeholders, including local and tribal governments, public agencies, and project proponents, will be informed about potentially impacted tribal cultural resources early in the development process and to identify and address potential adverse impacts to tribal cultural resources.⁵³ AB 52 explicitly recognizes that consultation between a lead agency and a tribal government is government-to-government consultation, and therefore can take place throughout the CEQA process and is not limited in time to any public commenting periods for the general public.⁵⁴ If the lead agency determines that a project may cause substantial adverse impacts to tribal cultural resources, the lead agency must consider measures to mitigate that impact. 55 The lead agency may finalize and certify an EIR only if tribal consultation has concluded, either through an agreement between the lead agency and the tribal government to measures that mitigate or avoid any significant effects on tribal cultural resources, or through the good faith conclusion by either the tribe or the lead agency that a mutual agreement cannot be reached.⁵⁶

Furthermore, CEQA requires the analysis of cumulative impacts because, as courts have explained, "[o]ne of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources."⁵⁷

The DEIR analysis of Project impacts to tribal cultural resources is insufficient. The DEIR concludes in its analysis of Project impacts to aesthetic resources that "the Project vicinity exhibits a rural and agricultural character, and the development of the Project site with light industrial, business park, and commercial retail land uses would represent a substantial change to the existing visual character and quality of public views of the site and its surroundings. Impacts would therefore be significant."⁵⁸ Yet, in direct conflict with this conclusion on aesthetic impacts, the DEIR concludes that the Project will not significantly adversely impact the viewshed of the tribes' Traditional Cultural Landscape. It is unclear how the Project could

⁵¹ AB 52, § 1.

⁵² *Id.* § 1, subd. (b)(7).

⁵³ Id. § 1.

⁵⁴ State of California Governor's Office of Planning and Research, AB 52 and Tribal Cultural Resources in CEQA, Technical Advisory (June 2017), at 7 n.6.

⁵⁵ Pub. Resources Code, § 20184.3, subd. (b)(2).

⁵⁶ Pub. Resources Code, §§ 20180.3.3 & 20180.3.2(b).

⁵⁷ Kings Cty. Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 720; CEQA Guidelines, Appendix G, §§ 15130, 15355.

⁵⁸ DEIR at 4.1-19.

adversely and unavoidably impact aesthetic resources in the manner described in the DEIR, but not adversely impact the tribal viewshed. At least one tribe voiced concerns to the County that the Project may impact the viewshed of the Tribal Cultural Landscape, and the DEIR itself acknowledges that the views to the San Jacinto River, the villages of Páyve and Páavo, and Mystic Lake would all be obstructed.⁵⁹

CEQA requires the County to analyze whether the Project would cause a substantial adverse change in the significance of a tribal cultural resource. The viewshed of an area is a component of landscape, in this case, a designated Tribal Cultural Landscape. The viewshed is therefore a protected tribal cultural resource that holds significance and continuity through tribal oral history; if the viewshed is obstructed or changed, the significance and meaning of a Tribal Cultural Landscape could be decimated. Substantial changes to this area's character and views, as the DEIR's own aesthetics analysis raises, could therefore significantly and adversely impact this tribal cultural resource.

The DEIR fails to include any technical analysis to evaluate impacts to the viewshed of the Tribal Cultural Landscape. In contrast, the DEIR's analysis of aesthetics impacts includes "field observations and site photographs, analysis of aerial photography," as well as information from the County GIS database. Impacts to tribal cultural resources are entitled under CEQA to the same level and rigor of technical analysis as other environmental resources. Pursuant to AB 52, the DEIR, with input from tribes, should analyze the impacts to the viewshed by conducting additional field surveys and site and aerial photography with specific analysis of how the Project would impact the character and views of the Tribal Cultural Landscape. In particular, recognizing that tribes have special knowledge and expertise with regards to their tribal cultural resources, the analysis should incorporate testimonials from tribal elders and representatives. Once more information and analysis are produced regarding impacts to the viewshed, the County, again with input from the tribes, should then consider all feasible mitigation to avoid adversely impacting the character and views of the landscape.

Furthermore, the DEIR, without substantiation, concludes that "future development is not anticipated to obstruct views of any scenic vistas or views." The DEIR appears to be dismissing the need for a cumulative analysis of Project impacts to viewshed, without having sufficiently analyzed potential visual impacts from any other relevant anticipated developments. Pursuant to CEQA, the County must determine whether the Project's impacts are cumulatively considerable by considering relevant past, present, and future projects. Here, the DEIR fails to identify any relevant projects. Notably, the Mid County Parkway is an anticipated development

⁵⁹ *Id.* at 4.19-6.

⁶⁰ OPR Technical Advisory, *supra* note 54, at 10.

⁶¹ DEIR at 4.1-1.

⁶² See AB 52, § 1; OPR Technical Advisory, supra note 54, at 5-6 (listing types of evidence relevant to the significance of tribal cultural resources).

⁶³ DEIR at 4.19-6.

⁶⁴ CEQA Guidelines, § 15065, subd. (a)(3).

that, as the DEIR raises, would be in the Project's vicinity and provide crucial infrastructure and access to the Project. Because of its size, the Mid County Parkway could significantly alter the character and views of the landscape adjacent to the Project and as such, also alter the same viewshed. As part of the Mid County Parkway environmental review and planning process, several tribes prepared reports on the visual resources associated with the Tribal Cultural Landscape at the Stoneridge Project site—and provided parts or all of those reports relevant to viewshed to the County during AB 52 consultation for the Project. Despite those reports' availability to the County, the DEIR fails to incorporate information from those reports or identify the Parkway as a potential source of adverse cumulative impacts on viewshed. The DEIR should be revised to incorporate and analyze the information that tribes provided, and conduct a cumulative impacts analysis inclusive of impacts from the Mid County Parkway, among other relevant anticipated developments.

IV. THE DEIR DOES NOT INCORPORATE ALL FEASIBLE MITIGATION MEASURES.

CEQA prohibits agencies from approving projects with significant adverse environmental effects where there are feasible mitigation measures that would substantially lessen or avoid those effects. Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. The lead agency is expected to develop mitigation in an open public process, and mitigation measures must be fully enforceable and cannot be deferred to a future time.

The DEIR finds significant and unavoidable impacts to air quality, noise, transportation, and agriculture and forestry. In addition, as discussed above, there are several additional significant impacts, including to air quality, noise, and tribal cultural resources, that are not sufficiently analyzed or disclosed in the DEIR. However, the DEIR fails to adopt all feasible measures to mitigate these significant impacts.

⁷⁰ CEOA Guidelines, § 15126.4.

⁶⁵ See supra note 3; DEIR at 4.18-1.

⁶⁶ See Mid County Parkway Final EIR/EIS and Final Section 4(f) Evaluation at 3.8-26 (March 2015), https://rctc.org/midcountyparkway/uploads/eir3/Volume%201%20-%201%20

⁶⁷ Pub. Resources Code, § 21100, subd. (b)(3). ⁶⁸ CEQA Guidelines, § 15126.4, subd. (a)(1)(B).

⁶⁹ Cmtys. for a Better Env't v. City of Richmond (2010) 184 Cal.App.4th 70, 93.

A. The DEIR Fails to Adopt All Feasible Measures to Mitigate the Project's Significant Air Quality, Noise, and Transportation Impacts.

The Project suffers from substantial design issues that contribute to its significant environmental impacts. As discussed above, the Project is sited far from established transportation corridors, meaning that trucks visiting the Project's warehouses must drive long distances and pass sensitive receptors to reach the nearest highways. Compounding this problem, the City of Perris's comment letter notifies the County that Ramona Expresswav—a road the DEIR estimates will handle thousands of additional daily truck trips once the Project is operational—is not a truck route within Perris city limits. The DEIR must consider design changes to mitigate or remove these impacts. For example, the DEIR should evaluate alternative truck routes, including construction of a new route to Interstate 215 that would route trucks away from sensitive receptors, as described in section III.C, above. Furthermore, the DEIR concludes that the Project would have significant transportation impacts, adding nearly 24,000 vehicle trips a day to the area. 71 As a result, out of the 69 traffic intersections in the Project vicinity analyzed by the DEIR, 19 are expected to operate at a highly deficient or unacceptable "Level of Service" with regards to traffic flow (e.g., speed, travel time, delay, and freedom to maneuver) during AM and/or PM peak hours for 2030 traffic conditions, thus increasing vehicle emissions and hazards to residents. 72 The DEIR finds that because of the suburban nature of the Project site and surroundings, mitigation measures cannot reduce traffic impacts to a level of less than significant. The DEIR should incorporate mitigation measures recommended below to reduce adverse Project-related traffic impacts, even if these impacts cannot be reduced to a level of less than significant.

The DEIR states that the Project will follow Riverside County's Good Neighbor Policy for Logistics and Warehouse/Distribution Uses ("Good Neighbor Policy"). The Wever, the Project's compliance with the Good Neighbor Policy is questionable. For example, MM 4.3-2 and MM 4.3-7 purport to require the Project to follow the Good Neighbor Policy's construction and operational requirements, respectively. But at least three of the Good Neighbor Policy's construction provisions are missing from MM 4.3-2's list of measures, and a fourth measure is not implemented in full. Similarly, MM 4.3-7 states "applicable feasible provisions" of the

⁷¹ DEIR at 3-28.

⁷² *Id.* at 4.18-31.

⁷³ See, e.g., id. at 4.3-20, 4.3-27, 4.11-21 to -22, S-13 to -14 (MM 4.3-2), S-16 to -18 (MM 4.3-7), S-47 (CRDR 4.13-2).

⁷⁴ For example, Provisions 2.5, 2.8, and 2.10 of the Good Neighbor Policy do not appear in MM 4.3-2's list of measures or elsewhere in the DEIR. *Compare* Riverside County Board of Supervisors Policy F-3 at 3-4 with DEIR at S-13 to -14.

⁷⁵ Provision 2.2 of the Good Neighbor Policy requires large off-road, diesel-fueled construction equipment to be "equipped with CARB Tier 4 Compliant engines," providing an exception only if "the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site." Riverside County Board of Supervisors Policy F-3 at 3.

Good Neighbor Policy "include, but are not limited to," an enumerated list of provisions. ⁷⁶ But it is unclear whether any Good Neighbor Policy provisions were omitted from the Project as "infeasible" and whether any provisions that are not in the enumerated list are also incorporated into the Project. The DEIR should list each item in the Good Neighbor Policy that MM 4.3-2, MM 4.3-7, CRDR 4.13-2, or any other binding measure incorporates so that the public can understand whether the Project in fact complies with the Good Neighbor Policy as the DEIR asserts.

Moreover, the Good Neighbor Policy alone does not comprise all feasible mitigation measures for this Project. The Attorney General's Office published a document entitled "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" (Warehouse Best Practices Document) to help lead agencies identify all feasible mitigation for projects of this kind. Nearly all of the example mitigation measures in the Warehouse Best Practices Document have been adopted in a warehouse project in California, demonstrating their feasibility. Yet, the DEIR does not incorporate several basic measures from the Warehouse Best Practices Document that would substantially reduce the Project's impacts on adjacent residential communities. At minimum, the County should consider the following mitigation measures to reduce the adverse impacts of the Project to air quality, noise, and transportation:

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Forbidding idling of heavy equipment for more than three minutes.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

However, MM 4.3-2 only requires this equipment to have "CARB Tier 3 Certified engines or better." DEIR at S-13.

⁷⁶ DEIR at S-16.

⁷⁷ https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf (last accessed July 10, 2022).

- Increasing physical, structural, and/or vegetative buffers along projected truck routes to reduce pollutant dispersal and noise between trucks visiting the Project and adjacent sensitive receptors;
- Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets;
- Placing facility entry and exit points from the public street away from future residents of the McCanna Hills Specific Plan development;
- Constructing electric truck charging stations proportional to the number of dock doors at the project;
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project;
- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel;
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks;
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking;
- Designing to LEED green building certification standards;
- Posting signs at every truck exit driveway providing directional information to the truck route:
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel
 technologies and compliance with CARB regulations, by attending CARB-approved
 courses. Also require facility operators to maintain records on-site demonstrating
 compliance and make records available for inspection by the local jurisdiction, air
 district, and state upon request;
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Paving roads on the truck routes with low noise asphalt.

All of these measures are feasible, and they would reduce the Project's significant air quality, noise, and transportation impacts. The County should include these common sense measures in the Project.

B. The DEIR Fails to Adopt All Feasible Measures to Mitigate the Project's Significant Impacts to Agricultural Land.

The DEIR finds that the Project would have significant and unavoidable direct and cumulative impacts to agricultural resources, due to the conversion of nearly 550 acres of farmland to non-agricultural use. ⁷⁸ However, the DEIR contains no mitigation measures to reduce these impacts to a level of less than significant, citing *King and Gardiner Farms*, *LLC v. County of Kern* (2020) 45 Cal. App.5th 814 ("*KG Farms*") for the proposition that agricultural conservation easements are not feasible mitigation measures. ⁷⁹

DEIR errs in its legal interpretation of KG Farms. KG Farms does not stand for the proposition that agricultural conservation easements are legally infeasible to mitigate the conversion of agricultural lands. Rather, the case holds that, on a one-to-one ratio (e.g., conserving one acre of agricultural land under an easement for every one acre of agricultural land converted in the development), agricultural conservation easements are not alone sufficient to adequately mitigate a project's conversion of agricultural lands. In accordance with CEQA's requirement to adopt all feasible mitigation for significant impacts, a feasible measure that substantially lessens an impact, without avoiding the impact in whole, must nonetheless be included as mitigation prior to project approval. Indeed, the holding in KG Farms indicates that to the extent that conservation easements are considered for mitigation, they could be applied at a greater than one-to-one ratio, or combined with other forms of mitigation (such as restoration into farmland of some land not currently used as such).

Because conservation easements are feasible and would lessen the effects of the Project's conversion of agricultural land to industrial uses, the County should include them as mitigation.

C. The DEIR Should Mitigate the Project's Significant Impacts to Tribal Cultural Resources.

As the County has been informed through consultation with the tribes, the Project site is on and adjacent to a landscape that holds tangible and intangible connections for the tribes. Not only does this landscape contain known and unknown archaeological resources and biological resources important to the tribes' history and traditional practices, the landscape also holds cultural significance through oral history that connects descendants of the tribes to that landscape. The Project site overlaps with the tribes' traditional trails and traditional harvesting

⁷⁸ DEIR at 4.2-4 Figure 4.2-1; 4.2-12 to -13.

⁷⁹ *Id.* at 4.2-13 to -15.

⁸⁰ A recent decision in a case related to KG Farms rejected this exact reasoning in the DEIR and concluded that the Court of Appeals in KG Farms did not preclude as a matter of law the use of conservation easements as mitigation. (See Vaquero Energy v. County of Kern (Super. Ct. Kern County, 2022, No. BCV-15-101645) at 9.)

⁸¹ Pub. Resources Code, § 21100, subd. (b)(3).

⁸² DEIR at 4.19-5 to -6.

and gathering areas. The Project would impact that connection by preventing access by the tribes to areas that would become warehouses or other structures. Although the DEIR allows access for the tribes to continue gathering and visiting within the Project site's designated 20-acre "Preservation Area," this area is limited to only a small portion of the nearly 600-acre Project site, and overlaps with only a small portion of the Tribal Cultural Landscape and other surrounding areas of historical and cultural significance that was once accessible to the tribes. The DEIR should therefore include additional areas in which the tribes have access for educational, cultural, and ceremonial practices, as well as for the harvesting and gathering of native plant species, so that traditional practices and connections to the land may be maintained.

Furthermore, because construction of the Project includes ground disturbing activities that could harm known and currently unknown tribal cultural resources potentially significant to the tribes, culturally appropriate mitigation is necessary. For instance, if it is determined that reburial or relocation of tribal cultural resources is necessary, then the relocation and/or reburial should be conducted in a culturally appropriate manner. Culturally appropriate preservation of these tribal cultural resources may require reburial or relocation close to their original site(s), within the same viewshed and geological conditions that keep the resources within their historical context so as to maintain the tribes' traditions and connections to these resources, and to preserve their indigenous footprint. Currently, the DEIR mitigates the impacts to both currently known tribal cultural resources and potentially inadvertently discovered resources by providing for their relocations and reburials in an open space area of approximately 20 acres.⁸⁴ However, because this open space is constrained to one small portion of the Project site, it may not have the requisite topological and geological diversity to allow resources relocated from a vast geographic area to maintain their contextual integrity or be treated in a culturally appropriate manner. Thus, more than one open space area should be made available to provide more options for tribal cultural resources to be reburied close to their original contexts or relocated in a culturally appropriate place and manner, or for other culturally appropriate mitigation measures to be considered. The County should consult with tribes to determine additional areas for the preservation of these resources and work with the tribes on measures to ensure their security.

V. CONCLUSION

CEQA promotes public health and thoughtful governance by requiring evaluation, public disclosure, and mitigation of a project's significant adverse environmental impacts before project approval. When implemented well, CEQA builds public trust and encourages sustainable development that will serve the local community for years to come. We urge the County to revise the DEIR to fully analyze and disclose all significant impacts and adopt all feasible mitigation and recirculate the revised DEIR for further public review and comment. Furthermore, pursuant to the County's obligations under AB 52, we urge the County to continue consultation with the tribes up until the Final EIR for the Project is certified, in case any precertification changes to the Project cause further significant impacts to tribal cultural resources that would require measures to mitigate or avoid the impacts. We are available to provide

⁸³ *Id.* at 4.5-36.

⁸⁴ Ibid.; id. at 2-8.

assistance to the County as it works to comply with CEQA. Please do not hesitate to contact us if you have any questions or would like to discuss.

Sincerely,

ROBERT SWANSON

Deputy Attorney General

YUTING CHI

Deputy Attorney General

For ROB BONTA

Attorney General

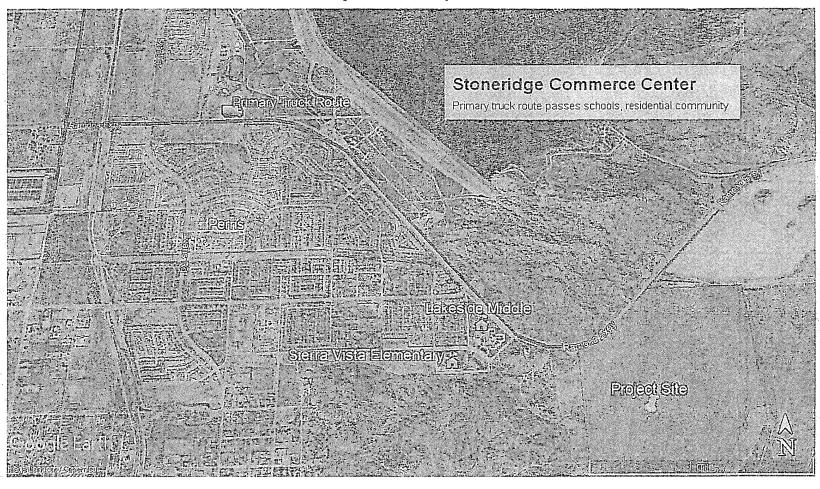


Exhibit A: Annotated Maps of the Primary and Southern Truck Routes

July 11, 2022 Page 21



Stoneridge Commerce Center Project Vicinity Laigesida Middla Son Wise Tementary Penned Residental, Catholic Church Southern Truck Route

Exhibit B: Annotated Map of the Project Vicinity

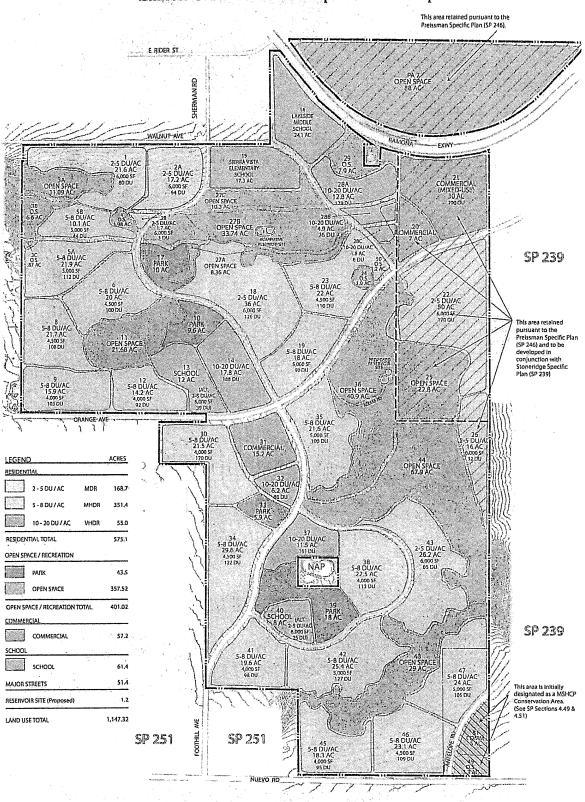


Exhibit C: McCanna Hills Specific Plan Map

EXHIBIT N



BULLETIN OF THE

PUBLIC MUSEUM OF THE CITY OF MILWAUKEE

Vol. 20, Part I, Pp. 1-260, Plates 1-30, Text Figs. 1-4

March, 1952

Material Aspects of Pomo Culture Part One

By S. A. Barrett

MILWAUKEE, WIS., U.S.A.
Published by Order of the Board of Trustees

19521

- 23. Fig. 1. Arrow straightener.
 - Fig. 2. Sling.
 - Fig. 3. Fan.
 - Fig. 4. Bull-roarer.
 - Figs. 5-7. Acorn string and tops.
- Fig. 1. Using arrow straightener.
 Fig. 2. Gathering angleworms.
- 25. Methods of stringing a bow.
- 26. War costumes, with rod armor.
- 27. Mats and pads of tule.
- 28. Tule balsa.
- 29. Leggings and moccasins of tule.
- 30. Fig. 1. Skirt of shredded tule.Fig. 2. Tule storage container for ceremonial outfit.

TEXT FIGURES

- Figure 1. Double-arch snare.
 - 2. Treddle snare.
 - 3. Baited snare.
 - 4. Fence in the tule, with waterfowl snare and basketry trap.

INTRODUCTION

Under the caption "Territory and Environment" in "Pomo Myths" (Barrett, 1933) there appears a concise, yet quite adequate statement outlining the territory formerly occupied by the Pomo Indians just north of San Francisco Bay and of the three characteristic environmental units of this territory: the coastal, the valley or river, and the lake regions. A fuller treatment of this subject will be found in Kroeber, 1925, Chapter 15, pp. 222-239. Also more details will be found in Barrett, 1908A; 10-27. A special discussion of the history of this territory from the earliest Spanish contact to recent times is found on pages 27-50 of this same paper. This whole territory was ideal "Indian country" and what is said in the above paper concerning the development of cultural variants which were reflected in mythology is even more strongly evident when we come to study the material culture of the tribe.

The studies upon which the present paper is based were, in a large measure, made concurrently with those on Pomo geography, basketry, mythology, and several other special subjects. Prior to that, however, the author lived for much of his early life in the town of Ukiah, in the heart of the Pomo country and, being naturally interested in the Indians, he acquired from association with these interesting people a considerable knowledge of their culture before he began to study them intensively. This earlier contact began in 1894.

When, in 1903, an opportunity presented itself, through the kindly interest of A. L. Kroeber, of the then newly formed Department of Anthropology of the University of California, to take up systematically the study of the Pomo, the previous decade of residence among these people and the author's acquaintance with very many of them proved of great value. From 1903 to 1907 these studies were, as opportunities permitted, carried on for the University of California,² through the generosity of Mrs. Phoebe Apperson Hearst. Several papers resulting from these studies have already appeared (See Bibliography).

²Considerable collections were made, including botanical specimens which were at that time identified by the Department of Botany, University of California. These same identifications are being used in the present paper, notwithstanding the fact that some changes in terminology and classification have been made in the intervening years. However, without a complete reexamination of these early collections, it would be unsafe arbitrarily to change the names of the plants, as assigned by the botanists at the time, in accordance with more recent terminology.

In 1914 and 1915 further work was done in this same territory, this time for the Milwaukee Public Museum. The emphasis upon this occasion was on material culture. In addition to a rather complete collection of museum specimens, this work resulted in data and specimens which enabled the Museum to build one life-size and several miniature groups which are now on display in the hall of American Ethnology. Two of these are illustrated in plates 1 and 31.

BULLETIN, PUBLIC MUSEUM, MILWAUKEE

More recently it has been possible to study and to again review rather carefully the collections made by the author, first for the University of California and later for the Milwaukee Public Museum. A comparative study has also been made of the Pomo material in the museums of the country, and illustrations and additional data are here assembled from most of these: notably the Museum of the American Indian, Heye Foundation; the American Museum of Natural History; the Brooklyn Museum; the United States National Museum; the Carnegie Museum; the Chicago Natural History Museum; and the Oakland Public Museum. To all of these institutions and to the Museum of Anthropology of the University of California we are deeply indebted for most hearty cooperation and assistance, and for special permission to reproduce in our plates illustrations of Pomo specimens in their collections, and photographs from their files.

It is upon the combined results of all this work, dating from 1894 to the present, that the data here assembled and the conclusions here given are primarily based. However, not a little of the credit for these results is attributable to the following fact which, in these times when most of the older Indians are gone, is a most extraordinary circumstance.

Upon several occasions, back in the first years of this century, the author worked with Mr. Tom Johnson, a very well informed and mentally alert member of the Southeastern dialectic group. Again, in 1914 and 1915, considerable time was spent with him at his old home at the lower end of Clear Lake, and much valuable information was secured. Now, in 1948 and 1949, when working over these early field notes, it was found that some points needed clarification and verification. On the very slim chance that Mr. Johnson might still be alive, an inquiry was sent to his old address at Lower Lake. To my great surprise a reply came which showed that he then resided with his daughter, Mrs. Helen

Williams, in Santa Rosa, only forty miles from my present home. At the age of about ninety, he was the oldest living member of his dialectic group. In fact there are not over a dozen of all ages left. As of old, he was meticulously accurate. Despite his advanced age, his memory was still good, but if he did not know the answer to a question, or if he did not recall a native term, he did not resort to guessing. Throughout, he was actuated by a genuine desire to leave an accurate record of his people, whose actual obliteration is now so imminent. The obliteration of their material culture through the process of acculturation³ has long been so nearly complete that most native features are now only memories, and these, among the younger people, all too faint at that. His information can be relied upon as showing things as they were in his part of the lake area when he was a boy or a young man, or as he heard of them from his elders in those days. Concerning ancient conditions in the coast and valley areas he did not claim any special knowledge.

Since most of the work on material culture which has been done by others among the Pomo has emphasized data secured from informants of the coast and valley areas, and from informants who came from the northern part of the lake area, this information, which reflects conditions in the southern part of the lake region (Lower Lake, East Lake, and adjacent lands), should be of particular interest, as there existed here various specialized features of culture based upon this lake environment, notably water fowl, fish, and tule.

Finding Tom at this juncture presented such a rare opportunity to check over the notes taken earlier, and also to secure additional information, that a considerable number of days were spent with him rechecking all data so far as these pertained to the lake area.

One of the few other surviving members of this dialectic group is Tom's brother, Ned, aged about eighty-five, who still resides near Lower Lake. Ned was, when younger, a bead maker, and still is noted locally as a very successful hunter.

³Acculturation among the Pomo has been very adequately covered in the work of the Social Science Field Laboratory, New York University, under the directorship of Burt W. Aginsky and the associate directorship of Ethel G. Aginsky. They and their associates, from 1934 to the present, have made very intensive studies of the Pomo from their first contacts with the whites, through the Spanish, Russian, early American contacts, and down to the most recent times.

Many of the interesting results of these researches have already appeared (See Aginsky, also Henderson, in our bibliography).

14

Not infrequently Mrs. Williams was able to supply needed information. Her statements are given added force by the fact that much of her girlhood was spent with her grandmother, from whom she learned a great deal about old customs, and by whom she was taught the ancient crafts and skills which belonged especially to the sphere of women.

It is with the deepest regret that I must record that Tom passed away on March 12, 1949, and before we had quite finished our final checking of certain subjects. Mrs. Williams has done her best to supply the information to fill these gaps.

Attention should be called to the fact that certain phases of material culture are not included here for the reason that these have been treated in detail in previous publications. Particularly is this true of basketry, houses, and some other subjects (See Bibliography).

On the other hand there are several topics which do not fall within the strict limits of material culture but upon which information is available. This information was collected at such an early date and from older members of the tribe, men and women (most of whom are now dead) who knew ancient customs far better than the present generation, that it seems advisable to record all such data at this time. Such topics will be placed in appendices in order to keep them clearly separated from strictly material-culture subjects.

INFORMANTS

In addition to the informants specifically mentioned above, a considerable number of others were consulted during the years covered by these investigations. Some were specially versed in one phase of Pomo life, some in another, but all contributed more or less to the subject of Material Culture.

Most of them were, at the turn of the century, either of middle age or older. Some were in very advanced years. Exact dates of birth were, of course, not recalled by any of them, for the Pomo anciently had no means of keeping track of these, but note was made at the time of their apparent ages. From these estimates it is possible to give an approximate year of birth for each. In a number of instances the date of birth may be gauged with fair accuracy from some well known event, such as the Bloody Island Massacre of 1850, or the meteoric shower of 1833. For instance, a few of the oldest informants would say, "I was big as that boy there (indicating some child near by) when stars fall down." If the child was about twelve years of age, it was safe to assume a birth date of c. 1820 for the old man. All of these older informants, and most of the younger ones, are no longer living.

The following list gives what is known of each of those from whom substantial amounts of information of any kind were obtained. Minor informants are not included. Where known, the antecedents and connections of each are noted, and also any points of interest concerning the experiences of each, such as early slavery. As has been elsewhere pointed out (Barrett, 1908A; 45), the Indians of this region were, during the days of the Mexican settlement and during the early days of the American settlement, subjected to raids for the purpose of securing workers, especially for the ranches to the south. As nearly as may be determined, the last of these raids occurred between 1860 and 1865. Many of the older informants and others still living in the first years of the present century recalled all too vividly their own days of servitude.

NORTHERN DIALECT

Dick Johnson. Little River, Mendo, Co.
B. at Little Lake, c. 1825. Removed to Sherwood Valley and in 1901 returned to Little

Kaltai, Anderson Valley, Mendo, Co. B. at Anderson Valley, c. 1860.

Charley Brown. Guidiville, Mendo. Co.

B. at Calpella, c. 1850.

Captain Bill. Guidiville, Mendo. Co.

B. at Cokadjal, c. 1839. Was stolen when a child and remained about fifteen years in slavery among the rancheros to the south.

Captain Jack. Pinoleville, Mendo. Co. B. c. 1835.

John Lake. Potter Valley, Mendo. Co. B. c. 1850.

Bob Pot. Garcia River, Mendo. Co. and Scott's Valley, Lake Co. B. at Scott's Valley, c. 1850. Mother, Scott's Valley. Farher, Yokaia. Lived almost always at Scott's Valley.

Jose Richardson. Pinoleville, Mendo. Co.
B. at Redwood Valley, c. 1835. Stolen when a child and sold to an "Englishman" living somewhere around San Francisco Bay. Remained there some years.

George Dashields. Potter Valley, Mendo. Co. B. at Sedam in Potter Valley, c. 1850.

Jack Bush. Potter Valley, Mendo. Co. B. at Potter Valley, c. 1860.

George Stewart. Fort Bragg, Mendo. Co. B. c. 1860. Parents both from Sherwood Valley.

Will Duncan. Coyote Valley, Mendo. Co.

B. at Round Valley, c. 1865. Father, Redwood Valley. Mother, Potter Valley.





City Council

640

	STAFF REPORT			
SUBJECT:	Discussion and Consideration of a Memorandum of Understanding (MOU) Between the County of Lake and City of Clearlake for the Design Cost Related to the Regional Skate Park in Austin Park	MEETING DATE: Feb. 2, 2023		
SUBMITTED	BY: Alan Flora, City Manager			
PURPOSE O	F REPORT: Information only Discussion	Action Item		
WHAT IS BEIN	IG ASKED OF THE CITY COUNCIL/BOARD:			
•	cil is being asked to approve an MOU with the County for provi in Austin Park.	sion of funding for the redesign of		
BACKGROUNI	D/DISCUSSION:			
The City of Clearlake has solicited the services of a qualified firm to provide the City of Clearlake with a design plan for the Austin Skate Park. The current skate park is in disrepair and in need of upgrades. The proposed skate park will be an all-wheel, concrete skate spot and will provide a safe, designated place for users to develop their skills and gather with friends. The design will feature a mix of street and transition-style terrain, with elements designed for all age groups and ability levels. The design will meet the needs of the community while incorporating Crime Prevention through Environmental Design principles, including a seating area and ADA accessibility. The City selected American Ramp Company to provide design services for the project. The project is to be funded through an agreement with the County of Lake to utilize District Supervisor Sabatier's cannabis funds allocation.				
The MOU was	s unanimously approved by the Board of Supervisors on Januar few months, with the first survey and public input meeting to be	y 24, 2023. The City expects design		
OPTIONS:				
	to approve the MOU and Authorize the City Manager to Sign. direction			
FISCAL IMPAC	т:			
None				
Budget Adjust	ment Needed? 🗌 Yes 🔀 No 🛮 If yes, amount of appropriati	on increase: \$		
Affected fund(s): General Fund Measure P Fund Measure V Fund Other: 240-4201-850-887				
Comments:				

STRATEGIC PLAN IMPACT:

Goal #1: Make Clearlake a Visibly Cleaner City	Section I, Item 5.		
Goal #2: Make Clearlake a Statistically Safer City			
Goal #3: Improve the Quality of Life in Clearlake with Improved Public Facilities			
Goal #4: Improve the Image of Clearlake			
Goal #5: Ensure Fiscal Sustainability of City			
Goal #6: Update Policies and Procedures to Current Government Standards			
Goal #7: Support Economic Development			
SUGGESTED MOTIONS:			
Move to approve the contract with American Ramp Company in the amount of \$43,500			

Attachments: MOU between the County and City

MEMORANDUM OF UNDERSTANDING BETWEEN

COUNTY OF LAKE AND CITY OF CLEARLAKE

	THIS MEMORANDUM OF UNDERSTANDING (MOU) is made this da	ıy
of	, 2023, by and between the County of Lake, a political subdivision of the	
State	of California, hereinafter referred to as "COUNTY", and the City of Clearlake, a	
politic	al subdivision of the State of California, hereinafter referred to as CITY".	

<u>WITNESSETH</u>

WHEREAS, the Board of Supervisors, on March 1, 2022, approved a letter of intent for the support of a new regional skate park in District 2; and

WHEREAS, the City of Clearlake opened up a Request for Proposals for the design of a new regional skate park in District 2; and

WHEREAS, two proposals were received and American Ramp Company was selected based on cost and experience by a panel consisting of District 2 Supervisor Bruno Sabatier, City Manager Alan Flora, and City Public Works Director Adeline Leyba.

NOW, THEREFORE, based on the foregoing recitals, the parties hereto agree as follows:

1. DUTIES AND RESPONSIBILITIES

- a. The CITY submitted to their Council for consideration a proposed contract with American Ramp Company, which was approved on January 5, 2023.
- b. The CITY shall take the lead in the project working with the contractor to successfully complete a design for a new regional skate park, complete with construction plans and estimated costs. District 2
 Supervisor shall be involved in the process whenever it is possible.
- c. The COUNTY shall reimburse the CITY for services rendered under the approved contract for the design of the new regional skate park for a maximum amount not to exceed \$43,500.
- d. The CITY shall submit quarterly invoices to the COUNTY for reimbursement of the contract services described in Section 1 (c) hereinabove.
- e. When the design process has been completed, both the design and a final report of all expenditures shall be provided from the CITY to the COUNTY.
- f. A presentation to the Board of Supervisors shall follow to present the proposed final design as well as the expenditures and inform the Board of Supervisors of the next steps that will be taken.

NOTICES

All Notices required to be given under this MOU shall be given in writing.

Communications shall be addressed as follows:

County of Lake 255 N Forbes Street <u>City of Clearlake</u> 14050 Olympic Drive

Section I, Item 5.

Page 3 of 3

Lakeport, CA 95453

Clearlake, CA 95422

Any communication so addressed shall be deemed duly served if mailed by registered or certified mail, return receipt requested.

3. LAW AND VENUE

COUNTY OF LAKE

This MOU shall be construed under the laws of the State of California, and the parties hereto agree that any action relating to this MOU shall be instituted and prosecuted in the courts of Lake County. Each party consents to the jurisdiction of the courts of Lake County and waives the right to change of venue.

CITY OF CLEARLAKE

IN WITNESS WHEREOF, COUNTY and APPLICANT have executed this MOU on the day and year first above written.

	By:	
APPROVED AS TO FORM ANITA GRANT County Counsel		
Ву:		