

## Chapter 8

# ENVIRONMENTAL CONSULTATION

In order to foster cooperation while promoting communication within Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, the Kalamazoo Area Transportation Study (KATS) initiated a consultation process for the 2030 Transportation Plan. The goal being to eliminate or minimize conflicts with other agencies' plans that may impact transportation in the Kalamazoo metropolitan area.

Federal legislation, in the form of SAFETEA-LU, requires metropolitan planning organizations to seek input under Environmental Mitigation and Consultation. The legislation requires a "discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies."

KATS compiled a list of Federal, State, Indian Tribes, local, and private agencies to contact in order to open a dialog concerning the 2030 Transportation Plan. The agencies below were contacted by mail:

|   |  |
|---|--|
| Arcadia Neighborhood Association  | Kalamazoo Valley Walkers                       |
| BC/CAL/KAL Inland Port Development Corp                                 | Kalamazoo Public Schools                       |
| City of Portage Environmental Board                                     | Kalamazoo County Drain Commissioner's Office   |
| City of Portage Parks Department  | Kalamazoo County Parks Department              |
| City of Kalamazoo - Historic Preservation                               | Kalamazoo River Valley Trailway Partners       |
| Consumers Energy  | Kalamazoo Regional Education Service Agency    |
| Disability Resource Center  | Kalamazoo Valley Community College             |
| Douglas Community Association   | Kalamazoo Conservation District                |
| Downtown Kalamazoo Inc.   | Lakeside Beach Corporation                     |
| Eastside Neighborhood Association                                       | Match-E-Be-Nash-She-Wish Band of Potawatomi    |
| Edison Neighborhood Association   | Indians (Gun Lake Band)                        |
| Environmental Concerns Committee  | May Delivery Services Inc.                     |
| Environmental Protection Agency - Region 5                              | Michigan Department of Agriculture             |
| Federal Express Ground  | Michigan Economic Development Corporation      |
| Fish and Wildlife Service   | Michigan Historical Center                     |
| Friends of the Kal-Haven Trail  | Michigan Commission for the Blind              |
| Historical Preservation Committee                                       | MI Dept of Environmental Quality- Kalamazoo    |
| Homecrest Circle Neighborhood Association                               | Michigan Department of Community Health        |
| Housing Resources Inc   | Michigan State University Extension- Kalamazoo |
| Interfaith Strategy for Advocacy and Action in<br>the Community (ISAAC) | MI Department of Natural Resources - Plainwell |
| Kalamazoo River Watershed Council                                       | Milwood Neighborhood Association               |
| Kalamazoo Community Foundation  | Minority Business Alliance                     |
| Kalamazoo Environmental Concerns Council                                | MRC Industries Inc                             |
| Kalamazoo Co. Convention and Visitors Bureau                            | National Trust for Historic Preservation       |
| Kalamazoo County Chamber of Commerce                                    | Northside Economic Potential                   |
| Kalamazoo County - Farm Service Agency                                  | Northside Business Association                 |
| Kalamazoo Neighborhood Association                                      | Northside Association for Comm. Development    |
| Kalamazoo Battle Creek International Airport                            | Nottawaseppi Huron Band of Potawatomi          |
|   | Oakland Drive/Winchell Neighborhood Assoc.     |

|                                      |  |
|--------------------------------------|--|
| Oakwood Neighborhood Association     | Stuart Area Restoration Association        |
| Oshtemo Business Association         | The Forum for Kalamazoo County             |
| Parker-Duke Neighborhood Association | USDA - Michigan State Office               |
| Parkview Neighborhood Association    | USGS- Lansing District Office              |
| Parkwyn Village Association          | Vicksburg Community Schools                |
| Portage Environmental Board          | Vine Neighborhood Association              |
| Region III Area Agency on Aging      | West Douglas Neighborhood Association      |
| Schoolcraft Community Schools        | West Main Hill Neighborhood Association    |
| Senior Services Inc.                 | Western Gateway Coalition                  |
| Sierra Club - Kalamazoo Valley Group | Western Michigan University                |
| South Whites Lake                    | Westnedge Hill Association                 |
| Southside Neighborhood Association   | Westwood Neighborhood Association          |
| Southwest Michigan First             | White/Edgemoor/Bronson Neighborhood Assoc. |
| Southwest Michigan Land Conservancy  | Woods Lake Association                     |
| State Representative Lorence Wenke   |  |

KATS recorded all comments while consulting with these agencies. It is KATS' intent to maintain this dialog into the future in order to facilitate the planning process. The following summarizes the responses received by each agency. Copies of each agency's response are contained in the appendices.

#### ***City of Kalamazoo Community Planning and Development, Historic Preservation***

Comments were made on each capacity project within the City of Kalamazoo. It was noted that project 208 and 332 are located next to buildings currently listed on the National Register of Historic Places. Project 4 intersects the Haymarket National Register and the local Historic District on East Michigan.

The remaining projects within the City of Kalamazoo either have no potential or designated historic resources, or are near National Register of Historic Places eligible buildings.

Consultation with the Historic Preservation office will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

#### ***State of Michigan, Department of Agriculture***

The primary concern of the Michigan Department of Agriculture (MDA) is the potential impacts of a project in regards to properties enrolled under Part 361 of NREPA (formerly PA 116, the Farmland and Open Space Preservation Act) and on established intra-county and inter-county drains. While most projects will be completed within existing right of ways and should not impact Part 361 properties, the MDA would want to review the project specific plan to determine if there might be any Part 361 impact.

New projects will also have a possible impact on the intra-county and inter-county drain system. MDA encourages cooperation with the Kalamazoo County Drain Commissioner during the construction process.

Otherwise, the MDA does not anticipate additional Social, Economic and/or Environmental impacts from the proposed projects, as they relate to agriculture and the various functions of the Department.

Consultation with the Michigan Department of Agriculture will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

#### ***State of Michigan, Department of Environmental Quality***

The Michigan Department of Environmental Quality (DEQ) offered comments at a plan level. Contact information was given for each of the following areas: Construction Site Storm Water, Municipal Storm Water, Sites of Environmental Contamination, and Community Water Supplies. Overall, the DEQ requests that all regulations be followed in construction activities, and that due diligence be followed in regards to the natural environment.

The Land and Water Management Division offered advice on where to obtain information regarding wetlands, water bodies and floodplains to include within the plan. However, they also stated that information at the plan level does not negate the need for site inspections.

Consultation with the Michigan Department of Environmental Quality will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

#### ***United States Department of the Interior, Fish and Wildlife Service***

The U.S. Fish and Wildlife Service offered information regarding rare and endangered species:

- The Indiana bat, a federally listed endangered species, may occur within suitable habitat in the study area.
- The Mitchell's satyr butterfly, which is also a federally listed endangered species, also occurs at several locations within Kalamazoo County.
- An active bald eagle nest site occurs approximately .9 miles north of project #310 (D Avenue widening). The bald eagle is federally listed as threatened.

Information on habitat and range on each species was also included. Section 7 of the Endangered Species Act of 1973, as amended requires federal agencies, or their designees, to consider impacts to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects.

Consultation with the Fish and Wildlife Service will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project

locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

#### ***Kalamazoo County, Parks and Fairground***

The Kalamazoo Parks and Fairground Department would like to see bike lanes or wide shoulders added to D Avenue, to facilitate access to the Kalamazoo River Valley Trail. Consultation with the Parks and Fairground office will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

#### ***United States Department of Agriculture, Natural Resources Conservation Service***

The Natural Resources Conservation Service (NCRS) notified KATS that 20 of the proposed 62 capacity projects may affect one or more acres of prime and unique farmland. In each case, a Farmland Conversion Impact (Form NRCS CPA-106) rating should be completed to compare an alternative to the proposal. A quick preliminary study done by the NRCS revealed that most of the 20 projects listed will have relative values of 76 to 93 points out of a possible 100 under land evaluation and from 80 to possibly more than 100 points in site assessments. The NRCS would like to see more than one alternative considered for each of the project sites, to minimize the loss of prime and unique farmland.

Consultation with the Natural Resources Conservation Service will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

#### ***United States Environmental Protection Agency***

The Environmental Protection Agency (EPA) provided information and data at a system wide level. The EPA asks that policy makers should be aware of wetlands, floodplains, impaired streams and other water bodies, environmental justice, hazardous waste sites, endangered species, and air quality.

The EPA supplied information for its online mapping portal, called NEPAassist, and information on best practices in storm water management, smart growth, industrial materials recycling, and diesel reduction strategies.

Consultation with the Environmental Protection Agency will continue throughout the planning process. KATS will notify road agencies of these noted potential issues regarding project locations. It is the responsibility of the road agency to identify and mitigate the affected environmental factors appropriately during project design and construction.

## **ENVIRONMENTAL MITIGATION**

Transportation projects can have a significant impact on the surrounding landscape. The intent of the Environmental Mitigation process is to assure decision makers take into account potential environmental impacts when adopting the transportation plan, so that consideration is given to how

such impacts might be mitigated. KATS will also inform and educate road agencies regarding the potential environment factors. Road agencies will also be given “best practices” on how to properly mitigate environmental issues at the project level.

The Kalamazoo Area Transportation Study chose to analyze the projects within the 2030 Transportation Plan at a system wide level. Each of the proposed capacity and preservation projects were entered into a Geographic Information System (GIS), where they could then be compared to available Environmentally Sensitive Resources. Five Environmentally Sensitive Resources were identified and available in a digital format.

**Environmentally Sensitive Resources**

- Well Heads
- Water Features (Lakes, Rivers, Streams and Wetlands)
- Parks and Recreation Areas
- Cemeteries
- Schools
- Probability of Rare Species or High Quality Natural Communities

Using these six resources, KATS analyzed the likely impacts of proposed projects. Using GIS, projects were mapped and then buffered in order to display an area around the projects that might be affected. The buffer sizes used varied by environmental resource.

**PROJECT BUFFERS BY RESOURCE TYPE**

| <b>Environmental Resource</b>   | <b>Buffer Size</b> |
|---|--------------------|
| Well Heads .....  | 2500 feet          |
| Water Features (Lakes, Rivers, Streams and Wetlands) .....            | ¼ mile (1320 feet) |
| Parks and Recreation Areas .....                                      | ¼ mile (1320 feet) |
| Cemeteries .....  | ¼ mile (1320 feet) |
| Schools .....   | ¼ mile (1320 feet) |
| Probability of Rare Species or High Quality Natural Communities ..... | ¼ mile (1320 feet) |

With these buffers in place, KATS was able to show which projects intersect an environmentally sensitive resource. While these intersections do not guarantee the project will impact an environmentally sensitive area, they were able to show policy makers the impact the projects may have. It is also possible that a project showing no intersections with any of the environmental resources may have an environmental impact or that an impact may occur outside the buffer area. This potential of possible impacts from planned transportation projects should not be used to justify the elimination of a project. It is simply intended to show the range of possible impacts while noting the importance of the environment in all phases of project planning, design, construction and maintenance. KATS will inform the road agencies of the noted potential environmental impacts so that they may investigate, identify, and mitigate potential environmental impacts appropriately during project design and construction.

For more information on the data and terms used on the following maps, please visit the following websites:

- Michigan Center for Geographic Information: <http://www.michigan.gov/cgi>
- Michigan Natural Feature Inventory: <http://web4.msue.msu.edu/mnfi/data/rarityindex.cfm>

## BEST PRACTICE GUIDELINES<sup>14</sup>

Regardless of the type of project or the resource that maybe be impacted, these guidelines deserve consideration during the planning, design, construction, and maintenance of transportation projects. These “best practice” guidelines will help to ensure good planning practice that will assist in the overall environmental mitigation objectives.

### Planning and Design Guidelines

- Employ the Context Sensitive Solutions (CSS) process. CSS identifies the physical, visual, and social context in which a project is situated while involving all stakeholders in a collaborative effort. A project using CSS is highly responsive to the environmental conditions, both cultural and natural, in which it occurs.
- Identify an area of potential impact related to each transportation project, regardless of project type or scope.
- Catalog areas of environmental sensitivity that may be impacted by proposed projects.
- Use the areas’ Hazard Mitigation Plan in coordination with the transportation plan to mitigate project impacts.
- Identify “historic properties” prior to construction. A “historic property” is a district, site, building, structure or object included in or eligible for the National Register of Historic Places. Historic buildings and archaeological sites are the best-known kinds of historic properties, but expansive urban and rural districts, landscapes, roads and trails, natural areas of traditional cultural importance, and even highways themselves may be eligible for the Register.
- If impacts cannot be avoided, mitigate them as much as possible. Coordinate the evaluation of impacts, alternatives, and mitigation strategies with the required federal, state, and local authorities.
- Design projects to accommodate wildlife, habitat connectivity and safe crossings. Wildlife related concerns include habitat fragmentation and connectivity for wildlife, loss of habitat, increasing numbers of threatened and endangered species, and secondary and cumulative impacts. The federal Endangered Species Act prohibits harm to any listed species or adverse modification of designated critical habitat. Maintenance and construction staffs are responsible for ensuring that no threatened or endangered species within areas they are working are injured or destroyed or their habitat impacted without proper permits.
- Design projects to minimize air quality issues. Air quality and pollution have been concerns in the United States for many years, especially in metropolitan areas.

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<sup>14</sup> SEMCOG. *Integrating Environmental Issues in the Transportation Planning Process: Guidelines for Road and Transit Agencies*. January, 2007.

- Integrate storm water and erosion management into the design of the project.
- Design for sustainability and energy conservation. These decisions can be a factor in mode choice decisions made in Planning, as part of Major Investment Studies, or in Project Development as part of an alternatives analysis for projects.
- Conduct pre-construction meeting with local community officials, contractors, and subcontractors to discuss environmental protection.

### **Construction and Maintenance Guidelines**

1. Include all special requirements that address environmentally sensitive resources into plans and estimates provided to construction contractors. Bring to attention the kinds of activities that are not appropriate in sensitive areas.
2. Limit the size of construction and staging areas to the smallest necessary. Clearly mark area boundaries.
  - Use fencing or flagging around sensitive areas where appropriate
3. Avoid disturbing the site as much as possible.
  - Protect established vegetation
  - Implement sediment and erosion control
  - Protect water quality by preventing direct run off, sweeping streets to reduce sediment, implementing salt management techniques, and controlling storm water drains to prevent construction debris from polluting waterways
  - Protect culture and historic resources by limiting impact and disturbance near them.
  - Minimize noise and vibration.
  - Provide for proper solid waste disposal
4. Conduct on-site monitoring during and after construction to ensure environmental resources are protected as planned.
5. Keep equipment in good working condition and free of leaks. Avoid fueling or maintenance near environmentally sensitive areas.
6. Reduce land disturbances by properly organizing construction activities.
7. Use Integrated Pest Management techniques if using pesticides during maintenance operations.

## ENVIRONMENTAL MITIGATION FINDING

The Environmental Mitigation consultation process has identified potential environmental impacts associated with the 2030 Transportation Plan road projects. These potential impacts are just that potential, not confirmed. The responsible road agencies have been informed of these potential environmental impacts so that they can investigate and determine if there will be actual impacts and evaluate how best to avoid or mitigate impacts.

These determinations and evaluations by the responsible road agencies will be made as the projects are scoped, designed, and constructed. No further findings can be made at this time with the information currently known.

## ENVIRONMENTAL FACTORS NEAR CAPACITY PROJECTS

| Project ID | Wells | Schools | Parks | Cemeteries | Wetlands | Rare Species |
|------------|-------|---------|-------|------------|----------|--------------|
| 4          |       | Yes     |       |            | Yes      |              |
| 11         |       |         |       |            | Yes      |              |
| 26         |       |         |       | Yes        | Yes      |              |
| 29         |       | Yes     | Yes   |            | Yes      |              |
| 32         | Yes   | Yes     |       |            | Yes      |              |
| 40         | Yes   |         |       |            | Yes      |              |
| 54         | Yes   |         |       |            | Yes      |              |
| 56         |       |         |       |            | Yes      |              |
| 57         |       |         |       |            | Yes      |              |
| 59         |       |         |       |            | Yes      | Low          |
| 78         | Yes   |         |       |            | Yes      |              |
| 79         |       | Yes     |       |            | Yes      | High         |
| 81         |       |         |       |            | Yes      |              |
| 108        | Yes   |         |       |            | Yes      |              |
| 133        |       |         |       |            | Yes      |              |
| 139        |       |         |       |            | Yes      |              |
| 157        |       |         |       |            | Yes      |              |
| 166        |       |         | Yes   |            | Yes      | High         |
| 170        | Yes   | Yes     |       |            | Yes      |              |
| 199        | Yes   |         |       |            | Yes      | Moderate     |
| 204        | Yes   | Yes     |       | Yes        | Yes      | Low          |
| 205        | Yes   | Yes     |       |            | Yes      |              |
| 208        |       | Yes     | Yes   |            | Yes      |              |
| 214        |       | Yes     |       |            | Yes      | Moderate     |
| 218        | Yes   |         |       | Yes        | Yes      | High         |
| 219        | Yes   |         |       |            | Yes      |              |
| 220        |       |         | Yes   | Yes        | Yes      |              |
| 221        | Yes   |         |       |            | Yes      | High         |
| 236        |       |         |       | Yes        | Yes      |              |
| 249        |       |         |       |            | Yes      | Low          |
| 255        | Yes   |         | Yes   |            | Yes      | High         |
| 256        |       |         |       |            | Yes      |              |
| 265        | Yes   | Yes     | Yes   | Yes        | Yes      |              |
| 267        | Yes   |         |       | Yes        | Yes      | High         |

## Capacity Projects Continued . . .

| Project ID | Wells | Schools | Parks | Cemeteries | Wetlands | Rare Species |
|------------|-------|---------|-------|------------|----------|--------------|
| 272        |       |         |       |            | Yes      |              |
| 280        | Yes   |         |       |            | Yes      |              |
| 282        | Yes   |         |       |            | Yes      | Moderate     |
| 285        |       |         |       |            | Yes      |              |
| 286        |       |         |       |            | Yes      |              |
| 293        |       |         |       | Yes        | Yes      |              |
| 301        |       |         |       |            | Yes      | High         |
| 302        | Yes   |         |       |            | Yes      |              |
| 303        |       |         |       |            | Yes      |              |
| 304        |       |         |       |            |          |              |
| 309        |       |         |       |            | Yes      |              |
| 310        |       |         |       | Yes        | Yes      | High         |
| 311        |       |         |       |            | Yes      | Moderate     |
| 312        |       | Yes     |       |            | Yes      |              |
| 313        |       |         |       |            | Yes      |              |
| 314        |       | Yes     |       | Yes        | Yes      |              |
| 316        | Yes   | Yes     |       |            | Yes      |              |
| 320        | Yes   |         |       |            | Yes      | Low          |
| 324        | Yes   |         |       |            | Yes      |              |
| 325        |       |         |       |            | Yes      |              |
| 326        |       |         |       |            | Yes      | High         |
| 327        |       |         |       |            | Yes      | High         |
| 330        | Yes   |         |       |            | Yes      | High         |
| 335        |       | Yes     |       | Yes        | Yes      |              |
| 341        |       |         |       |            | Yes      |              |

## ENVIRONMENTAL FACTORS NEAR PRESERVATION PROJECTS

| Project ID | Wells | Schools | Parks | Cemeteries | Wetlands | Rare Species |
|------------|-------|---------|-------|------------|----------|--------------|
| 5          | Yes   | Yes     | Yes   |            |          |              |
| 6          |       | Yes     | Yes   |            | Yes      |              |
| 10         |       |         |       |            | Yes      | High         |
| 15         |       |         |       | Yes        | Yes      | Low          |
| 16         |       |         |       |            | Yes      | High         |
| 19         |       |         |       |            | Yes      | Moderate     |
| 20         |       |         |       |            | Yes      |              |
| 21         |       | Yes     |       |            | Yes      |              |
| 22         |       |         |       |            | Yes      | Low          |
| 23         | Yes   |         |       | Yes        | Yes      | High         |
| 31         | Yes   | Yes     |       |            | Yes      | Moderate     |
| 33         |       | Yes     |       | Yes        | Yes      |              |
| 34         |       |         | Yes   |            | Yes      | High         |
| 37         |       |         |       |            | Yes      | Low          |
| 38         |       | Yes     |       | Yes        | Yes      | Low          |
| 39         |       |         |       |            | Yes      |              |
| 41         | Yes   |         |       | Yes        | Yes      | Low          |

## Preservation Projects Continued . . .

| Project ID | Wells | Schools | Parks | Cemeteries | Wetlands | Rare Species |
|------------|-------|---------|-------|------------|----------|--------------|
| 44         |       |         |       |            | Yes      | Low          |
| 45         |       |         |       |            | Yes      | Low          |
| 46         |       | Yes     |       |            | Yes      |              |
| 47         |       |         |       |            | Yes      |              |
| 48         |       |         |       |            | Yes      |              |
| 49         |       | Yes     |       |            | Yes      |              |
| 51         | Yes   |         |       |            | Yes      |              |
| 52         |       |         |       |            | Yes      |              |
| 53         |       | Yes     |       |            | Yes      |              |
| 58         |       |         |       |            | Yes      |              |
| 61         |       |         |       |            | Yes      | High         |
| 62         |       |         |       | Yes        | Yes      |              |
| 65         |       |         |       |            | Yes      | Moderate     |
| 66         |       |         |       | Yes        | Yes      | Low          |
| 67         |       |         |       |            | Yes      |              |
| 68         |       |         |       |            | Yes      |              |
| 70         | Yes   |         | Yes   |            | Yes      |              |
| 72         | Yes   | Yes     | Yes   |            | Yes      |              |
| 74         | Yes   |         |       |            | Yes      |              |
| 75         |       |         |       |            | Yes      |              |
| 76         | Yes   |         |       |            | Yes      |              |
| 77         |       |         |       |            | Yes      |              |
| 83         |       |         | Yes   | Yes        | Yes      |              |
| 84         |       |         |       |            | Yes      |              |
| 85         |       | Yes     |       |            | Yes      | High         |
| 88         |       |         |       |            | Yes      | High         |
| 93         | Yes   | Yes     | Yes   |            | Yes      |              |
| 94         |       |         |       |            | Yes      |              |
| 95         |       |         | Yes   | Yes        | Yes      | Low          |
| 96         | Yes   |         | Yes   |            | Yes      | Low          |
| 98         |       | Yes     |       |            | Yes      |              |
| 99         |       | Yes     |       | Yes        | Yes      |              |
| 100        |       |         |       |            | Yes      | Low          |
| 106        |       |         |       |            | Yes      | Low          |
| 107        |       |         |       |            | Yes      | Low          |
| 109        | Yes   |         |       |            | Yes      |              |
| 110        | Yes   |         | Yes   |            | Yes      | Moderate     |
| 111        |       |         |       | Yes        | Yes      | Low          |
| 114        |       | Yes     |       |            | Yes      | Low          |
| 115        |       |         |       |            | Yes      |              |
| 118        |       |         |       |            | Yes      |              |
| 119        | Yes   | Yes     | Yes   |            | Yes      |              |
| 122        |       |         |       | Yes        | Yes      |              |
| 123        | Yes   |         |       |            | Yes      |              |
| 124        |       | Yes     | Yes   |            | Yes      |              |
| 125        | Yes   |         |       |            | Yes      |              |
| 129        |       |         |       |            | Yes      |              |
| 131        | Yes   |         |       |            | Yes      |              |
| 132        |       |         | Yes   |            | Yes      | Low          |

## Preservation Projects Continued . . .

| Project ID | Wells | Schools | Parks | Cemeteries | Wetlands | Rare Species |
|------------|-------|---------|-------|------------|----------|--------------|
| 134        |       | Yes     |       |            | Yes      |              |
| 135        |       |         |       |            | Yes      |              |
| 136        | Yes   |         |       |            | Yes      |              |
| 138        |       |         | Yes   | Yes        | Yes      |              |
| 141        | Yes   |         | Yes   |            | Yes      |              |
| 142        |       | Yes     |       |            | Yes      |              |
| 143        |       |         |       |            | Yes      |              |
| 144        |       |         |       |            | Yes      |              |
| 146        |       | Yes     | Yes   |            | Yes      | Low          |
| 150        |       |         |       |            | Yes      |              |
| 152        |       |         |       |            | Yes      |              |
| 153        |       | Yes     |       |            | Yes      |              |
| 180        |       | Yes     |       |            | Yes      | Low          |
| 181        |       |         |       |            | Yes      | Low          |
| 182        |       | Yes     | Yes   |            | Yes      | Low          |
| 183        |       | Yes     |       | Yes        | Yes      | High         |
| 184        | Yes   |         |       | Yes        | Yes      |              |
| 187        |       |         |       |            | Yes      |              |
| 189        |       |         |       |            | Yes      |              |
| 190        | Yes   | Yes     |       |            | Yes      | High         |
| 191        |       |         |       |            | Yes      |              |
| 193        |       |         |       |            | Yes      |              |
| 197        | Yes   | Yes     |       |            | Yes      |              |
| 203        |       |         |       |            | Yes      | High         |
| 204        | Yes   | Yes     |       | Yes        | Yes      | Low          |
| 207        |       | Yes     | Yes   |            | Yes      |              |
| 209        |       | Yes     |       |            | Yes      |              |
| 212        | Yes   |         |       |            | Yes      | High         |
| 215        |       |         |       |            | Yes      |              |
| 217        | Yes   |         |       | Yes        | Yes      | High         |
| 222        | Yes   |         |       | Yes        | Yes      | Low          |
| 242        |       | Yes     |       |            | Yes      |              |
| 273        |       |         | Yes   |            | Yes      |              |
| 274        |       |         |       |            | Yes      | Low          |
| 275        |       |         |       |            | Yes      | High         |
| 276        |       |         |       |            | Yes      | High         |
| 278        |       |         |       |            | Yes      | High         |
| 279        | Yes   |         |       |            | Yes      | High         |