COMMUNITY CENTER PARK MASTER PLAN

Initial Study/Mitigated Negative Declaration

Prepared for
City of Lincoln

May 2025

ESA

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City of Lincoln

May 2025

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Acronyms and Other Abbreviations

Acronym or Abbreviation	Definition
µg/m3	micrograms per cubic meter
AB	Assembly Bill
C	Commercial zoning
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Prevention
CalEPA	California Environmental Protection Agency
CalGEM	Geologic Energy Management Division
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CC	Community Commercial zoning
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
ESA	Environmental Science Associates
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
Hz	Hertz
L_{dn}	24-hour A-weighted noise exposure level
L_{eq}	average noise exposure level for a given period

L_{max}	instantaneous maximum noise level for a specified period
MGD	million gallons per day
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
$MTCO_2e$	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NC	Neighborhood Commercial zoning
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PCAPCD	Placer County Air Pollution Control District
PCCP	Placer County Conservation Program
PF	Public Facilities zoning
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PPM	parts per million
PPV	peak particle velocity
PRC	Public Resource Code
project	City of Lincoln's proposed Community Center Park Master Plan project
PUB	Public Use District zoning
ROG	reactive organic gases
SB	Senate Bill
SR	State Route
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Program
TAC	toxic air contaminant
USEPA	United States Environmental Protection Agency
VdB	vibration decibels
VMT	vehicle miles travelled

CHAPTER 1
Introduction

Pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.), an Initial Study is a preliminary environmental analysis that is used by the lead agency (the public agency principally responsible for approving or carrying out the proposed project) as a basis for determining whether an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration is required for a project. The State CEQA Guidelines require that an Initial Study include a project description, a description of the environmental setting, identification of environmental effects using a checklist or similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with current applicable land use controls, and the names of individuals who prepared the study.

The purpose of this Initial Study is to evaluate the potential environmental impacts of the City of Lincoln's proposed Community Center Park Master Plan project (project) to determine what level of environmental review is appropriate. As shown in the Determination in Section IV of this document and based on the analysis contained in this Initial Study, it has been determined that the proposed project would not result in any significant impacts that cannot be mitigated to less-than-significant levels. The analysis contained in this Initial Study concludes that the proposed project would result in the following categories of impacts, depending on the environmental resource involved: no impact; less-than-significant impact; or less-than-significant impact with the implementation of project-specific mitigation measures. Therefore, preparation of a Mitigated Negative Declaration is appropriate (the Mitigated Negative Declaration is presented in **Appendix A**).

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CHAPTER 2
Project Information

Project Title:	Community Center Park Master Plan
Lead Agency Name and Address:	City of Lincoln 600 6th Street Lincoln, CA 95648
Contact Person and Phone Number:	Araceli Cazarez Engineering Manager Capital Projects Division (916) 434-2486
Project Location:	Placer County
General Plan Designation:	Public Facilities (PF)
Zoning Designation:	PUB (Public Use District)

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CHAPTER 3
Project Description

Project Setting

Location

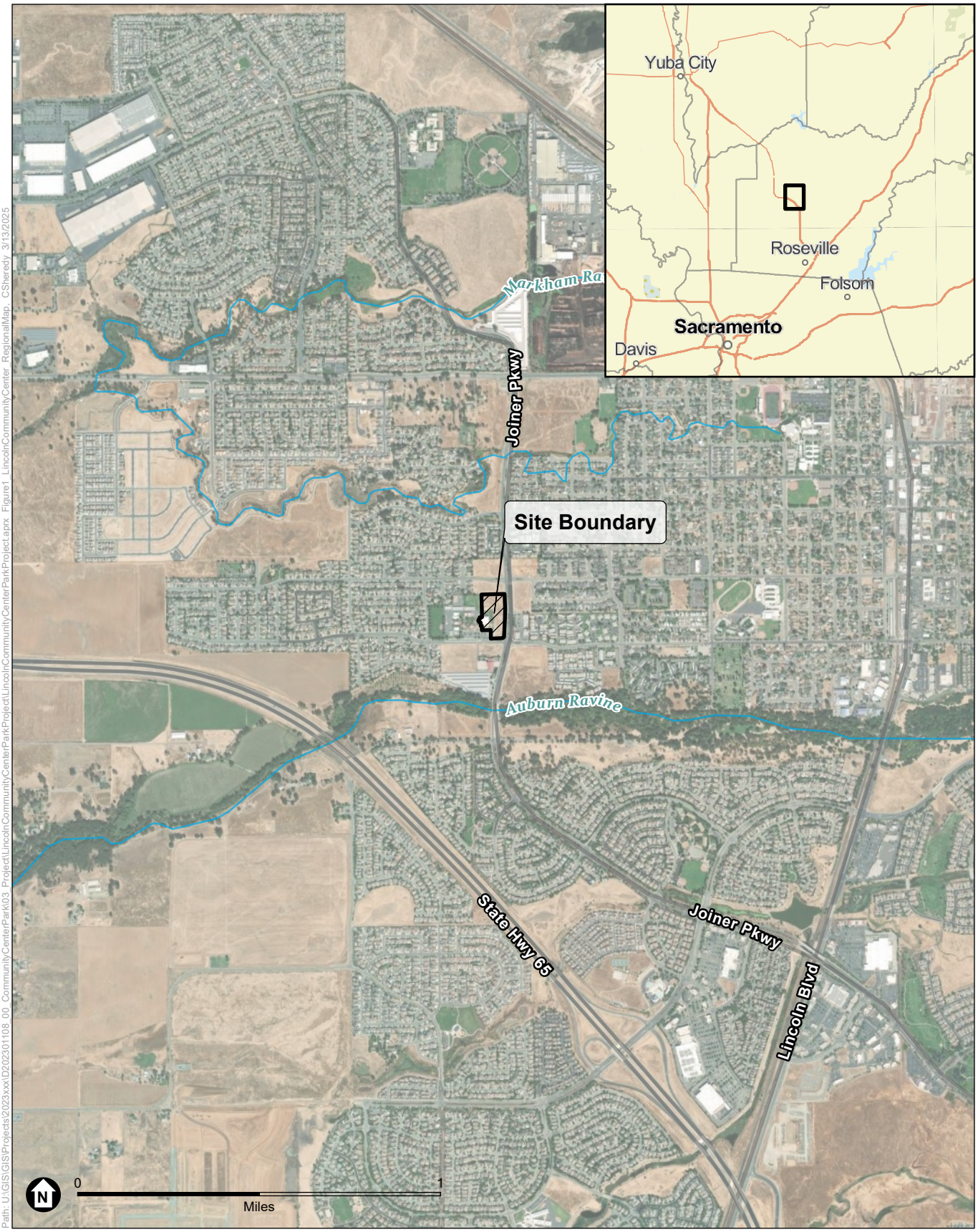
As shown in **Figure 1**, *Regional Location*, the project site is in west Lincoln, approximately a quarter mile north of Auburn Ravine and a half mile northeast of State Route 65 (SR 65). Regional access to the site is provided by SR 65 via an interchange with Ferrari Ranch Road. Local access to the project site is provided by Joiner Parkway, which is designated as a Major Arterial by the Lincoln 2050 General Plan, to the east and 1st Street, a local street, to the south. As shown in **Figure 2**, *Project Site*, the project site is located on an approximately 5.1-acre rectangular lot on the northwestern corner of Joiner Parkway and 1st Street (Assessor's Parcel Number 021-321-042). The site includes the existing Community Center, which is located on approximately 1.1 acres.

General Plan and Zoning

The project site is designated Public Facilities (PF) by the Lincoln 2050 General Plan and is zoned PUB (Public Use District). Allowable uses within the Public Facilities (PF) land use designation include wastewater treatment facilities, water tanks, electrical substations, cemeteries, churches, educational facilities, community centers, libraries, museums, government offices and courts, public safety facilities (e.g., police and fire stations), and similar and compatible uses. Permitted uses within the PUB zone include city-owned facilities, including wastewater treatment and reclamation facilities, community centers, libraries, police and/or fire stations, trail systems, open space areas, and stormwater drainage facilities; uses and facilities, whether constructed publicly or privately, developed on city-owned land and intended for a purpose found by the City to be in the public interest; corporation yards, including storage of materials and repair of equipment and vehicles operated by governmental entities; county, state, and federally owned facilities; public schools; creation or preservation of wetland facility; community water storage, wells and associated facilities; and solar energy facilities. Conditionally permitted uses within the PUB zone include wind power production; telecommunications facilities; electrical substations; and other uses, which in the opinion of the community development director are of a similar and compatible nature to permitted and conditional permitted uses described above.

Existing Land Uses

The project site presently consists of a vacant lot; no structures other than a utility panel in the northeast corner are present on the site. Vegetation on the site consists of ruderal grass and a small bush due east of the existing Community Center.



SOURCE: ESRI, 2024; ESA, 2025

Lincoln Community Center Park Master Plan

Figure 1
Regional Location

ESA

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SOURCE: ESA, 2025; Aerial-Google Earth, 2025

Lincoln Community Center Park Master Plan

Figure 2
Project Site

ESA

Surrounding Land Uses

Land uses immediately surrounding the site consist of the existing Lincoln Community Center, Creekside Oaks Elementary School, and Creekside Park to the west; a vacant parcel designated for Neighborhood Commercial (NC) uses and zoned NC/BP (Neighborhood Commercial/Business Park) to the north; a vacant parcel zoned NC/BP to the northeast; a gas station and retail center to the southeast; and a vacant parcel designated for Community Commercial (CC) uses and zoned C (Commercial) and a fire station to the south. In addition, single-family residential neighborhoods are located near the project site to the northwest, northeast, and east.

Proposed Project

Components

Major recreational amenities and features provided by the proposed project would include a skate park; a basketball court; pickleball courts; a lawn area/field; a playground with permeable resilient surfacing; an intergenerational plaza; and classrooms. Other components include pedestrian concrete paving, north and south parking lots, restrooms, tables and chairs, a shade structure, and a decorative metal fence (see **Figure 3**, *Community Center Park Master Plan*).

Phasing

Phase I would consist of the skate park and pedestrian paths linking the skate park to the existing Community Center (See **Figure 4**, *Phase I Site Plan*). Phase II would consist of the basketball court; pickleball courts, lawn area/field, playground with permeable resilient surfacing, an intergenerational plaza, and classrooms. Phase I is proposed to be constructed in summer 2025. Phase II will be constructed when funding becomes available in the future.

Parking/Access

Phase II of the proposed project would add 30 standard vehicle parking spaces to the existing Community Center parking lot on the southern portion of the site and 22 standard vehicle parking spaces to a new parking lot on the northern portion of the site; no parking will be provided during Phase I. Vehicular access to the expanded Community Center parking lot would be provided along 1st Street while vehicular access to the new north parking lot would be provided by Joiner Parkway. Bicycle and pedestrian access would be provided by two pathways off Joiner Parkway and bicycle racks would be provided.

Operations

During both phases, the proposed project would operate from dawn until dusk initially with hours extended to 8 p.m. in the future after lights are installed.

Security Features/Lighting

Lighting for the skate park and pathway would be installed as part of Phase I. The skate park would be surrounded by a 42-inch-tall metal fence. In addition, a 48-inch-tall decorative metal fence would border the north side of the Phase I boundary.

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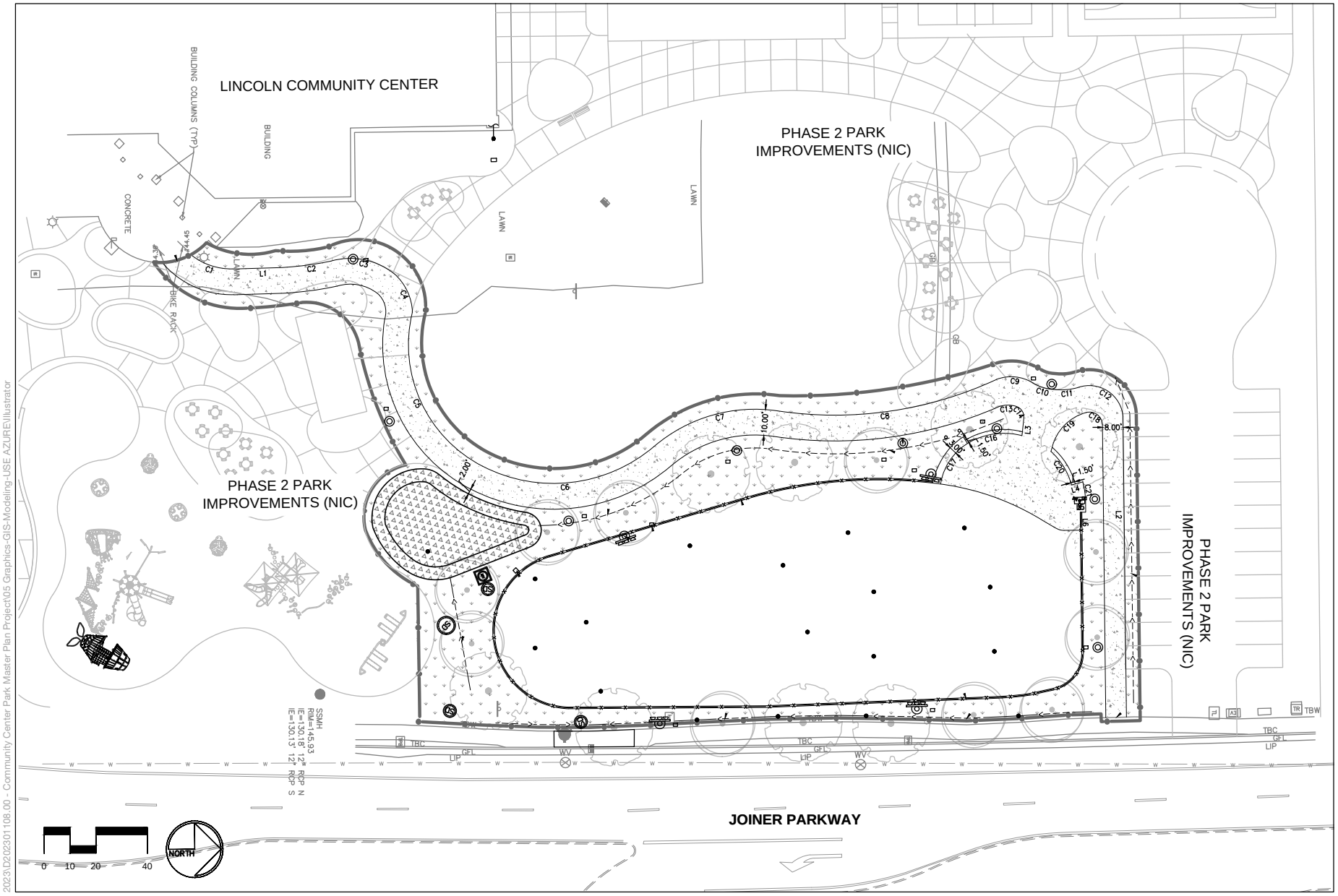
SOURCE: City of Lincoln; Schmidt Design Group, 2024

Lincoln Community Center Park Master Plan

Figure 3
Community Center Park Master Plan

ESA



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SOURCE: City of Lincoln; PSOMAS, 2025

Lincoln Community Center Park Master Plan

Figure 4
Phase I Site Plan

ESA

Maintenance

The proposed project's anticipated maintenance during both phases would include weekly landscaping, trash hauls up to twice a week, and daily inspection of all-around park integrity. Trash receptacles would be located throughout the project site.

Landscaping

Landscaping for Phase I would consist of 18 trees—a mix of Keith Davey Chinese Pistache (*Pistacia chinensis 'Keith Davey'*) and Southern Live Oak (*Quercus virginiana*)—surrounding the skate park and shrub areas consisting of Breeze™ Mat Rush (*Lomandra longifolia 'Lm300'*). The landscaping plan for Phase II has yet to be designed and will be prepared at a future date.

Infrastructure

Stormwater

Stormwater infrastructure for Phase I would consist of vegetative swales directing stormwater to a bioretention basin located adjacent to the skate park to the southwest. Overflow would be directed to a storm drain line in Joiner Parkway. Stormwater infrastructure for Phase II has yet to be designed and will be prepared at a future date.

Utilities

Domestic water for both phases would be used for landscape irrigation, restroom facilities, and drinking fountains. A sewer line would be extended to the restroom facilities during Phase II. Electricity would be extended to the project site for lighting during Phase I. In addition, an existing electrical line would need to be relocated during Phase I; no other existing utilities within the project site would require relocation.

Construction

The construction staging and lay-down area for Phase I will be located within the boundaries of the project site. Construction workers will park their vehicles within the staging and lay-down area. Earthwork (cut and fill) at the project site will be balanced and no import or export of soil would be required. A construction plan for Phase II has yet to be prepared and will be made at a future date.

Project Schedule

Construction of Phase I is anticipated to begin in fall 2025 with opening in fall of 2026. Phase I would take approximately a year to construct. Phase II would be constructed at a future date to be determined. Please note that while Phase I of the proposed project is only moving forward at this time, construction of both phases concurrently is estimated to take approximately 14 months. Thus, to be conservative, and to provide environmental clearance for the entire project, this analysis analyzes the construction of Phases I and II concurrently starting in summer 2025.

Project Approvals

As a public agency principally responsible for approving or carrying out the proposed project, the City of Lincoln is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the environmental document and approving the design concept and master plan for the proposed project. The City of Lincoln will consider this Mitigated Negative Declaration (MND) for adoption, and if the MND is adopted, will make a decision to approve the design concept and master plan. The consideration of the proposed project for approval by the decision makers is anticipated to occur in summer 2025. Next, as the proposed project would disturb more than 1 acre of land, coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity would be required. No other permits or approvals are required for the proposed project. Finally, The City is also required to apply for coverage under the PCCP for development of the property.

CHAPTER 4
Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. As the evaluation of environmental impacts in Chapter 6 indicates, no potentially significant impacts with respect to the environmental factors listed below would result due to the construction and operation of the project.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

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CHAPTER 5
Determination

On the basis of this initial study:

☐ 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.

☐ 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.

☐ 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.

Signature Date

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CHAPTER 6
Evaluation of Environmental Impacts

During the completion of the environmental evaluation, the City relied on the following categories of impacts, noted as column headings in the Initial Study checklist. All impact determinations are explained and supported by the information sources cited.

A) "Potentially Significant Impact" is appropriate if there is substantial evidence that the project's effect may be significant. If there are one or more "Potentially Significant Impacts" for which effective mitigation may not be possible, a project Environmental Impact Report will be prepared.

B) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of project-specific mitigation would reduce an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." All mitigation measures must be described, including a brief explanation of how the measures would reduce the effect to a less-than-significant level.

C) "Less-Than-Significant Impact" applies where the project would not result in a significant effect (i.e., the project impact would be less than significant without the need to incorporate mitigation measures).

D) "No Impact" applies where the project would not result in any impact in the category or the category does not apply. This may be because the impact category does not apply to the proposed project (for instance, the project site is not within a surface fault rupture hazard zone), or because of other project-specific factors.

Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The city of Lincoln is situated on the eastern edge of the Sacramento Valley floor at the base of the Sierra Nevada foothills. The terrain ranges from flat to gently rolling foothills, with several waterways traversing the area. Views along SR 65 include Telegraph Hill to the east, and background views of the Sierra Nevada (City of Lincoln 2008a).

Rivers and Creeks

Rivers and creeks in the City's planning area provide scenic views. Auburn Ravine, a perennial waterway, is the closest waterway to the project site, located approximately a quarter mile to the south. This waterway provides drainage for the city and is also an area of critical concern for the protection of existing scenic values, natural vegetation, and wildlife species. Riparian habitats provide feeding and nesting areas for wildlife along the Auburn Ravine that enhance a scenic corridor for passive recreational opportunities (City of Lincoln 2008a).

Agriculture and Open Space

Other scenic features in the city include agriculture and open space. Several rural residences, cattle and horse ranches, a large turkey ranch, and rice fields are located throughout the undeveloped portions of the planning area. Vernal pools are present in several locations throughout the non-native grasslands and agricultural land. Typical views within most of the undeveloped portion of the planning area are characterized by a variety of woodland and grassland habitats, with many areas covered with seasonal wildflowers (City of Lincoln 2008a).

Scenic Highways/Roadways

According to the California Scenic Highway Program, there are no officially designated state or county scenic highways within Placer County. However, SR 49, approximately 11 miles east of the city, has been designated as eligible (Caltrans 2024).

Impact Discussion

a) A scenic vista is generally defined as an expansive view of highly valued landscape as observable from a publicly accessible vantage point. The area around the city is primarily agricultural with views of the Sierra Nevada in the distance to the east. The area surrounding the project site mainly consists of existing single-family residences with the Lincoln Community Center and Creekside Oaks Elementary School located immediately adjacent to the west. As a result, existing views of surrounding agricultural areas and the Sierra Nevada in the vicinity of the project site are limited.

Fencing installed around the perimeter of the project site during construction would temporarily block views across the site. Following construction, the project site would be developed as a 5-acre neighborhood park consisting of a variety of recreational amenities and features, some of which include above-ground structures. The height and scale of the structures to be constructed as part of the proposed project would be similar in height and scale to other development in the project vicinity. Furthermore, as the structures would only occupy a small portion of the project site, views across the site from publicly accessible vantage points such as Joiner Parkway would not be blocked or impeded. For these reasons, the proposed project would not result in a substantial adverse effect on a scenic vista or change in views. The impact with respect to this criterion would be less than significant, and no mitigation is required.

b) The project site is not located adjacent to a state scenic highway (Caltrans 2024) and does not contain scenic resources such as unique trees, rocky outcroppings, or historic buildings. The mass and height of the proposed structures that would be constructed as part of the proposed project would be the same scale as existing development in the vicinity and thus would not adversely affect public views of the project site from nearby vantage points such as Joiner Parkway. For these reasons, there would be no impact regarding this criterion.

c) Construction of the proposed project would alter the visual character of the project site by developing a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The project site is in an urbanized area of the city, and the visual character of the area surrounding the site consists of existing single-family residences with the Lincoln Community Center and Creekside Oaks Elementary School located immediately adjacent to the west.

Construction activities associated with the proposed project would require the use of construction equipment and storage of materials on-site, thus introducing contrasting features into the visual landscape that affect the visual quality of the site and the immediate vicinity. Contrasting features would include demolition materials, excavated areas, stockpiled soils, and other materials generated and stored on-site during construction. However, adverse effects to visual character associated with project construction would be temporary. Post construction, the project site would be developed as a 5-acre neighborhood park consisting of a variety of recreational amenities and features. While the proposed project would include the construction of some above-ground structures, they would only occupy a small portion of the project site, and thus views across the site would not be substantially blocked or impeded. Furthermore, the proposed project would be compatible with and enhance the existing visual character of the project site and vicinity.

Overall, construction and operation of the proposed project would not conflict with the applicable zoning or other regulations governing scenic quality. As a result, the impact with respect to visual character would be less than significant, and no mitigation is required.

d) The project site is in an urbanized area of the city. The area surrounding the project site mainly consists of existing single-family residences with the Lincoln Community Center and Creekside Oaks Elementary School located immediately adjacent to the west. The area in the vicinity of the proposed project exhibits considerable ambient nighttime illumination levels due to the densely developed nature of the area and adjacent properties. Artificial light sources from the surrounding properties include interior and exterior lighting for security and incidental landscape lighting. Automobile headlights, streetlights, and stoplights for visibility and safety purposes along Joiner Parkway contribute to overall ambient lighting levels as well.

Security lighting used during the construction of proposed project, if necessary, could introduce new sources of light to the project site and the immediate vicinity. Any security lighting would be shielded and directed away from surrounding light-sensitive land uses. Furthermore, construction of the proposed project would not occur during evening hours. Therefore, the temporary impact associated with light during construction would be less than significant, and no mitigation is required.

During operation, all lighting would be timer controlled and remain on through the evening and automatically shut off during the day. Although the proposed project would introduce new sources of lighting to the project site that are typical of recreational and urban uses, all outdoor lighting would be shielded and oriented downward to reduce light spillage onto adjacent properties. The final lighting plan for the proposed project would be subject to review and approval by the City as part of the site plan review process. Compliance with these regulations would ensure that the long-term impact associated with light during operation would be less than significant, and no mitigation is required.

Glare within the project site and the surrounding area occurs from sunlight reflected from reflective materials used in existing nearby residences and structures. Glare-sensitive receptors include motorists on the roadways surrounding the project site. As glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts. Impacts related to glare would be minimal because the proposed project would not include the construction of structures with highly reflective materials (e.g., windows or glass with mirror-like tints). As such, the impact with respect to glare would be less than significant, and no mitigation is required.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to aesthetics is the City's planning area as depicted in the City's General Plan.

Anticipated future development in the city of Lincoln may have a substantial adverse effect on a scenic vista or substantially damage scenic resources. Furthermore, future development in the city may substantially degrade the existing visual character or quality of the site and its surroundings. Even with

the implementation of general plan policies and implementation measures, these impacts would remain significant and unavoidable as no feasible mitigation is available (City of Lincoln 2008b). As discussed under Items (a) and (c) above, the project site is in an urbanized area of the city and views in the area are generally limited to the built environment. In addition, as discussed under Item (b) above, it is not located adjacent to a state scenic highway. Therefore, the contribution of the proposed project to this impact would not be cumulatively considerable, and the cumulative impact of the proposed project with respect to visual character would be less than significant.

In addition, anticipated future development in the city of Lincoln may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and even with the implementation of policies and implementation measures, this impact would remain significant and unavoidable as no feasible mitigation is available (City of Lincoln 2008b). As discussed under Item (d) above, all outdoor lighting would be shielded and oriented downward to reduce light spillage onto adjacent properties. The final lighting plan for the proposed project would be subject to review and approval by the City as part of the site plan review process. As for glare, impacts would be minimal because the proposed project would not include the construction of structures with highly reflective materials. Therefore, the contribution of the proposed project to this impact would not be cumulatively considerable, and the cumulative impact of the proposed project with respect to light and glare would be less than significant.

Agriculture and Forestry Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the 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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

The California Department of Conservation, under the Division of Land Resource Protection, developed and implements the Farmland Mapping and Monitoring Program (FMMP) as a way to classify various types of farmland. Specifically, the FMMP produces maps and statistical data under the FMMP that are used for analyzing impacts to California's agricultural resources. FMMP maps are updated every 2 years with the use of aerial photographs, a computer mapping system, public review, and field reconnaissance. The FMMP rates agricultural land according to soil quality and irrigation status, with the best quality land labeled Prime Farmland. There are eight FMMP categories of agricultural lands, as listed here in order of importance: (1) Prime Farmland, (2) Farmland of Statewide Importance, (3) Unique Farmland, (4) Farmland of Local Importance, (5) Grazing Land, (6) Urban and Built-up Land, (7) Other Land, and (8) Water. Prime Farmland, Farmland of Statewide Importance and Unique Farmland are considered Important Farmland under CEQA.

Though the area surrounding the city of Lincoln is primarily characterized by agricultural use, the city itself, including the project site, is developed, and is therefore designated as Urban/Built-up Land on maps prepared pursuant to the FMMP (DOC 2022).

Impact Discussion

a) The project site is currently vacant with scattered vegetation and is in an urbanized area of the city; it is not presently being utilized for agriculture. As discussed above, according to maps prepared pursuant to the FMMP, the project site is designated as Urban and Built-Up Land (DOC 2024). As such, the project site is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and thus no impact would occur with respect to this criterion.

b) The project site is designated as Public Facilities (PF) on the City's Land Use and Circulation Diagram and is zoned Public Use District (PUB) on the City's Zoning Map. The project site is currently vacant with scattered vegetation. No agricultural zoning is present in the vicinity of the project site and neither the project site nor nearby lands are enrolled under the Williamson Act. As a result, the proposed project would not conflict with existing zoning for agricultural uses, or a Williamson Act contract, and no impact would occur with respect to this criterion.

c) As identified in Item (b), above, the project site is zoned Public Use District (PUB) by the City. No portion of the project site is zoned forest land or timber land. No impact would occur with respect to this criterion.

d) No part of the project site and surrounding vicinity contains forest lands. There would be no impact with respect to this criterion.

e) Development of the proposed project would occur in an urbanized area of the city and there are no agricultural lands near the project site. Therefore, development on the project site would not involve any changes that could directly or indirectly lead to the conversion of Important Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur with respect to this criterion.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to agricultural resources is the city's planning area as depicted in the 2008 General Plan.

Anticipated future development in the city of Lincoln may result in a substantial conversion of important farmland to non-agricultural uses, and even with the implementation of general plan policies and implementation measures, this impact would remain significant and unavoidable as no feasible mitigation is available (City of Lincoln 2008b). As discussed under Item (a) above, the project site is in an urbanized area of the city and is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the contribution of the proposed project to this impact would not be cumulatively considerable and thus would be less than significant.

In addition, anticipated future development in the city may conflict with existing zoning for agricultural use, or conflict with existing Williamson Act contracts, and may involve other changes in the existing environment, which due to their location or nature, could result in conversion of Important Farmland to non-agricultural uses. However, with adherence to all applicable state regulations related to the

Williamson Act and implementation of general plan policies and implementation measures, potential conflicts with agricultural zoning/Williamson Act contracts and indirect nuisance effects of urban expansion into agricultural areas would be minimized (City of Lincoln 2008b). As discussed under Item (b) above, no agricultural zoning is present in the vicinity of the project site and neither the project site nor nearby lands are enrolled under the Williamson Act. Furthermore, as discussed under Item (e) development on the project site would not involve any changes that could directly or indirectly lead to the conversion of Important Farmland to non-agricultural use as the proposed project would occur in an urbanized area of the city and there are no agricultural lands near the project site. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to conflicts with existing agricultural zoning or existing Williamson Act contracts or other changes in the existing environment that could result in the conversion of Important Farmland to non-agricultural uses due to their location or nature.

Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features that influence pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, which affect air quality.

Criteria Pollutants

Criteria air pollutants are a group of six common air pollutants for which the U.S. Environmental Protection Agency (USEPA) has set ambient air quality standards. These pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (which includes the fraction 10 microns or less in diameter [PM_{10}] and particulate matter 2.5 microns or less in diameter [$PM_{2.5}$]), and lead. In addition to the criteria air pollutants identified by USEPA, California adds four state criteria air pollutants: visibility-reducing particulates, sulfates, hydrogen sulfide, and vinyl chloride. Criteria pollutants of concern in the project area are discussed further below.

Ozone

Ozone (O_3) is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x), including NO_2 in the presence of sunlight. ROG and NO_x are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately 3 hours.

Ozone is a regional air pollutant because it is not emitted directly by sources but is formed downwind of sources of ROG and NO_x under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall, when the long sunny days combine with regional subsidence

inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone.

Particulate Matter

Respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) represent fractions of particulate matter that can be inhaled into air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain absorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates can also damage materials and reduce visibility.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes nearly 200 compounds, including Diesel Particulate Matter emissions from diesel-fueled engines (CARB 2011).

Existing Air Quality

The proposed project is located within Placer County, which is within the Sacramento Valley Air Basin (SVAB). The Placer County Air Pollution Control District (PCAPCD) is the government agency that regulates sources of air pollution within the county and portions of the SVAB. The PCAPCD maintains a regional monitoring network that measures the ambient concentrations of criteria pollutants in the SVAB. Ambient air quality measurements from air monitoring stations maintained by PCAPCD help to determine the level of air quality in the local area. The closest air quality monitoring station to the project site is the Lincoln-2885 Moore Road station approximately 1.85 miles southwest, and the Roseville-N Sunrise Blvd station approximately 10 miles southwest. **Table AQ-1**, *Air Quality Data Summary*, shows a 3-year (2021 through 2023) summary of ozone, NO_2, $PM_{2.5}$, and PM_{10} data monitored at the stations. The data are compared to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS), and the table shows the number of days in which the standards were exceeded in each year.

Attainment Status

Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as "non-attainment areas" for that pollutant. To address non-attainment areas, California Air Resources Board (CARB) has developed the California State Implementation Plan, which is designed to provide control measures needed to attain ambient air quality standards. The PCAPCD is the jurisdictional entity that is responsible for implementing the State Implementation Plan in its portion of the SVAB. The PCAPCD has developed regional air quality management plans to implement control measures to try to achieve attainment status for ozone, PM_{10}, and $PM_{2.5}$ (see *Regulatory Setting*, below). The attainment status for criteria pollutants within Placer County is shown in **Table AQ-2**, *Placer County Attainment Status by Pollutant.*

TABLE AQ-1
AIR QUALITY DATA SUMMARY (2021−2023)

Pollutant Standards	2021	2022	2023
Ozone (O_3)			
Maximum 1-hour concentration (ppm)	**0.100**	0.087	0.076
Maximum 8-hour concentration (ppm)	**0.087**	**0.071**	0.067
Number of days standard exceeded[a]			
CAAQS 1-hour (>0.09 ppm)	3	0	0
NAAQS 8-hour (>0.07 ppm)	15	1	0
Nitrogen Dioxide, NO_2			
Highest 1-Hour Average (ppm)	0.046	0.036	0.041
Days over State Standard	0	0	0
Number of days standard exceeded[a]			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter ($PM_{2.5}$)[b]			
Maximum 24-hour concentration (µg/m^3)	**96.1**	**30.1**	**32.3**
Annual average concentration (µg/m^3)[e]	9.3	6.4	6.3
Number of days standard exceeded[a]			
NAAQS 24-hour (>150 µg/m^3)[f]	*	*	*
CAAQS 24-hour (>50 µg/m^3)[f]	*	*	*
Particulate Matter (PM_{10})[b]			
Maximum 24-hour concentration (µg/m^3)	**150.7**	**78.0**	47.9
Annual average concentration (µg/m^3)[e]	**21.1**	**17.8**	16.0
Number of days standard exceeded[a]			
NAAQS 24-hour (>150 µg/m^3)[f]	**1**	0	0
CAAQS 24-hour (>50 µg/m^3)[f]	**10**	**4**	0

NOTES:

ppm= parts per million; µg/m3 = micrograms per cubic meter; PM = particulate matter; CAAQS = California ambient air quality standards; NAAQS = national ambient air quality standards. Values in bold font indicate an exceedance.

The national 1-hour ozone standard was revoked in June 2005.

*Insufficient data to determine a value

a. An exceedance is not necessarily a violation.
b. Measurements usually are collected every 6 days.
c. National statistics are based on standard conditions data. In addition, national statistics are based on samplers using federal reference or equivalent methods.
d. State statistics are based on local conditions data, except in the South Coast Air Basin, for which statistics are based on standard conditions data. In addition, state statistics are based on California-approved samplers.
e. State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
f. Mathematical estimate of how many days concentrations would have been measured as higher than the level of the standard had each day been monitored.

SOURCES: CARB 2024

TABLE AQ-2
PLACER COUNTY ATTAINMENT STATUS BY POLLUTANT

Pollutant	Federal	State
Ozone (one-hour standard)	No Federal Standard	Nonattainment
Ozone (eight-hour standard)	Nonattainment/Extreme	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Unclassified
Nitrogen Dioxides (NO_2)	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Fine Particulates ($PM_{2.5}$)	Nonattainment	Unclassified
Inhalable Particulates (PM_{10})	Attainment	Nonattainment

SOURCE: CARB 2022.

Sensitive Receptors

Air quality does not affect individuals or groups within the population in the same way, as some groups are more sensitive to adverse health effects caused by exposure to air pollutants than others. Population subgroups sensitive to the health effects of air pollutants include the elderly and the young, those with higher rates of respiratory disease such as asthma and chronic obstructive pulmonary disease, and with other environmental or occupational health exposures (e.g., indoor air quality) that affect cardiovascular or respiratory diseases.

Land uses such as schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Parks and playgrounds are considered moderately sensitive to poor air quality because persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality; however, exposure times are generally far shorter in parks and playgrounds than in residential locations and schools, which typically reduces the overall health risk associated with exposure to pollutants. Residential areas are considered more sensitive to air quality conditions compared to commercial and industrial areas because people generally spend longer periods of time at their residences, with associated greater exposure to ambient air quality conditions. Workers are not considered sensitive receptors because all employers are required to follow regulations set forth by the Occupational Safety and Health Administration to ensure the health and well-being of their employees.

The project site is undeveloped, and the Lincoln Community Center is adjacent to the west of the project site. Sensitive receptors in the vicinity include single-family residences located on Ahart Court, approximately 125 feet to the northwest of the project site; single-family residences under construction located on 3rd Street, approximately 285 feet to the northeast of the project site; single-family residences located on Laehr Drive, approximately 380 feet to the east of the project site; and the Creekside Oaks Elementary School and Creekside Park, approximately 320 feet and 700 feet to the west of the project site, respectively.

Regulatory Setting

Air quality within the SVAB is addressed through the efforts of various federal, state, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The air pollutants of concern, the agencies primarily responsible for improving the air quality within the SVAB, and the pertinent regulations are discussed below.

Criteria Air Pollutants

Regulation of air pollution is achieved through both CAAQS and NAAQS as well as emission limits for individual sources of air pollutants. As required by the federal Clean Air Act (CAA), the USEPA has identified criteria pollutants and has established NAAQS to protect public health and welfare. NAAQS have been established for ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. These pollutants are called "criteria" air pollutants because standards have been established for each of them to meet specific public health and welfare criteria.

To protect human health and the environment, the USEPA has set "primary" and "secondary" maximum ambient thresholds for all seven criteria pollutants. Primary thresholds were set to protect human health, particularly sensitive receptors such as children, the elderly, and individuals suffering from chronic lung conditions such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent further deterioration of animals, crops, vegetation, and buildings.

As discussed previously, the NAAQS are defined as the maximum acceptable concentration that may be reached but not exceeded more than once per year. California has adopted more stringent ambient air quality standards (i.e., CAAQS) for most of the criteria air pollutants. **Table AQ-3**, *National and State Ambient Air Quality Standards*, presents both sets of ambient air quality standards (i.e., national and state) and provides the attainment status for each. California has also established state ambient air quality standards for sulfates, hydrogen sulfide, and vinyl chloride; however, air emissions of these pollutants are not expected under the proposed project and are not further discussed in this analysis.

Federal

The USEPA is responsible for implementing programs established under the federal CAA, such as establishing and reviewing the NAAQS and judging the adequacy of State Implementation Plans, but has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented.

State

CARB is responsible for establishing and reviewing the state standards, compiling the California State Implementation Plan and securing approval of that plan from the USEPA, conducting research and planning, and identifying TACs. CARB also regulates mobile sources of emissions in California, such as construction equipment, trucks, and automobiles, and oversees the activities of California's air quality districts, which are organized at the county or regional level. County or regional air quality management districts are primarily responsible for regulating stationary sources at industrial and commercial facilities within their geographic areas and for preparing the air quality plans that are required under the federal CAA and California CAA.

TABLE AQ-3
NATIONAL AND STATE AMBIENT AIR QUALITY STANDARDS

Criteria Pollutant	Averaging Time	State Standard	Federal Primary Standard
Ozone	8 Hour	0.070 ppm	0.070 ppm
	1 Hour	0.09 ppm	---
Carbon Monoxide	8 Hour	9.0 ppm	9 ppm
	1 Hour	20 ppm	35 ppm
Nitrogen Dioxide	Annual Average	0.030 ppm	0.053 ppm
	1 Hour	0.18 ppm	0.100 ppm
Sulfur Dioxide	Annual Average	---	0.030 ppm
	24 Hour	0.04 ppm	0.14 ppm
	1 Hour	0.25 ppm	0.075 ppm
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 mg/m^3	---
	24 Hour	50 mg/m^3	150 mg/m^3
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 mg/m^3	12.0 mg/m^3
	24 Hour	---	35 mg/m^3
Lead	3-Month Rolling Average	---	0.15 mg/m^3
Hydrogen Sulfide	1 Hour	0.03 ppm/42 $\mu g/m^3$	---
Sulfates	24 Hour	25 mg/m^3	---
Vinyl Chloride	24 Hour	0.01 ppm/26 $\mu g/m^3$	---

NOTES: ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; --- = no applicable standard
SOURCE: CARB 2016

California's Diesel Risk Reduction Plan/Diesel Fuel Regulations

As part of California's Diesel Risk Reduction Plan, CARB has issued numerous regulations to reduce diesel emissions from vehicles and equipment that are already in use. Combining these retrofit regulations with new engine standards for diesel fueled vehicles and equipment, CARB intended to reduce Diesel Particulate Matter emissions by 85 percent from year 2000 levels by 2020. California Diesel Fuel Regulations (13 Cal. Code Regs. Sections 2281–2285; 17 Cal. Code Regs. Section 93114) provide standards for diesel motor vehicle fuel and non-vehicular diesel fuel.

CARB has also adopted a regulation for in-use off-road diesel vehicles that is designed to reduce emissions from diesel-powered construction and mining vehicles by imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The regulation requires an operator of applicable off-road vehicles (self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on-road) to limit idling to no more than 5 minutes.

Local

Placer County Air Pollution Control District

The project site is located within the jurisdiction of the PCAPCD, which regulates air pollutant emissions for all sources throughout the PCAPCD other than motor vehicles. The PCAPCD administers permits

governing stationary sources. In addition to administering permits, PCAPCD enforces the following rules, regulations, and plans that would apply to the proposed project.

PCAPCD Rules and Regulations

Rule 202 under this regulation limits single-source visible emissions for a period or periods aggregating more than three in any 1 hour. Rule 217 under this regulation limits volatile organic compounds related to asphalt paving materials. Rule 219 under this regulation limits volatile organic compounds related to architectural coatings. Rule 228 under this regulation limits fugitive dust PM_{10} emissions (see **Table AQ-4**, *PCAPCD Rule 228 Administrative Requirements Applicable to the Project*).

TABLE AQ-4
PCAPCD RULE 228 ADMINISTRATIVE REQUIREMENTS APPLICABLE TO THE PROJECT

No.	Measure
401.1	Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered. In geographic ultramafic rock units, or when naturally-occurring asbestos, ultramafic rock, or serpentine is to be disturbed, the cover material shall contain less than 0.25 percent asbestos as determined using the bulk sampling method for asbestos in Section 502.
401.2	The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line
401.3	Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
401.4	Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.
401.5	Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt, from being released or tracked off-site.
401.6	When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.
401.7	No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either:
401.7.1	Covered with tarps; or
401.7.2	Wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.
401.8	In geographic ultramafic rock units, or when naturally-occurring asbestos, ultramafic rock, or serpentine is disturbed, all equipment must be washed down before moving from the property onto a paved public road.
401.9	In geographic ultramafic rock units, or when naturally-occurring asbestos, ultramafic rock, or serpentine is disturbed, upon completion of the project disturbed surfaces shall be stabilized using one or more of the following methods:
401.9.1	Establishment of a vegetative cover;
401.9.2	Placement of at least one (1.0) foot of non-asbestos-containing material;
401.9.3	Paving
401.9.4	Any other measure deemed sufficient to prevent wind speeds of ten (10) miles per hour or greater from causing visible dust emissions.

SOURCE: PCAPCD 2003

Air Quality Management Plans

As required by the federal and California CAAs, air basins or portions thereof have been classified as either "attainment" or "non-attainment" for each criteria air pollutant, based on whether or not the standards have been achieved. Jurisdictions of non-attainment areas also are required to prepare an air quality management plan that includes strategies for achieving attainment. The SVAB has approved the following air quality management plans demonstrating how the SVAB will reach attainment with the federal and California standards.

The Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan) (SMAQMD 2017) addresses attainment of the federal 8-hour ozone standard.

Impact Discussion

a) The PCAPCD has established thresholds of significance for criteria pollutant and precursor emissions, which are based on New Source Review offset requirements for stationary sources. Emission reductions achieved through implementation of offset requirements are a major component of the PCAPCD's air quality plans. Thus, projects generating emissions below the thresholds of significance for criteria pollutants would be determined to comply with the PCAPCD's air quality plans (PCAPCD 2017a).

The project-specific air quality emissions analysis, provided in Item (b), below, includes an analysis of both construction and operational emissions estimated using the California Emissions Estimator Model (CalEEMod version 2022.1.1.22) and compares the estimated emissions to quantitative thresholds presented in **Table AQ-5**, *PCAPCD Significance Thresholds*, to determine the level of significance of this impact. As shown in Tables AQ-6 and AQ-7 below, as both construction and operational emissions of the proposed project are estimated to be below these thresholds, the proposed project is considered to comply with the PCAPCD's air quality plans and would, therefore, have a less-than-significant impact with respect to conflict with or obstruct implementation of the applicable air quality plan.

TABLE AQ-5
PCAPCD SIGNIFICANCE THRESHOLDS

Pollutant/Risk Criteria	Construction (lbs. per day)	Operations (lbs. per day)
NOx	82	55
ROG	82	55
PM_{10}	82	82

SOURCE: PCAPCD 2017b.

b) The proposed project would generate criteria air pollutant emissions from both construction and operation, and both are evaluated to determine the extent to which the proposed project may result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. By its very nature, air pollution is largely a cumulative impact. No single project would likely be sufficient in size, by itself, to result in non-attainment of the regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when

taken in combination with past, present, and future development within the SVAB. The non-attainment status of the SVAB with respect to regional pollutants is a result of past and present development. Future attainment of state and federal ambient air quality standards is a function of successful implementation of PCAPCD's attainment plans. Consequently, the PCAPCD's application of thresholds of significance for criteria pollutants is a relevant way to determine whether a project's individual emissions would have a cumulatively significant impact on air quality.

Construction Emissions

The proposed project includes construction activities that would require the use of trucks/vehicles and heavy construction equipment (e.g., scrapers, loaders, cranes, etc.). As discussed in the project description above, while only Phase I of the proposed project is moving forward at this time, construction of the entire project would take approximately 14 months, and so to be conservative to provide environmental clearance for the whole project, this analysis analyzes the construction of Phases I and II concurrently starting in fall 2025. Construction is assumed to occur 5 days per week. A quantitative analysis of the proposed project's construction criteria air pollutant emissions was conducted using the latest version of CalEEMod (version 2022.1.1.12) to determine whether the proposed project could result in construction emissions would exceed the PCAPCD criteria air pollutant significance thresholds. CalEEMod incorporates the engine tier status of equipment by default based on the equipment inventory mix for the given construction year. The estimated construction emissions are presented in **Table AQ-6**, *Construction Emissions Summary*.

TABLE AQ-6
CONSTRUCTION EMISSIONS SUMMARY

Construction Year/ Significance Criteria	Construction Emissions (lbs. per day)		
	ROG	NOx	PM_{10}
2025	0.88	7.97	0.84
2026	0.22	1.05	0.07
Maximum	4.00	31.7	0.91
PCAPCD CEQA Threshold	82	82	82
Significant?	No	No	No

NOTES: PCAPD = Placer County Air Pollution Control District; ROG = reactive organic gases; PM = particulate matter; NOx = nitrogen oxides.

SOURCE: Appendix B

As shown in Table AQ-6, total construction emissions of the proposed project over the approximately 14-month period from 2025 through 2026 would be below the PCAPCD significance thresholds. As a result, project construction activities would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment status under an applicable federal or state ambient air quality standard during construction, and this impact would be less than significant.

Fugitive PM_{10} emissions come from the following sources: construction, demolition, excavation, extraction and other earth moving activities, bulk materials handling, carryout and track-out, open areas, paved and unpaved roads, unpaved vehicle/equipment traffic areas, and agricultural sources. Table AQ-4 lists the control measures that the proposed project would be required to implement during construction, operations and maintenance activities that involve ground disturbance pursuant to Rule 228, Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. The proposed project would be subject to this regulation and construction activities would be required to comply with measures listed in Table AQ-4 to reduce fugitive dust emissions.

Operational Emissions

Once operational, the proposed project would generate minimal air pollutant emissions. Anticipated operational emissions would primarily be limited to sources such as maintenance and visitor vehicle trips, and area sources such as consumer products and landscape maintenance. There would be no emissions associated with natural gas use for building energy as the project structures would rely entirely on electricity. Trip estimates were based on CalEEMod default values. The expected daily pollutant generation from these sources associated with the proposed project was estimated using CalEEMod and are presented in **Table AQ-7**, *Operational Emission Summary for the Project*.

TABLE AQ-7
OPERATIONAL EMISSION SUMMARY FOR THE PROJECT

Operational Source/Significance Criteria	Operations (lbs. per day)		
	ROG	NO_x	PM_{10}
Mobile	0.02	0.03	0.05
Area	0.21	0.00	0.00
Total	0.24	0.03	0.05
PCAPCD Operational CEQA Threshold	55	55	82
Significant?	No	No	No

NOTES: PCAPCD = Placer County Air Pollution Control District; ROG = reactive organic gases; PM = particulate matter; NOx = nitrogen oxides.

SOURCE: Appendix B

As shown in Table AQ-7, the proposed project would result in criteria pollutant emissions during project operation that would be well below the significance thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment status under an applicable federal or state ambient air quality standard during operation, and this impact would be less than significant.

c) Non-criteria pollutants such as hazardous air pollutants or TACs are also regulated by the PCAPCD. A project that results in an increased cancer risk greater than 10 per million for the Maximally Exposed Individual would be considered to have a significant air quality impact on sensitive receptors (PCAPCD 2017a). The threshold for acute and chronic non-carcinogens, is a Hazard Index greater than one for the Maximally Exposed Individual (PCAPCD 2017a).

Toxic air contaminants that could result in human health impacts that would be generated by the proposed project include diesel particulate matter.

Typically, emissions of PM_{10} exhaust are used as a surrogate for diesel particulate matter emissions in health risk calculations. As shown in Table AQ-6 above, total PM_{10} emissions from construction would be well below the PCAPCD significance thresholds for criteria pollutant assessment. Diesel equipment use for the project would primarily consist of grading activities. The proposed project would not involve intensive or long-lasting construction activities. Following the short site preparation and grading phases, construction would commence for multi-use sport courts with shade and light structures; an athletic field; a classroom and bathroom structures; a bike park; a skate park; and a playground with shade canopies. This would be followed by paving and landscaping activities. Given the short construction duration of 14 months in comparison to the 30-year exposure assumed in health risk assessments, these emissions are not likely to result in significant health risks that exceed the PCAPCD thresholds at the nearest receptor, and this impact would be less than significant.

d) The proposed project may create temporary construction odors from combustion of diesel fuel in equipment engines, but the impact would not be considered significant as these temporary odors would disperse rapidly and are rarely observed beyond project site boundaries. The proposed project is not anticipated to result in emissions that could cause long-term odors or other adverse effects during operations. Therefore, the proposed project would result in a less-than-significant impact related to the generation of odors.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to air quality is the SVAB. By its very nature, air pollution is largely a cumulative impact. Ambient air quality standards are violated or approach nonattainment levels due to past development that has formed the urban fabric, and attainment of standards can be jeopardized by increasing emissions-generating activity in the region. Although a project's emissions may be individually limited, they may be cumulatively considerable when taken in combination with past, present, and future development projects. Consequently, the approach to thresholds of significance is key to determining whether a project's individual emissions would result in a cumulatively considerable adverse contribution to the SVAB's existing air quality conditions. If a project's emissions are estimated to be less than the thresholds, the project would not be expected to result in a cumulatively considerable contribution to the significant cumulative impact (SMAQMD 2020).

As discussed under Item (b) above, project emissions would be well below the PCAPCD thresholds. Consequently, the proposed project would not be expected to result in a cumulatively considerable contribution to the significant cumulative air quality impact.

Biological Resources

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
b)	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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	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?	☐	☒	☐	☐
d)	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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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 background investigation of the study area for the City of Lincoln's Community Center Park Master Plan project was conducted, which included a review of aerial imagery of the project site and queries of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Service Information for Planning and Consultation. The United States Geological Survey topographic quadrangles used in the above database queries were Sheridan, Lincoln, Gold Hill, Pleasant Grove, Roseville, Rocklin, Camp Far West, Wolf, and Wheatland (**Appendix C**).

Environmental Science Associates (ESA) conducted four types of surveys to assess the project site. A general biological resource reconnaissance survey was conducted on January 30, 2024, to assess existing conditions. An aquatic resources delineation was conducted on March 13, 2024, to identify any potentially jurisdictional wetlands on-site. A modified protocol level vernal pool branchiopod survey was conducted from January 2025 to April 2025 in accordance with the Placer County Conservation Program (PCCP). The PCCP only requires wet season surveys and does not require a dry season soil sampling survey for vernal pool branchiopods. Two special-status plant surveys were conducted on March 24 and April 3, 2025. The findings of the first three of these surveys were then summarized into an aquatic resources delineation report (ESA 2024a), a biological resources survey results memorandum (ESA 2024b), and a U.S. Fish and Wildlife Service 90-day branchiopod survey results report (ESA 2025), respectively. The aquatic resources delineation report is still a draft report and its determinations have not yet been

reviewed by the U.S. Army Corps of Engineers. The content of these reports is incorporated into the analysis below.

Environmental Setting

The study area is located within the jurisdiction of the city of Lincoln, located in Placer County. The study area is approximately 3.97 acres, located on an undeveloped parcel to the east of the existing Community Center approximately 980 feet north of the Auburn Ravine (see Figures 1 and 2). The study area is mostly bordered by developed urban land, including the Lincoln Community Center and Creekside Oaks Elementary School to the west, Joiner Parkway to the east, and 1st Street to the south. The study area is bordered by a similar parcel of undeveloped land to the north. The GPS coordinates for the approximate centroid of the study area are 38.887798, -121.313437.

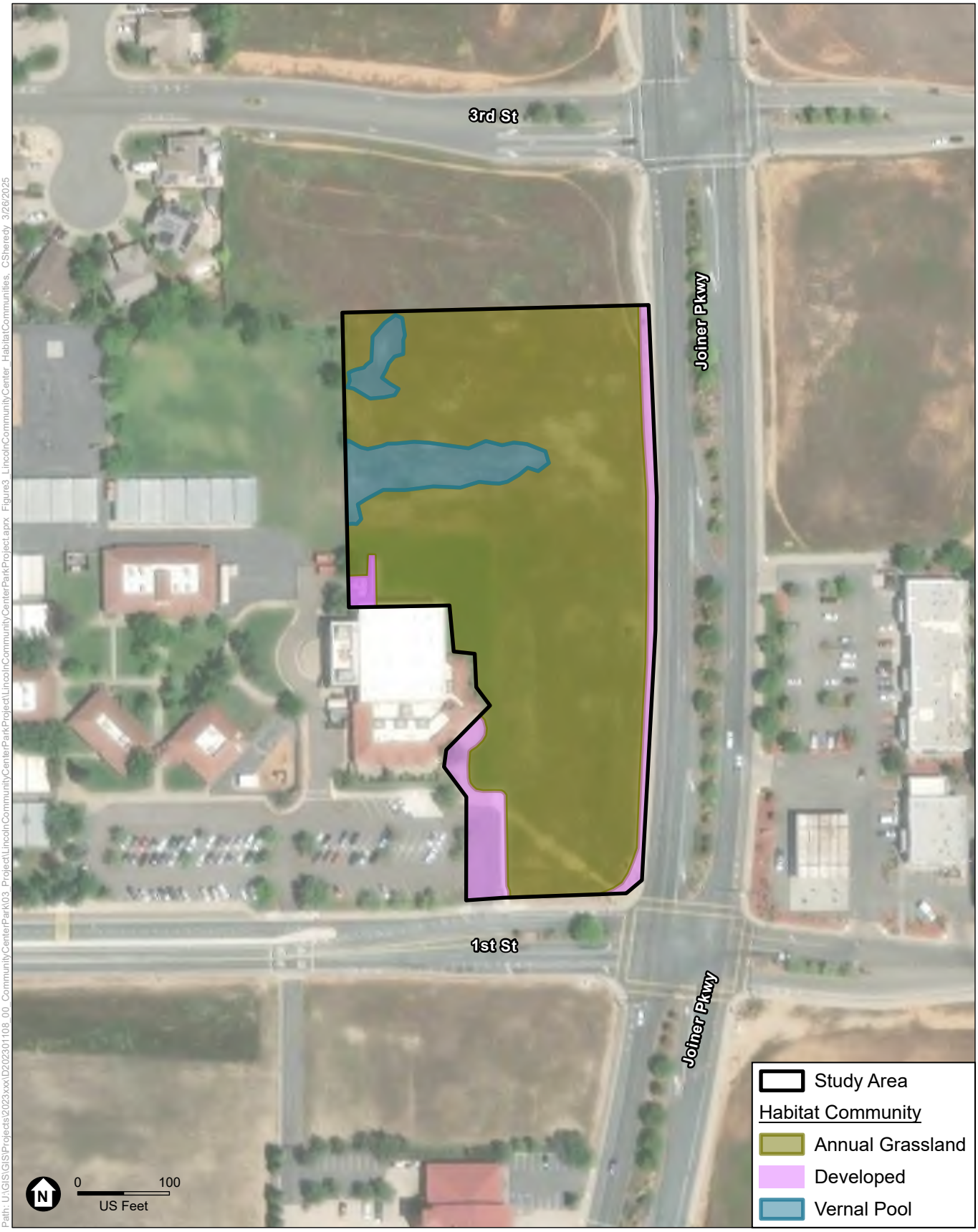
Biological Communities

The study area is dominated by annual grassland with mostly non-native vegetation and irrigation influence from the adjacent Community Center (see **Figure 5**, *Habitat Communities within Study Area*). Two ponded areas on-site were determined to be vernal pools, designated as VP-1 and VP-2 in the aquatic resources delineation report. The two vernal pools cover approximately 0.30 acres of the study area. These vernal pools are isolated and not part of a larger vernal pool complex.

Special-Status Plant and Animal Species

Special-status species are regulated under the federal and California Endangered Species Acts or other regulations or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are classified under the following categories:

1. Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (Code of Federal Regulations Title 50, Section 17.12 [listed plants] and Section 17.11 [listed animals], and various notices in the Federal Register [proposed species]).
2. Species that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (Federal Register Title 61, Number 40, February 28, 1996).
3. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (California Code of Regulations Title 14, Section 670.5).
4. Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.).
5. Animal species of special concern to the California Department of Fish and Wildlife (CDFW).
6. Animals fully protected under the California Fish and Game Code (Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).
7. Species that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists (State CEQA Guidelines, Section 15380).
8. Plants considered by CNPS and CDFW to be “rare, threatened or endangered in California” (California Rare Plant Rank 1A, 1B, and 2 in CNPS 2022).



SOURCE: ESRI, 2024; ESA, 2025

Lincoln Community Center Park Master Plan

Figure 5
Habitat Communities within Study Area

ESA

As described previously, the CNNDB was reviewed prior to conducting the biological resources surveys at the project site. A map showing all special-status plants and wildlife species occurrences recorded in the CNDDB is provided as a part of this section (**Figure 6**, CNDDB *Occurrences within 5 Miles of the Study Area*).

Plants

Two special-status plant surveys were conducted by a qualified botanist after reviewing the resource databases noted above, the specific habitat characteristics of the overall study area, and the species listed in **Table BIO-1**, *Special-Status Species Considered in the Project Area*. No special-status plants were identified during either survey.

Wildlife

Based upon a review of resource databases noted above, habitat characteristics, and Table BIO-1, there are two special-status animal species with a moderate potential to occur within the study area: burrowing owl (*Athene cunicularia*) and Swainson's hawk (*Buteo swainsoni*). These two species are discussed in more detail below.

Foraging or Nesting Bird Species

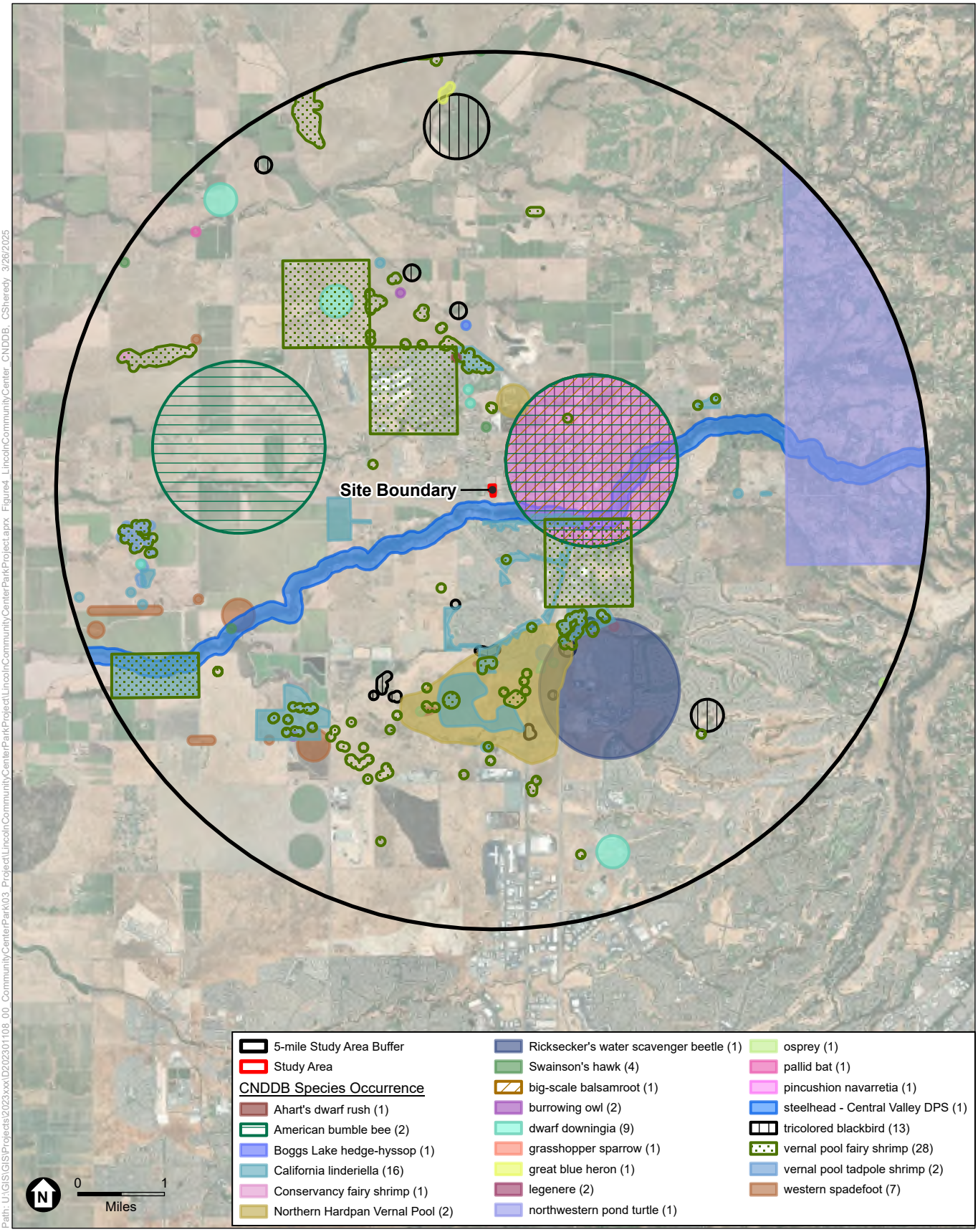
The Swainson's hawk is listed as a California state threatened species under the California Endangered Species Act. Swainson's hawks are known to forage in grassland habitat, which is present in the project site (PCCP 2020). The area within the project site and surrounding vicinity lacks suitable nesting habitat for Swainson's hawk due to the lack of large trees in suitable woodland and riparian forest habitat. Thus, while the project site contains grassland habitat, the likelihood that the site may be used for foraging is low.

The burrowing owl is listed as a California state candidate for listing as a threatened species and is currently a California species of special concern. Burrowing owls are found in grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals and short vegetation. The species has also adapted to alternative habitat areas such as agricultural fields, golf courses, cemeteries, road allowances, airports, vacant urban lots, and fairgrounds. Burrowing owls require burrows for roosting and nesting and, in California, nest and roost burrows are most commonly dug by ground squirrels (*Otospermophilus beecheyi*), but owls may also use the dens or holes of other fossorial mammal species (PCCP 2020). Rodent burrows on-site may provide suitable habitat for burrowing owl.

Ground nesting bird species such as western meadowlark (*Sturnella neglecta)* and mourning dove (*Zenaida macroura*) may use the study area for nesting habitat. However, the likelihood of this is low because the study area is annually tilled as part of maintenance.

Wildlife Movement Corridors

The study area was evaluated for its potential as a wildlife movement corridor. No wildlife corridors to and from the study area were identified. The study area is otherwise surrounded by urban development and does not function as a wildlife corridor because it has no connectivity to any natural habitat communities. Common urban wildlife species may occupy the area while foraging or pass through the site as transients.



SOURCE: ESRI, 2024; CNDDB, 2025; ESA, 2025

Lincoln Community Center Park Master Plan

Figure 6
CNDDB Occurrences within 5 Miles of the Study Area

ESA

TABLE BIO-1
SPECIAL-STATUS SPECIES CONSIDERED IN THE PROJECT AREA

Organism	Taxonomy	Common Name *Scientific Name*	Status Federal/ State	CNPS Status	Habitat	Blooming/ Survey Period	Potential to Occur
PLANTS	Dicots	Boggs lake hedge-hyssop *Gratiola heterosepala*	-/CE	1B.2	Marshes and swamps (freshwater), vernal pools.	April−August	**Absent:** Not observed during rare plant survey.
		Dwarf downingia *Downingia pusilla*	-/-	2B.2	Species found in valley and foothill grassland (mesic sites), and vernal pools.	March−May	**Absent:** Not observed during rare plant survey.
		Pincushion navarretia *Navarretia myersii ssp. myersii*	-/-	1B.1	Vernal pools.	April−May	**Absent:** Not observed during rare plant survey.
		Spicate calycadenia *Calycadenia spicata*	-/-	1B.3	Valley and foothill grassland, cismontane woodland, chaparral.	May−September	**Absent:** Not observed during rare plant survey.
	Monocots	Ahart's dwarf rush *Juncus leiospermus var. ahartii*	-/-	1B.2	Valley and foothill grassland.	March−May	**Absent:** Not observed during rare plant survey.
		Stinkbells *Fritillaria agrestis*	-/-	4.2	Cismontane woodland, chaparral, valley and foothill grassland, pinyon and juniper woodland.	March−June	**Absent:** Not observed during rare plant survey.
		Valley brodiaea *Brodiaea rosea ssp. vallicola*	-/-	4.2	Species is found in valley and foothill grassland (swales) and vernal pools.	April−May (June)	**Absent:** Not observed during rare plant survey.
WILDLIFE	Invertebrates	Conservancy fairy shrimp *Branchinecta conservatio*	FE/-	-	Species is endemic to the grasslands of the northern two-thirds of the Central Valley and found in large, turbid pools.	-	**Absent:** Not observed during vernal pool branchiopod surveys.
		Monarch - California overwintering population *Danaus plexippus plexippus pop. 1*	FPT/-	-	Species' winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.	-	**Low:** May use the site for incidental foraging habitat, but no milkweed host plants are present on-site.
		Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT/-	-	Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus mexicana*).	-	**Absent:** No elderberry shrubs are present on-site.
		Vernal pool fairy shrimp *Branchinecta lynchi*	FT/-	-	Species is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools.	-	**Absent:** Not observed during vernal pool branchiopod surveys.

TABLE BIO-1
SPECIAL-STATUS SPECIES CONSIDERED IN THE PROJECT AREA

Organism	Taxonomy	Common Name *Scientific Name*	Status Federal/ State	CNPS Status	Habitat	Blooming/ Survey Period	Potential to Occur
		Vernal pool tadpole shrimp *Lepidurus packardi*	FE/SSC	-	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water.	-	**Absent:** Not observed during vernal pool branchiopod surveys.
	Reptiles	Northwestern pond turtle *Actinemys marmorata*	FPT/SSC	-	Inhabits rivers, streams, ponds, and marshes; species is found in freshwater habitats with slow-moving or still water.		**Absent:** No suitable aquatic habitat on-site.
	Amphibians	Western spadefoot *Spea hammondii*	FPT/SSC	-	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands.	-	**Absent:** No western spadefoot tadpoles were found in the vernal pools on-site during dipnet surveys.
	Birds	Bald eagle *Haliaeetus leucocephalus*	FD/CE	-	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water.	-	**Low:** There is no suitable foraging or nesting habitat. Individuals may occur as flyovers.
		Burrowing owl *Athene cunicularia*	- /CCE,SSC	-	Yearlong resident of open, dry grassland and desert habitat. Uses small mammal burrows, often those of ground squirrels, for roosting and nesting cover.		**Moderate:** Small animal burrows on-site may provide adequate habitat. The closest CNDDB record is located approximately 2.4 miles northwest of the site (CDFW 2025).
		California black rail *Laterallus jamaicensis coturniculus*	-/CT,FP	-	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays.	-	**Absent:** No suitable aquatic habitat.
		Northern harrier *Circus hudsonius*	-/SSC	-	Mostly nests in emergent wetlands or along rivers or lakes, but may nest in grasslands, grain fields, or on sagebrush flats several miles from water.	-	**Low:** It is unlikely to use the grasslands on-site for nesting due to the site being tilled regularly as part of maintenance. Individuals may use the site for foraging.
		Swainson's hawk *Buteo swainsoni*	-/CT		Breeds in grasslands with scattered trees, riparian areas, and agricultural lands with lines of trees. Forages in adjacent grasslands.		**Moderate:** Although no nesting trees are present, grasslands on-site may provide suitable foraging habitat. The closest CNDDB record for Swainson's hawk is 0.65 miles north of the site (CDFW 2025).

TABLE BIO-1
SPECIAL-STATUS SPECIES CONSIDERED IN THE PROJECT AREA

Organism	Taxonomy	Common Name *Scientific Name*	Status Federal/ State	CNPS Status	Habitat	Blooming/ Survey Period	Potential to Occur
		Tricolored blackbird *Agelaius tricolor*	-/CT	-	Species is mostly colonial and most numerous in Central Valley and vicinity. Species is largely endemic to California.	March-August	**Absent:** No suitable aquatic habitat or preferred nesting vegetation on-site.
		White-tailed kite *Elanus leucurus*	-/FP	-	Dense groves of trees are used for nesting and roosting. Forages in open grasslands, meadows, farmlands, and emergent wetlands.	-	**Low:** There are no suitable trees for nesting or roosting. Individuals may use the site for foraging.

KEY TO STATUS CODES:

Federal:

Candidate = FC
Delisted = FD
Endangered = FE
Proposed Threatened = FPT
Threatened = FT

State:

Candidate Endangered = CCE
Endangered = CE
Fully Protected = FP
Species of Special Concern = SSC
Threatened = CT

Other:

CNPS Rank Categories:
1A = Plants presumed extirpated in California and either rare or extinct elsewhere
1B = Plants Rare, Threatened, or Endangered in California and elsewhere
2A = Plants presumed extirpated in California, but more common elsewhere
2B = Plants Rare, Threatened, or Endangered in California, but more common elsewhere
3 = Plants about which more information is needed - A Review List
4 = Plants of limited distribution - A Watch List

CNPS Code Extensions:
.1 = Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)
.2 = Fairly endangered in California (less than 80% occurrences threatened)
.3 = Not very endangered in California (less than 20% of occurrences threatened or no current threats known)
Potential to Occur:

Absent = the species' required habitat is lacking or potentially occurring plants were not observed during the evident and identifiable season.
Low = the species' required habitat either does not occur or is of very low quality such that no observation has occurred on or near the study area.
Moderate = the species' required habitat occurs within the study area and there are known occurrences nearby, but there are no recorded observations.
High = the species is very likely to occur within the study area or has been documented in the vicinity and there is suitable habitat within the study area.
Present = the species has been observed within the study area or immediately adjacent to the study area and there is suitable habitat within the study.

SOURCES: CNPS 2025; USFWS 2025; CDFW 2025

Wetlands and Other Waters

An aquatic resources delineation was conducted after the biological resource reconnaissance survey identified two seasonal wetland features at the project site. The wetland features were eventually classified as vernal pools after identifying plant species that typically occur in vernal pools, including hyssop loosestrife (*Lythrum hyssopifolia*), water starwort (*Callitriche marginata*), Carter's buttercup (*Ranunculus bonariensis* var. *trisepalus*), button celery (*Eryngium* sp.), and flowering quillwort (*Triglochin scilloides*). Vernal pool−associated wildlife species covered under the PCCP include western spadefoot, vernal pool fairy shrimp, and vernal pool tadpole shrimp.

Regulatory Setting

Federal

Endangered Species Act

The federal Endangered Species Act establishes protections for fish, wildlife, and plants that are listed as threatened or endangered. This act provides for adding species to and removing them from the list of threatened and endangered species, and for preparing and implementing plans for their recovery. It also provides for interagency cooperation to avoid take of listed species and for issuing permits for otherwise prohibited activities.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the U.S. Fish and Wildlife Service. This Act is intended to ensure the sustainability of populations of all protected migratory bird species. The regulations governing migratory bird permits can be found in Title 50, Part 13 of the Code of Federal Regulations – General Permit Procedures and Title 50, Part 21 of the Code of Federal Regulations – Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the California Fish and Game Code.

Federal Clean Water Act

The purpose of the federal Clean Water Act (CWA) is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States without a permit from the U.S. Army Corps of Engineers. Discharges of fill material is defined as the addition of fill material into waters of the U.S., including placement of fill necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction. The Army Corps of Engineers regulates discharge of dredged or fill material into waters of the U.S. under Section 404 of the CWA.

State

California Endangered Species Act

The California Endangered Species Act (California Fish and Game Code Sections 2050−2116) generally parallels the main provisions of the Federal Endangered Species Act, but unlike its federal equivalent, the California Endangered Species Act applies the take prohibitions to species proposed for listing (called

candidates by the State). Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California Endangered Species Act allows for take incidental to otherwise lawful development projects. State lead agencies are required to consult with the CDFW to ensure that any action they undertake is not likely to jeopardize any endangered, threatened, or candidate species or result in destruction or adverse modification of essential habitat.

State Clean Water Act

Under CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the U.S. must obtain certification from the state in which the discharge would originate or, if appropriate, from the interstate water pollution control agency with jurisdiction over affected waters at the point where the discharge would originate. Therefore, all projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401.

Wildlife Connectivity Corridor

Wildlife should be able to move through the existing and developing system of built infrastructure. An important strategy to facilitate this movement is through wildlife crossings. California Legislature enacted Senate Bill 790, codified as Fish and Game Code Section 1955−1958, to promote wildlife connectivity improvements through CDFW's Conservation and Mitigation Banking Program and Mitigation Credit Agreements, a part of CDFW's Regional Conservation Investment Strategy Program to protect connectivity through safe crossings in infrastructure projects.

Local

Placer County Conservation Program

The PCCP is a multi-component program that consists of the Placer County Conservation Plan, the Natural Community Conservation Plan, the County Aquatic Resources Program, and the aquatic resources In-Lieu Fee Program to fulfill requirements set forth by the Endangered Species Acts, the California Natural Community and Conservation Planning Act, and the CWA. The PCCP covers approximately 201,000 acres of Western Placer County. Within the PCCP plan area, 50,000 to 60,000 acres within the available potential acquisition area would become part of a reserve system. This conservation reserve system would preserve many acres of vernal pool habitat (approximately 50 percent of the County's remaining stock of these fragile, seasonal ecosystems). This acreage occurs in the unincorporated county and city of Lincoln (PCCP 2020).

Placer County Code of Ordinance Article 19.50

The Placer County Code of Ordinances Article 19.50's purpose is to reduce the amount of oak trees removed as much as is feasible (Placer County Community Development Department 2024). It also defines restricted zones, such as riparian zones, where oak trees should be preserved. Any removal of more than 50 percent of existing native trees will often require a permit. Except for developed, single-family residential lots that cannot be subdivided, the removal of more than 50 percent of existing native trees that are 6 inches diameter-at-breast-height (DBH) or greater shall be subject to the issuance of a tree permit. When the tree is an oak species (*Quercus* sp.), this standard shall apply to all trees measured at 5 inches DBH or greater.

City of Lincoln Municipal Code of Ordinance Chapter 18.69

Oak trees have been determined by the City to be beneficial to the health and welfare of the citizens of Lincoln because they preserve and promote natural beauty, reduce soil erosion, enhance property values, improve air quality, help maintain climatic balance, decrease wind velocities, abate noise, aid in water absorption, and help reduce energy consumption for air cooling by providing shade, and that preservation of these oak trees is in the public interest.

The City's policy as such is to preserve all oak trees possible through its development review process while at the same time recognizing individual rights to develop private property. (Ord. 459B Section 1, 1984; Ord. No. 1039B, Section 5, 9-28-2021)

Methodology

The impact analysis is based on the resources, references, and data collection methods identified above. The analysis addresses potential direct and indirect impacts from construction or operation of the proposed project, defined as follows:

- Direct impacts are those that could occur at the same time and place as project implementation, such as the removal of habitat as a result of grading.
- Indirect impacts are those that could occur either at a later time or at a distance from the project area, but that are reasonably foreseeable such as night work where there is a potential for light spillover to disrupt migratory patterns or roosting behavior.

Direct and indirect impacts on biological resources may vary in duration; they may be temporary or permanent.

- Temporary impacts are those that occur at the same time as project construction, such as construction noise and air pollution.
- Permanent impacts are those that occur permanently such as loss of habitat from vegetation removal, lighting from proposed project.

The analysis considers the potential impacts of the proposed project on suitable habitat, special-status species, sensitive natural communities, wetlands, and wildlife corridors, and conflicts with local policies affecting biological resources. Mitigation measures are identified as necessary to reduce impacts to less-than-significant levels.

Impact Discussion

a) As discussed above, two special-status animal species have moderate potential to occur within the study area. A discussion of potential impacts on special-status plant and wildlife species is provided below.

Special-Status Plants

Special-status plant surveys were conducted by a qualified botanist on March 24 and April 3, 2025, to coincide with blooming periods of target plant species. No special-status plants were observed during either survey. All special-status plants were determined to be absent from and

have no potential to occur at the project site. Therefore, no impact to special-status plants would occur and no mitigation is required.

Special-Status Nesting Birds and Raptors

Swainson's hawk was identified as having a moderate potential to occur in the study area. The study area contains annual grassland, which provides suitable foraging habitat for Swainson's hawk and other raptor species. However, the study area contains no trees suitable for raptor nesting habitat, including for Swainson's hawks. Any occurrence of Swainson's hawk or other raptors in the study area would likely be individuals using the study area for foraging or passing through the area.

Construction activities may interfere with Swainson's hawks that may be foraging in the area and any pairs that may be nesting within a 0.25-mile of the study area.

In addition, burrowing owl was identified as having a moderate potential to occur in the study area. An initial survey of the study area identified two earthen mounds with freshly dug rodent burrows which could provide suitable habitat, although no signs of active burrowing owl habitation were observed. Burrowing owls are known to inhabit areas that have been disturbed by human activities, so it is possible they may occur in the study area.

Any burrowing owls present in the study area may be impacted by construction-related activities either from being hit by equipment or a vehicle or being crushed if equipment were to operate over an occupied burrow.

Finally, ground nesting birds may occur in the grassland habitat of the study area as well. Any equipment or vehicles traveling within the study area may accidentally crush any active nests that may be present.

Implementation of Mitigation Measure BIO-1 would reduce potentially significant impacts to less than significant by requiring that pre-construction surveys be conducted during nesting season to determine if any active nests are present. If an active nest is detected, then a nest buffer and/or biological monitoring of the active nest would be implemented.

> **Mitigation Measure BIO-1: Avoid and Minimize Impacts on Special-Status Bird and Raptor Species.** A pre-construction survey for nesting birds shall be conducted within 250 feet of the study area if construction will commence during the nesting bird season from February 1 to September 15 to detect any active nests. A pre-construction nesting survey for raptors, including Swainson's hawk, shall be conducted within a 0.25-mile radius of the site to identify any potential raptor nests from February 1 to September 15. This survey shall occur within 14 days prior to the start of construction. If no nests are detected, then the survey is complete. If an active nest is detected, then a nest buffer and/or biological monitoring of the active nest shall be implemented.
>
> A pre-construction survey shall also be conducted within 250 feet of the study area to confirm the presence or absence of burrowing owls within 14 days prior to the start of construction. If a burrowing owl individual or signs of burrowing owl use is detected, then an avoidance buffer and/or biological monitoring may be implemented to protect the burrowing owl individual(s).

b) No sensitive natural communities or riparian habitat are present on the project site. Therefore, no impact on sensitive natural communities would occur and no mitigation is required.

c) Two wetland features observed within the study area were determined to be vernal pools during the aquatic resources delineation. These two vernal pools will be removed as part of the proposed project. The project will be participating in the Placer County Conservation Program's In-Lieu Fee Program, which assists projects in fulfilling the Clean Water Act Section 401/404 compensatory mitigation requirements for impacts to aquatic resources, to mitigate for impacts on the vernal pools in the study area. The project will pay the appropriate In-Lieu Program fees calculated by the size of the two vernal pools. Therefore, the impacts to these wetland features will be less than significant with mitigation.

> **Mitigation Measure BIO-2: Participate in Placer County Conservation Program and Pay into In-Lieu Fee Program for Impacts to Vernal Pool Habitat.** The 0.30 acre of vernal pools are unlikely to qualify as waters of the U.S. because of a lack of continuous surface connection to a relatively permanent water. These aquatic resources are likely to qualify as waters of the state because they are either natural, modified, or artificial but unmaintained wetlands. To mitigate for the impact to these vernal pools, the project will participate in the PCCP's aquatic resources in-lieu fee program and pay the PCCP fees, calculated by the size of the two vernal pools, prior to filling these aquatic resources. This mitigation will support the PCCP's goal to preserve as much vernal pool habitat in the 60,000-acre vernal pool preserve system within Placer County and the funds acquired through the PCCP fee payment will further fund that goal of vernal pool land acquisition.

d) There is no impact on the movement of any native resident or migratory fish species. There is some potential for impact on the movement of wildlife species.

Native Wildlife Nursery Sites

Native wildlife nursery sites in the study area would primarily include sites suitable for communally nesting or roosting birds or individual nesting birds. Potential construction- and operations-related impacts and mitigation measures on individual nesting birds are discussed above under Item (a). No suitable habitat exists in the study area for roosting birds, and such wildlife nursery sites (referred to as rookeries) are not expected due to the lack of trees on-site. The project would have no impact on any native wildlife nursery and no mitigation is required.

Native Wildlife Movement Corridors

The project site is not a known corridor; however, it can be assumed that numerous birds pass overhead or in the project vicinity during spring and fall migrations. In addition, resident birds make daily localized flights at low elevations while they forage, disperse, and flee from predators or other threats.

Construction

Construction activities of the proposed project could interfere with local movement of native resident or migratory wildlife species.

Grading and other ground-disturbing activities could temporarily disrupt the movement of small mammals such as ground squirrels. However, construction work would not substantially interfere with the movement of these species because they could move through adjacent unaffected habitat.

Construction activities, including equipment and personnel movement and vegetation removal, could interfere with the movement of other terrestrial wildlife species such as small mammals or birds. However, these activities are not expected to cause substantial effects on the movement of these species, which are mobile and can move away from construction areas to unaffected habitat.

Project construction noise could temporarily alter the foraging patterns of resident wildlife species in the project area, but it is not anticipated to substantially interfere with foraging because these species could move to nearby unaffected habitat. The project site is surrounded by urbanized areas, so wildlife in the study area are already experiencing noise typical of an urban environment.

Project construction is not expected to occur at night, but this is a possibility. Construction at night could interfere with the movement and migration of birds. Indirect light spillover could temporarily alter nighttime migration patterns. However, these activities are not expected to substantially disrupt movement and migration because the project site and project site vicinity are not known wildlife corridors. The surrounding area is mostly urban development which already creates light pollution on-site.

Although construction work for the proposed project could temporarily alter the movement patterns of native resident or migratory wildlife species, it is not anticipated to substantially interfere with the movement of these terrestrial species, which could move to nearby unaffected habitat. The project site and surrounding area are not considered to be part of a known wildlife corridor.

For these reasons, the construction of the proposed project would have a less-than-significant impact on resident and migratory terrestrial wildlife species, which could move to nearby unaffected habitat, and therefore no mitigation is required.

Operations/Maintenance

Operations and maintenance of the proposed project could interfere with effects on migratory and resident birds moving through an area. However, the proposed project is not expected to substantially increase the amount of nighttime uplighting on the project site relative to existing conditions. The project site is surrounded by developed and disturbed landscape with limited habitat for birds near the project and is not a known wildlife corridor.

As a result, the operation of the proposed project would have a less-than-significant impact on - resident and migratory terrestrial wildlife species, which could move to nearby unaffected habitat, and therefore no mitigation is required.

e) The proposed project is within the jurisdiction of the City of Lincoln General Plan and Placer County General Plan. The Placer County Code of Ordinance Chapter 19.50 aims to preserve native trees with a 5-inch DBH or greater. The City of Lincoln Oak Tree Ordinance in Chapter 18.69 of the City's Zoning Code aims to preserve oak trees as part of the City's regular project inspections.

No trees were observed on the project site; therefore, the proposed project would not be in conflict with any local or regional policies or ordinances that protect biological resources, and no impact to trees would occur.

f) The city of Lincoln is within the area covered by the Placer County Conservation Program, or PCCP. The goal of the PCCP is to provide an effective framework to protect, enhance, and restore the natural resources in specific areas of western Placer County while streamlining environmental permitting for Covered Activities. Within this framework, the PCCP will achieve conservation goals, comply with state and federal environmental regulations, accommodate anticipated urban and rural growth, and permit the construction and maintenance of infrastructure needed to serve the county's population.

There are two vernal pools on the project site. However, the two vernal pools are not located within a vernal pool complex and are outside the PCCP's designated vernal pool reserve system due to them being isolated in an undeveloped plot of land within an urban setting. Therefore, there will be no impact on any vernal pool complexes within the vernal pool preserve system and the proposed project will not conflict with the PCCP or other approved local, regional, or state conservation plan.

Cumulative Impact Discussion

Anticipated future development in the city of Lincoln may have a substantial adverse effect on special-status plant and wildlife species that have the potential to occur within the city's planning area. Furthermore, anticipated future development in the city may have a substantial adverse effect on riparian habitat or other sensitive natural communities within the city's planning area and on federally protected wetlands. Finally, anticipated future development in the city of Lincoln may interfere substantially with the movement of any native resident or migratory fish or wildlife species. Even with the implementation of general plan policies and implementation measures, these impacts would remain significant and unavoidable as no additional feasible mitigation is available (City of Lincoln 2008b).

As discussed in Item (a) above, the proposed project would not result in any significant impacts to special-status plant and wildlife species with the implementation of proposed mitigation requiring the conduct of pre-construction surveys prior to ground disturbing and vegetation clearing activities. Furthermore, as discussed in Items (b) and (c) above, the proposed project would not result in any significant impacts to riparian habitat or other sensitive natural communities within the city's planning area or on federally protected wetlands as there is no riparian habitat on the project site and proposed mitigation would require the payment of PCCP fees to fund preservation of existing vernal pool habitat in the PCCP vernal pool complex reserve system in Placer County, which will protect additional vernal pool habitat in perpetuity. Finally, as discussed in Item (d) above, the proposed project would not result in any significant impacts to established wildlife corridors or wildlife nursery sites as the project site is located in an urban area and not connected to any other natural habitat communities. For these reasons, the contribution of the project to impacts on biological resources would not be cumulatively considerable, and the cumulative impact with respect to biological resources would be less than significant.

Cultural Resources

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES —** Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Environmental Setting

To determine the cultural resources sensitivity of the project site, ESA received the results of a records search from the North Central Information Center of the California Historical Resources Information System on April 22, 2024 (File No. PLA-24-50). The purpose of the records search was to (1) determine whether known cultural resources have been recorded within or adjacent to the project site; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby sites; and (3) develop a context for the identification and preliminary evaluation of cultural resources.

The North Central Information Center records search results identified one previous cultural resources study that included portions of the project site (Jensen and Associates 1990). No cultural resources were identified during that study in the project site. The North Central Information Center records search indicated that the project site does not intersect any previously recorded cultural resources. There are no indigenous cultural resources within the project site or the records search radius (ESA 2024).

ESA conducted a review of historic maps and aerial imagery that focused on the project site and vicinity. The general vicinity has historically experienced intensive agricultural activity and large-scale irrigation as well as modern development, including residential and commercial development and infrastructure. Historic aerials show a homesite with a large silo and two fields in the project site (ESA 2024).

A majority of the soils underlying the project site consist of a complex of Cometa and Fiddyment soils. The Cometa soils are a result of alluvium from granitic rock sources (USDA 2024). The Fiddyment soil formed from moderately deep rock sources, and roughly at level with rolling low terraces (USDA 2024). These soils are Plio-Pleistocene-aged loosely consolidated deposits (Jennings et al. 1977). The remainder of the soils underlying the project site consist of San Joaquin sandy loam soils. Based on the Pleistocene-age soils present within the project site, there is a relatively low potential for buried indigenous archaeological deposits in the project site.

ESA completed a pedestrian surface survey of the project site on April 19, 2024. No cultural materials or other evidence of indigenous human use or occupation was identified during the surface survey. No evidence of the former homesite, silo, or other features as shown on historic maps and aerial imagery was identified (ESA 2024).

Impact Discussion

a) CEQA Guidelines Section 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California. The following discussion focuses on architectural and structural resources. Archaeological resources, including those that are potentially historical resources according to CEQA Guidelines Section 15064.5, are addressed below under Item (b).

As a result of the records search, background research, and survey effort, it was determined that no historical resources are present within the project site. As such, there are no architectural or structural resources on the project site that qualify as historical resources, as defined in CEQA Guidelines Section 15064.5, and there would be no impact on historical resources.

b) CEQA Guidelines Section 15064.5 requires the lead agency to consider the effects of a project on archaeological resources. A significant impact would occur if a project would cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource.

As a result of the records search, background research, and survey effort, it was determined that no known archaeological resources are present within the project site. Based on the survey results and environmental context, there is a low potential that unknown archaeological resources could be discovered during project implementation.

In the unlikely event that a previously unrecorded archaeological resource is identified during project ground-disturbing activities and found to qualify as a historical resource or a unique archaeological resource, any impacts on the resource resulting from the project could be potentially significant.

Implementation of Mitigation Measure CUL-1 would reduce potentially significant impacts to less than significant. In the event of an inadvertent discovery of an archaeological or tribal cultural resource, this mitigation will ensure that work is halted in the vicinity until a qualified archaeologist can make an assessment and provide additional recommendations if necessary, including contacting Native American Tribes.

> **Mitigation Measure CUL-1: Cultural Resources Awareness Training and Inadvertent Discovery of Archaeological Resources.** Before any ground-disturbing and/or construction activities, an archaeologist meeting or under the supervision of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology shall conduct a training program for all construction and field personnel involved in project-related ground disturbance prior to such personnel conducting any on-site activities. If a Native American Tribe has expressed interest in the project during tribal consultation, they shall be invited to participate in the training program. The training shall outline the general archaeological sensitivity of the area and

the procedures to follow if an archaeological resource and/or human remains are inadvertently discovered during project-related activities.

If indigenous or historic-era archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt, and a qualified archaeologist, defined as an archaeologist meeting Secretary of the Interior's Professional Qualifications Standards for Archeology, shall inspect the find within 24 hours of discovery and notify the City of Lincoln of their initial assessment. Indigenous archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools (e.g., hammerstones, pitted stones). Historic-era materials might include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse.

If the City of Lincoln determines, based on recommendations from the archaeologist and, if the resource is indigenous and a Native American Tribe has expressed interest, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines Section 15064.5), the resource shall be avoided, if feasible. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If avoidance is not feasible, the City of Lincoln shall consult with appropriate Native American Tribes (if the resource is indigenous), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).

c) The records search and background research determined that no human remains are known to exist within the project site. Therefore, the project is not anticipated to impact human remains, including those interred outside of formal cemeteries.

While unlikely, if any previously unknown human remains were encountered during ground-disturbing activities, impacts on the human remains resulting from the project could be potentially significant.

Implementation of **Mitigation Measure CUL-2** would reduce potentially significant impacts to less than significant. This measure shall comply with applicable state laws, including Section 7050.5 of the Health and Safety Code. This would require work to halt in the vicinity of a find and the immediate notification of the County coroner. If the coroner determines that the human remains are Native American, they will notify the California Native American Heritage Commission (NAHC), who shall appoint a Most Likely Descendant (PRC Section 5097.98).

Mitigation Measure CUL-2: Inadvertent Discovery of Human Remains. In the event of discovery or recognition of any human remains during construction activities, all such activities within 100 feet of the find shall cease until the Placer County Coroner has been contacted to determine that no investigation of the cause of death is required. The NAHC

shall be contacted within 24 hours if the Coroner determines that the remains are Native American. The NAHC shall then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the City of Lincoln for the appropriate means of treating the human remains and any grave goods.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to cultural resources is the project site and the immediate vicinity where the project could cause impacts to historical architectural resources, archaeological resources, and human remains.

Cumulative development in the vicinity could result in significant cumulative impacts to historical architectural resources, archaeological resources, and human remains, as cultural resources have been identified in the greater vicinity according to the North Central Information Center database and projects in the vicinity could have a significant impact on historical resources, archaeological resources, and human remains. However, each individual project is subject to review under CEQA and/or is required to obtain necessary permits and approvals from federal and state resource agencies. As a result of these processes, each project would be required to avoid, minimize, and compensate for impacts on cultural resources, such that the cumulative impact would be reduced, though not completely eliminated. However, because not all such impacts from these other projects have been or can be reduced with certainty to less-than-significant levels, the loss of any eligible cultural resources would result in a significant cumulative impact.

As discussed in Item (a) above, there are no historical architectural resources on the project site and no cultural materials or other evidence of past human use or occupation was identified during the records search and survey. However, as discussed in Items (b) and (c) above, the potential of encountering unanticipated archaeological resources, including human remains, during ground disturbing activity does remain, and thus construction of the proposed project could affect these resources. However, with implementation of proposed mitigation, the contribution of the proposed project to impacts on archaeological resources, including human remains, in the vicinity of the project site, would not be cumulatively considerable, and thus the impact with respect to cumulative archaeological resources, including human remains, would be less than significant.

Energy

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**ENERGY —** Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting

California's energy system includes electricity, natural gas, and petroleum. According to the California Energy Commission (CEC), California's energy system in 2022 generated 52 percent of the electricity, 48 percent of the natural gas, and less than 1 percent of the petroleum consumed or used in the state. The rest of the state's energy is imported and includes electricity from the Pacific Northwest and the Southwest; natural gas purchases from Canada, Rocky Mountain states, and the southwest; and petroleum imported from Alaska and foreign sources (CEC 2022a, 2022b, 2022c).

Electricity

The production of electricity requires the consumption or conversion of energy resources, including natural gas, coal, hydropower, and nuclear, and renewable sources such as wind, solar, and geothermal. Of the electricity generated in California, approximately 50 percent is generated by natural gas−fired power plants, 6 percent comes from large hydroelectric dams, 9 percent comes from nuclear power plants, and less than 1 percent is generated by coal-fired power plants. The remaining approximately 34 percent of in-state electricity production is supplied by renewable sources, including solar, biomass, geothermal, small hydro, and wind power (CEC 2022a).

Transportation Fuels

Gasoline is by far the largest transportation fuel by volume used in California. Nearly all the gasoline used in California is obtained through the retail market. In 2023, approximately 13.5 billion gallons of gasoline were sold in California's retail market (California Department of Tax and Fee Administration [CDTFA], 2023a). Diesel fuel is the second largest transportation fuel by volume used in California behind gasoline. It is estimated that nearly 51 percent of all diesel sales are retail sales. In 2023, 3 billion gallons of diesel were sold in California (CDTFA 2023b). According to the U.S. Department of Energy's Energy Information Administration, nearly all semi-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm, construction, and military vehicles and equipment have diesel engines.

Local Energy Use

In Placer County, approximately 3,089 gigawatt-hours of electricity were consumed in 2022 from residential and non-residential sectors (CEC 2022d).

Regular unleaded gasoline is used primarily to fuel passenger cars and small trucks. Diesel fuel is used primarily in large trucks and construction equipment. Both fuels are used widely within Placer County. The CEC estimates that 169 million gallons of gasoline and approximately 26 million gallons of diesel were sold in 2022 in Placer County (CEC 2022e).

Regulatory Setting

City of Lincoln General Plan

Energy is addressed in the City of Lincoln General Plan within the Land Use & Community Design Element and Open Space & Conservation Element (City of Lincoln 2008). The following goals and policies from the General Plan that are relevant to energy are applicable to the proposed project.

Goal OSC-3: To encourage energy conservation in new and existing developments throughout the City.

***Policy OSC-3.4: Local and State Programs*.** The City will participate to the extent feasible in local and state programs that strive to reduce the consumption of natural or man-made energy sources.

***Policy OSC-3.13: Energy Efficient Master Plan*.** The City will encourage the incorporation of energy-efficient site design such as proper orientation to benefit from passive solar heating and cooling into master planning efforts when feasible.

***Policy OSC-3.14: Early Planning for Energy*.** The City will include energy planners and energy efficiency specialists in appropriate pre-application discussions with property owners and developers to identify the potential for solar orientation and energy efficient systems, building practices and materials.

***Policy OSC-3.15: California Title 24 Energy*.** The City will explore offering incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards.

Impact Discussion

a) Energy resources necessary to construct the proposed project would consist of gasoline and diesel fuel consumed by heavy-duty equipment and vehicles during construction phases. Natural gas and electricity use in construction activities is minimal. The volume of diesel and gasoline fuels that would be consumed during construction were calculated using the estimated greenhouse gas emissions and The Climate Registry 2022 default emission factors of 8.87 kg/gallon for gasoline combustion rate, and 10.21 kg/gallon for diesel fuel combustion rate (TCR 2022). The proposed project is estimated to require approximately 2,419 gallons of gasoline and 32,275 gallons of diesel fuel (see **Appendix D**). Fuel use during construction would represent approximately <0.01 percent of gasoline and 0.12 percent of diesel sold in Placer County in 2022 (CEC 2022e). Overall, the fuel use during construction would be minimal in comparison to the overall fuel use within Placer County.

Construction activities associated with the proposed project would comply with state and local regulations, such as Title 13, Section 2485 of the California Code of Regulations and Title 13,

Section 2449 of the California Code of Regulations, which limit idling of commercial vehicles over 10,000 pounds and off-road equipment over 25 horsepower to five minutes (CARB 2022). Compliance with the state's regulation for in-use off-road diesel vehicles would ensure that fuel energy consumed in the construction phase would not be wasted through unnecessary idling.

The proposed project would be fully electric; no natural gas would be required. As a result, operation of the proposed project would require energy in the form of electricity for lighting. Transportation fuels, primarily gasoline, would be required for vehicles traveling to and from the project site. The project is estimated to consume 38,149 kWh of electricity per year. The project would use a nominal amount of electricity, approximately <0.01 percent of electricity, when compared to what was consumed in Placer County in 2022. Based on the above considerations, construction and operation of the project would not result in wasteful or inefficient use of electricity and the impact would be less than significant.

b) Construction of the project would temporarily increase energy use. Construction activities would comply with state and local requirements designed to minimize idling and associated emissions, which would also minimize the use of fuel. Fuel use for project construction would be consistent with typical construction and manufacturing practices, and energy standards such as the Energy Policy Acts of 1975 and 2005, which promote strategic planning and building standards that reduce consumption of fossil fuels, increase use of renewable resources, and enhance energy efficiency.

Once operational, a nominal amount of electricity would be used as discussed above. Electricity to the project site would be provided by PG&E, which is subjected to the requirements of SB 100 and the Renewables Portfolio Standard program. This program requires California utilities to provide 60 percent renewable power by 2030 and 100 percent renewable, carbon-free power by 2045, with the goal of increasing the percentage of renewable energy in the state's electricity mix to ultimately reach the carbon neutrality goal by 2045. The project would not result in a permanent increase in the use of nonrenewable energy resources, and thus, would not conflict with the Renewables Portfolio Standard.

Furthermore, vehicles used by construction workers and operation and maintenance workers travelling to and from the project site would be required to comply with the Corporate Average Fuel Economy (CAFÉ) standards, which reduce energy consumption by increasing the fuel economy of cars and light trucks (NHTSA 2023). The proposed project would be required to meet existing, applicable regulations such as the energy standards of CALGreen and the California Energy Efficiency Standards to increase energy efficiency and reduce energy demand at the time of building permit issuance. Therefore, neither construction nor operation of the project would conflict with renewable energy plans or energy efficiency plans applicable to the project and the impact would be less than significant.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to energy is the City's planning area as depicted in the 2008 General Plan. Future anticipated development in the city of Lincoln would not result in the wasteful, inefficient, or unnecessary consumption of energy by residential, commercial,

industrial, or public uses (Lincoln 2008b). Energy use associated with future anticipated development in the city would be limited to resources required to construct various projects and would not result in a permanent increase in the use of nonrenewable resources. Projects would have to comply with the state's regulation for in-use off-road diesel vehicles, which would limit fuel energy waste through unnecessary idling. Future development would be subject to compliance with all federal, state, and local requirements for energy efficiency, including the California Energy Efficiency Standard, CALGreen Code, and Renewable Portfolio Standards.

Based on the above analysis, anticipated future development in the city of Lincoln, including the proposed project, would not involve wasteful, inefficient, or unnecessary consumption of fuel or energy and would not make a cumulatively considerable contribution to a cumulative impact on energy resources. The proposed project's cumulative impact would be less than significant.

Geology and Soils

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS — 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?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Environmental Setting

Geologic Overview

The city of Lincoln is in the Sacramento Valley of the Great Valley geomorphic province. The Great Valley is an alluvial plain about 50 miles wide and 400 miles long. The northern portion is drained by the Sacramento River while the southern portion is drained by the San Joaquin River. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic (about 160 million years ago) (City of Lincoln 2008a).

Faults and Seismic Hazards

There are no known faults that pass through the city of Lincoln, including the project site. The nearest active fault is the Swain Ravine–Spenceville Fault about 9 miles to the northeast. The city of Lincoln is in a seismically active region, and there is high potential that the area will be subject to at least moderate earthquakes one or more times over the next century. Seismic activity causes pressure to build up along a fault, and the release of pressure results in ground shaking. This shaking itself is known as an earthquake. Earthquakes can also trigger other hazards, including surface rupture (cracks in the ground surface),

liquefaction (causing loose soil to lose its strength), landslides, and subsidence (sinking of the ground surface) (City of Lincoln 2021).

Active faults between 0 and 50 miles from Lincoln include the Swain Ravine–Spenceville Fault about 9 miles to the northeast, Dunnigan Hills Fault about 34 miles to the west, and Cleveland Hills Fault about 23 miles to the north, while active faults located between 50 and 100 miles from Lincoln include the West Napa Fault, Marsh Creek Fault, Concord-Green Fault, Hayward Fault, and Calaveras Fault, all located southwest of the project site (City of Lincoln 2021).

Geologic Hazards

The planning area is relatively level, and therefore landslide events consist primarily of minor slumping along riverbanks, levees, and dikes and in the shallow gorges of the various waterways that traverse the planning area. The probability of soil liquefaction in the planning area is considered a low hazard due to the substantial distance from active fault zones and the type of ground shaking expected from those faults (City of Lincoln 2021).

Soils

The planning area is underlain by unconsolidated older alluvium of Pleistocene and Holocene age. Pliocene to Pleistocene deposits of continentally derived sand, silt, clays, and poorly sorted gravel underlie these older alluvial deposits. The young alluvial deposits are up to 100 feet thick and are found primarily along Orchard Creek. The older alluvium underlies the majority of the western and central portions of the planning area, consists of mainly unconsolidated alluvium extending several hundreds of feet in depth, and is considered a well-developed water-bearing unit (City of Lincoln 2008a).

Soils on the project site generally consist of Cometa-Fiddyment complex and San Joaquin sandy loam (NRCS 2024). These soils are well drained and the potential for erosion is slight. Limitations and constraints of these soils include clay pan or hardpan, low permeability, low soil strength, and shrink-swell potential.

Impact Discussion

a.i) There are no known faults that pass through the city of Lincoln, including the project site. As such, the potential for surface rupture due to faults occurring on the project site during the design life of the proposed project is considered low. As a result, the impact with respect to surface rupture is less than significant, and no mitigation is required.

a.ii) The city of Lincoln, including the project site, is vulnerable to ground shaking from regional faults, although the risk from ground shaking in the area is low as the level of seismic activity in this region of the state is low. The project site would be developed with a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The City requires that all new construction meet or exceed the City's Building Code and the latest standards of the 2022 California Building Code (CBC) (California Code of Regulations, Title 24, Part 2). Given the low-intensity nature of proposed development (i.e., no habitable structures) and compliance with applicable building and safety codes, the impact with respect to strong seismic ground shaking would be less than significant. No mitigation is required.

a.iii) As discussed above, the probability of soil liquefaction in the City's planning area, including the project site, is considered low. As discussed under Item (a.ii) above, the City requires that all new construction meet or exceed the City's Building Code and the latest standards of the 2022 CBC. Given the low-intensity nature of the proposed development and compliance with applicable building and safety codes, the impact with respect to seismic-related ground failure, including liquefaction, would be less than significant. No mitigation is required.

a.iv) The city of Lincoln, including the project site and the surrounding area, are characterized by flat topography and is located at a substantial distance from the closest range front. According to Figure 2, Landslide Susceptibility, in the General Plan Background Report (City of Lincoln 2008a), the project site is not susceptible to landslides. Therefore, the project site is not subject to hazards related to landslides or landslide runout, which includes seismically induced and non-seismic landslides. There would be no impact with respect to this criterion.

b) Project construction would result in ground surface disruption during excavation and grading, which would create the potential for erosion to occur. As the proposed project would occur on an area greater than 1 acre in size, it would be subject to National Pollutant Discharge Elimination System (NPDES) Construction General Permit storm water regulations, which would require preparation of a stormwater pollution prevention plan (SWPPP) that would include best management practices to reduce soil erosion and loss of topsoil during construction activities. As construction of the proposed project would be subject to NPDES storm water regulations, implementation of the proposed project would reduce soil erosion and loss of topsoil from occurring during construction activities. Therefore, the impact related to substantial soil erosion is expected to be less than significant, and no mitigation is required.

c) Issues related to seismically induced and non-seismic landslide hazards are discussed in the response to Item (a)(iv), above. Issues related to liquefaction and related hazards are discussed in the response to Item (a)(iii), above. Issues related to soil properties are discussed in the response to Item (d), below. Adherence to 2022 CBC requirements would address risks associated with unstable soils. Therefore, the impact with respect to unstable soils would be less than significant, and no mitigation is required.

d) As discussed above, soils on the project site have shrink-swell potential. If expansive soils are discovered on the project site, site-specific design criteria (i.e., foundation design parameters, retaining walls) and remedial grading techniques (i.e., primarily removal, moisture conditioning, and recompaction of unsuitable soils) would be identified and implemented per City and 2022 CBC building requirements. As such, the impact with respect to expansive soils would be less than significant, and no mitigation is required.

e) The proposed restroom facilities would connect to the existing sewer system. No septic tanks or alternative wastewater disposal systems are included in the proposed project, and thus there would be no impact regarding this criterion.

f) The Lincoln General Plan Environmental Impact Report (2008b) identifies that paleontological or unique geologic resources could be anywhere within the City of Lincoln planning area. The proposed project includes grading as well as trenching for utilities; therefore, there is potential

that paleontological resources could be encountered during construction activities. General Plan Policy OSC-6.7 requires the suspension of grading and construction work within 100 feet of a paleontological discovery until the significance of the discovery can be determined by a qualified paleontologist. The paleontologist would make recommendations for measures necessary to protect the discovery. As the proposed project would comply with Policy OSC-6.7, the impact with respect to paleontological resources would be less than significant, and no mitigation is required.

Cumulative Impact Discussion

Geologic impacts such as those related to risk from faults, liquefaction potential, slope stability, landslide potential, and expansive and compressible soils are generally site-specific and do not cumulate. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to geologic risks.

The one area where the impacts of concurrent construction projects have the potential to cumulate is related to soil erosion and discharge of sediment into receiving waters during construction. As discussed under Item (b) above, the proposed project would be required to prepare and implement a SWPPP to reduce soil erosion and loss of topsoil during construction activities. Anticipated future development in the city of Lincoln would also be required to implement a SWPPP. In addition, all projects would be required to capture, treat, and control runoff from each site. As with the proposed project, future projects would also be required to adhere to the same applicable federal, state, and local regulations that prevent soil erosion or loss of topsoil during construction. As a result, the cumulative impact of the proposed project and anticipated future development adjacent to the project site associated with soil erosion or the loss of topsoil would be less than significant.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Greenhouse gases (GHGs) trap heat by preventing some of the solar radiation that hits the earth from being reflected back into space. Some GHGs occur naturally and are needed to keep the earth's surface habitable. Over the past 100 years, human activity has substantially increased the concentration of GHGs in our atmosphere. This has intensified the greenhouse effect, increased average global temperatures, and resulted in climate change.

Carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are the principal GHGs of concern. CO_2, CH_4, and N_2O occur naturally and through human activity. Emissions of CO_2 are largely by-products of fossil fuel combustion, CH_4 results from off-gassing associated with agricultural practices and landfills, and N_2O is emitted during agricultural, land use, and industrial activities.

CO_2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas contributes to global warming relative to how much warming would be predicted to be caused by the same mass of CO_2. CH_4 and N_2O are substantially more potent GHGs than CO_2, with 100-year GWPs of 25 and 298 times that of CO_2, respectively (IPCC 2007). In emissions inventories, GHG emissions are typically reported in metric tons of CO_2 equivalents ($MTCO_2e$). CO_2e is calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWPs than CO_2, CO_2 is emitted in such vastly greater quantities that it accounts for the majority of GHG emissions in CO_2e.

Regulatory Setting

Federal

Clean Air Act and U.S. Environmental Protection Agency "Endangerment" and "Cause or Contribute" Findings

In 2007, the U.S. Supreme Court held that the USEPA, the federal agency responsible for implementing the federal Clean Air Act (CAA), must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, twelve states and cities, including California, together with several environmental organizations, sued to require the USEPA to regulate GHGs as

pollutants under the federal CAA (127 S. Ct. 1438 [2007]). The Supreme Court ruled that GHGs fit within the federal CAA's definition of a pollutant and the USEPA had the authority to regulate GHGs.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under the federal CAA Section 202(a):

- **Endangerment Finding:** The current and projected concentrations of the six key GHGs—CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings did not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs within the state. The major components of California's climate protection initiative are reviewed below.

Executive Order S-3-05

Executive Order (EO) S-3-05 set forth the following targets for progressively reducing statewide GHG emissions (Office of the Governor of California 2005):

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The first CAT Report to the Governor and the Legislature in 2006 contained recommendations and strategies to help meet the targets in EO S-3-05. The most recent 2020 State Agency Greenhouse Gas Reduction Report Card documents the effectiveness of measures to reduce GHG emissions in California and GHG emissions from state agencies' operations (CalEPA 2020). This report card documents reductions of 76 million metric tons of CO_2 equivalent ($MMTCO_2e$) that occurred in 2019. In 2016, GHG emissions were 429 $MMTCO_2e$,[1] showing that California reached its 2020 emissions target (431 $MMTCO_2e$) four years early, and emissions are continuing to decline.

[1] According to the 2016 GHG Inventory. Available: https://ww3.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-18.pdf, accessed December 2021.

Assembly Bill 32, Senate Bill 32, and the Climate Change Scoping Plan

In 2006, the California Legislature adopted AB 32 (Health and Safety Code Division 25.5), also known as the California Global Warming Solutions Act of 2006, with a focus on reducing GHG emissions in California to 1990 levels by 2020. This act defines GHGs as CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. The California Global Warming Solutions Act assigned CARB the primary responsibility for reducing GHG emissions, by adopting rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

CARB approved the initial AB 32 Scoping Plan in 2008 (CARB 2008). It approved the *First Update to the Climate Change Scoping Plan* (2014 Scoping Plan) in May 2014 and built upon the 2008 Scoping Plan with new strategies and recommendations (CARB 2014).

In 2016, the California Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197. SB 32 and AB 197 amended Health and Safety Code Division 25.5, and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, with provisions included to ensure that the benefits of state climate policies reach into vulnerable communities. The CARB then approved the 2017 Climate Change Scoping Plan (2017 Scoping Plan Update) in December 2017, which outlined the proposed framework of action for achieving the 2030 GHG target of 40 percent reduction in GHG emissions relative to 1990 levels consistent with Senate Bill 32 (CARB 2017).

Assembly Bill 1279 and the 2022 Scoping Plan

The Legislature enacted AB 1279 on September 16, 2022. AB 1279 establishes the policy of the state to achieve net zero greenhouse gas emissions, carbon neutrality, as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. Additionally, AB 1279 ensures that by 2045, statewide anthropogenic greenhouse gas emissions are reduced at least 85 percent below 1990 levels. SB 1279 also requires CARB to ensure that the Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for carbon dioxide removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report.

The 2022 Scoping Plan, adopted by CARB in December 2022, expands on prior Scoping Plans and responds to AB 1279 by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier (CARB 2022b). The 2022 Scoping Plan outlines the strategies the state will implement to achieve carbon neutrality by reducing GHGs to meet the anthropogenic target and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches. The major element of the 2022 Scoping plan is the decarbonization of every sector of the economy. This requires rapidly moving to zero-emission transportation for cars, buses, trains, and trucks; phasing out the use of fossil gas for heating; clamping down on chemicals and refrigerants; providing communities with sustainable options such as walking, biking, and public transit to reduce reliance on cars; continuing to build out solar arrays, wind turbine capacity, and other resources to provide clean, renewable energy to displace fossil-fuel fired electrical

generation; scaling up new options such as renewable hydrogen for hard-to-electrify end uses and biomethane where needed. (CARB 2022b).

The 2022 Scoping Plan approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time (CARB 2022a). Key actions to support success of the 2022 Scoping Plan are addressed for the transportation sector, the clean electricity grid, sustainable manufacturing and buildings, CO_2 removal and capture, short-lived climate pollutants, and natural and working lands.

The 2022 Scoping Plan also discusses the role of local governments in meeting the state's GHG reductions goals because local governments have jurisdiction and land use authority related to community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments make critical decisions on how and when to deploy transportation infrastructure and can choose to support transit, walking, bicycling, and neighborhoods that allow people to transition away from cars; they can adopt building ordinances that exceed statewide building code requirements; and they play a critical role in facilitating the rollout of zero-emission vehicle infrastructure. The 2022 Scoping Plan encourages local governments to take ambitious, coordinated climate action at the community scale; action that is consistent with and supportive of the state's climate goals (CARB 2022a).

Senate Bill 97

SB 97, enacted in 2007, directed the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines "for the mitigation of GHG emissions or the effects of GHG emissions." In December 2009, OPR adopted amendments to the CEQA Guidelines Appendix G Environmental Checklist. These amendments created a new resource section for GHG emissions and suggested criteria that may be used to establish significance of GHG emissions (California Code of Regulations Title 14, Section 15064.4 [14 CCR Section 15064.4]). However, neither a quantitative threshold of significance nor any specific mitigation measures is included. As amended, the CEQA Guidelines require a lead agency to make a good-faith effort, based on scientific and factual data to the extent possible, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The CEQA Guidelines give discretion to the lead agency to choose whether to: (1) quantify GHG emissions resulting from a project; and/or (2) rely on a qualitative analysis or performance-based standards. Furthermore, the CEQA Guidelines identify three factors to be considered in the evaluation of the significance of GHG emissions:

(1) The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The administrative record for the CEQA Guidelines amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis" (OPR 2008).

Transportation Sector

In response to the transportation sector accounting for a large percentage of California's CO_2 emissions, AB 1493 (Health and Safety Code Sections 42823 and 43018.5) (also referred to as the *Pavley standards*), was enacted on July 22, 2002, and requires CARB to set GHG emissions standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation manufactured in and after 2009. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers.

The Legislature enacted SB 375 in 2008. SB 375 provides for a planning process to coordinate land use planning and regional transportation plans to help California meet the GHG emissions reductions established in AB 32. SB 375 requires regional transportation plans prepared by metropolitan planning organizations to incorporate a sustainable communities strategy in their regional transportation plans that demonstrates how the region would achieve GHG emission reduction targets set by CARB. Under SB 375, CARB is required, in consultation with the state's metropolitan planning organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.

Energy Sector

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although the standards were not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and non-residential buildings subject to the standard. The standards are updated periodically (typically every 3 years) to allow for the consideration and inclusion of new energy efficiency technologies and methods.

On August 11, 2021, the CEC adopted the 2022 Energy Code which was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. The Energy Code includes measures that will reduce energy use in single family, multifamily, and nonresidential buildings. These measures will:

1. Affect newly constructed buildings by adding new prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California;
2. Require photovoltaic and battery storage systems for newly constructed multifamily and selected nonresidential buildings;
3. Update efficiency measures for lighting, building envelope, heating, ventilation, and air conditioning; and
4. Make improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

The California Green Building Standards Code, Part 11, Title 24, California Code of Regulations, known as CALGreen, is the first-in-the-nation mandatory green building standards code. The CALGreen Code is intended to encourage more sustainable and environmentally friendly building practices, require low-pollution-emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment (California Energy Codes & Standards 2022, CEC 2022). CALGreen covers a number of fields, with regulations encompassing energy efficiency, water conservation, sustainable building materials, site design, and air quality.

Local

City of Lincoln

City of Lincoln General Plan

The City of Lincoln General Plan includes goals and policies that address climate change and aim to reduce GHG emissions through resiliency planning practices, mitigation, and adaptability.

> ***Policy TR-3.2*:** Require new development and transportation projects to reduce travel demand and greenhouse gas emissions, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.

Placer County Sustainability Plan

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds to help the District attain the GHG reduction goals established by AB 32 and SB 32. The updated thresholds specify a bright-line threshold for GHG emissions during construction activity of 10,000 $MTCO_2e$/yr. For operational emissions, the updated thresholds begin with a screening emission level of 1,100 $MTCO_2e$/yr. Any project below the 1,100 $MTCO_2e$/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 $MTCO_2e$/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table GHG-1, *PCAPCD GHG Operational Efficiency Thresholds of Significance*, below.

TABLE GHG-1
PCAPCD GHG OPERATIONAL EFFICIENCY THRESHOLDS OF SIGNIFICANCE

Residential ($MTCO_2e$/capita)		Non-Residential ($MTCO_2e$/1,000 sf)	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3

NOTES: PCAPCD = Placer County Air Pollution Control District, GHG = greenhouse gas, MTCO2e = metric tons of carbon dioxide equivalent.

SOURCE: Placer County Air Pollution Control District, Placer County Air Pollution Control District Policy Review of Land Use Projects Under CEQA, October 13, 2016.

Projects that fall below the 1,100 $MTCO_2e$/yr threshold or meet the efficiency thresholds are considered to be in keeping with statewide GHG emissions reduction targets, which would ensure that the proposed project would not inhibit the state's achievement of GHG emissions reductions. Thus, projects which involve emissions below the 1,100 $MTCO_2e$/yr threshold or below the efficiency thresholds presented in the PCAPCD GHG Operational Thresholds of Significance table above are considered to result in less-

than-significant impacts in regards GHG emissions within the District and would not conflict with any state or regional GHG emissions reduction goals. Finally, the PCAPCD has also established a Bright Line Cap, which shall be the maximum limit for any proposed project. The Bright Line Cap is 10,000 $MTCO_2e$/yr for all types of projects.

Methodology

GHG emissions from project construction were estimated using CalEEMod using construction data from default values. The analysis uses thresholds from PCAPCD. The project is also evaluated for consistency with the City of Lincoln General Plan, the Placer County Sustainability Plan, and CARB's 2022 Scoping Plan.

Impact Discussion

a) The project is located within the city of Lincoln, which is under the jurisdiction of the PCAPCD. The PCAPCD provides a GHG significance threshold of 10,000 MT CO_2e per year for construction activity (PCAPCD 2023). Annual construction emissions that exceed the PCAPD's GHG significance threshold of 10,000 $MTCO_2e$ per year would be considered to result in a significant impact on the environment.

The proposed project's construction activities would include site preparation, grading, building construction, paving, and architectural coating. CalEEMod version 2022.1.1.12 was used to model construction emissions for the project, which are anticipated to start in 2025 and conclude in 2026. **Table GHG-2**, *Annual Project Construction GHG Emissions*, presents the construction GHG emissions for the proposed project.

TABLE GHG-2
ANNUAL PROJECT CONSTRUCTION GHG EMISSIONS

Construction Year	MT CO_2e per year
2025	306
2026	44
Project Subtotal	350
PCAPCD Threshold	**10,000**
Significant?	**No**

SOURCE: Appendix B

It is estimated that project construction activities would result in the generation of approximately 350 $MTCO_2e$ in total, with maximum annual emissions of 306 $MTCO_2e$ in 2025. Since the project's annual emissions would not exceed the PCAPCD's 10,000 $MTCO_2e$ per year significance threshold, this would result in a less-than-significant impact.

GHG emissions during operations would primarily occur from vehicle trips to the project site associated with the parking lots, and energy use for the multi-use courts. GHG emissions would also be generated from the electricity used to treat, pump, and deliver water and wastewater, as well as from disposal of solid waste. The project would not use natural gas and would therefore

not generate any direct GHG emissions. CalEEMod was used to estimate annual operational emissions for the first year of assumed operation in 2026. **Table GHG-3**, *Annual Project Operational GHG Emissions*, presents the annual GHG emissions for the proposed project. It is estimated that the project's operational activities would result in the generation of approximately 13.3 $MTCO_2e$ per year. The PCAPCD provides a *de minimis* GHG significance threshold of 1,100 $MTCO_2e$ per year for project operation (PCAPCD 2017). GHG emissions generated by the project would be well below 1,100 $MTCO_2e$ per year. Therefore, the project's operational impact would be considered to be less than significant.

TABLE GHG-3
ANNUAL PROJECT OPERATIONAL GHG EMISSIONS

Source	$MTCO_2e$ per year
Area	<0.01
Energy	3.56
Mobile	8.77
Waste	0.13
Water	0.84
Total Project Emissions	**13.3**
Threshold	**1,100**
Significant?	**No**

SOURCE: Appendix B

Based on the above, the construction and operational GHG emissions from the proposed project would not exceed the applicable thresholds of significance, resulting in a less-than-significant impact.

b) The applicable plans adopted for the purpose of reducing GHG emissions is CARB's 2022 Scoping Plan Update and the Placer County Sustainability Plan. The 2022 Update establishes the framework for achieving the reduction of anthropogenic emissions to 85 percent below 1990 levels by 2045 and achieving carbon neutrality[2] by 2045 or earlier (CARB 2022b), established by SB 32. It incorporates a broad array of regulations, policies, and state plans designated to reduce GHG emissions and details local actions that land-use development projects and municipalities can implement to support the statewide goal. The Placer County Sustainability Plan includes measures that reduce idling time for off-road construction equipment to meet the CARB idling regulations for on-road trucks. As such, the proposed project is expected to be consistent with the Placer County Sustainability Plan measures.

During operation, the proposed project would generate GHG emissions from associated energy usage in the project's facilities. In addition, the electricity would be supplied by PG&E which is required to comply with the Renewables Portfolio Standard that is included in the 2022 Scoping

2 *Carbon neutrality* means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of CO_2 that is stored, both in natural sinks and through mechanical sequestration.

Plan Update as a strategy for meeting the state GHG reduction targets. This standard requires both investor-owned utilities and publicly owned utilities to obtain 60 percent of electricity from renewable sources by 2030, with incremental goals of 33 percent by 2020, 44 percent by 2024, 52 percent by 2027, and 100 percent by 2045.

The proposed project would be consistent with the CARB's 2022 Scoping Plan Update and the Placer County Sustainability Plan and would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. This impact would be less than significant.

Cumulative Impact Discussion

Climate change is the cumulative effect of all natural and anthropogenic sources of GHGs accumulated on a global scale. Anticipated future development in Lincoln would result in potentially new sources of GHG emissions. The GHG emissions from an individual project, even a very large development project, would not individually generate sufficient GHG emissions to measurably influence global climate change, and thus the above assessment of the project's GHG emissions impacts is inherently a cumulative analysis. In addition, anticipated future development in the city of Lincoln would be required to comply with the same regulatory requirements described above to reduce GHG emissions (Placer County 2020). Therefore, anticipated future development in the city of Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to GHG emissions.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS —** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f)	Impair implementation of or physically interfere 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?	☐	☐	☐	☒

Environmental Setting

Hazardous Material Contamination

Government Code Section 65962.5, amended in 1992, requires CalEPA to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control, the State Water Board, and CalEPA. The Department of Toxic Substances Control maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites (National Priorities List); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Based on a review of the EnviroStor database, the project site are not identified on any of the above lists (DTSC 2024), or CalEPA's list of sites with active Cease and Desist Orders or Cleanup and Abatement Orders or list of contaminated solid waste disposal sites (CalEPA 2024), or the State Water Resources Control Board's Geotracker Database, which provides a list of leaking underground storage tank sites that are included on the Cortese List (SWRCB 2024). Furthermore, according to a search of these databases, there are no known hazardous waste sites located within 1,000 feet of the project site.

Airports

There is one airport located in the city, Lincoln Regional Airport, which is approximately 1.8 miles northwest of the project site.

Wildfire Hazards

The California Department of Forestry and Fire Protection (CAL FIRE) Forest Resource Assessment Program publishes maps that delineate Very High Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRAs) and Local Responsibility Areas. According to these maps, the city, including the project site, is not located within an SRA or Very High FHSZ. However, the area to the east of the city is mapped within an SRA Moderate FHSZ, which is the lowest-hazard zone in the Forest Resource Assessment Program (CAL FIRE 2024).

Impact Discussion

a) Although hazardous materials, including fuel, lubricants, and cleaning products, would be used on the project site during project construction, compliance with local, state, and federal regulations would minimize risks associated with the routine transport, use, or disposal of hazardous materials during project construction. The operation of the proposed project would include maintenance for landscaping. Maintenance activities related to landscaping include the use of fertilizers and the use of light equipment (such as lawn mowers and edgers). These types of activities use small amounts of hazardous materials such as gasoline, oils and lubricants, and solvents. These hazardous materials are regulated by stringent federal and state laws mandating the proper transport, handling, use, storage, and disposal of hazardous materials in accordance with product labeling. The use and storage of these substances is not considered to present a health risk when used in accordance with manufacturer specifications. Thus, the impact from the routine transport, use or disposal of hazardous materials resulting from project operations would be less than significant, and no mitigation is required.

b) Project construction could involve the use of some hazardous and flammable substances. Construction vehicles on-site may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials would be in small quantities and stored in a manner that would pose a less than significant hazard to the public. In the unlikely event of a spill, these petroleum products are relatively easy to clean up, treat, or biodegrade. Operational activities associated with the proposed project, such as maintenance for landscaping, would not involve the use of acutely hazardous materials or waste, and the limited use of any hazardous materials would be transported, handled, used, stored, and disposed of in accordance with manufactures' instructions. For these reasons construction and operation 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 release of hazardous materials into the environment. As a result, the impact with respect to this criterion would be less than significant, and no mitigation is required.

c) Creekside Oaks Elementary School is located approximately 200 feet to the east of the project site on the other side of the Community Center. Construction of the proposed project would involve the temporary use of hazardous substances, including fuel, lubricants, and cleaning

products. Operational activities associated with the proposed project would include maintenance for landscaping which would involve the use of fertilizers and the use of light equipment (such as lawn mowers and edgers). Materials and substances required for construction of the proposed project would be located within the project boundaries of the project site. All materials would be transported, handled, used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, as discussed under Item (a) above, the proposed would be required to comply with the stringent federal and state laws and regulations that would avoid or minimize the potential releases of hazards materials during construction and operation. Therefore, the impact with respect to this criterion would be less than significant, and no mitigation is required.

d) As discussed above, the project site is not included on a list of active hazardous materials sites subject to corrective action compiled pursuant to Government Code Section 65962.5 (Cortese List). In addition, there are no known hazardous waste sites located within 1,000 feet of the project site. As a result, construction of the proposed project would not create a significant hazard to the public or the environment, and this impact would be less than significant. No mitigation is required.

e) The project site is located within the Planning Boundary/Airport Influence Area for the Lincoln Regional Airport. Specifically, the project site is located within Compatibility Zone D, which is an area that is sometimes overflown by aircraft arriving and departing the airport. Hazards to flight are the only compatibility concern within this zone (PCTPA 2021).

The proposed project is not considered a noise-sensitive use and would not cause a safety hazard for people using the project site. Furthermore, the structures included as part of the proposed project would not present a flight hazard to aircraft using the airport. Finally, the proposed project would fall under the oversight of the Placer County Airport Land Use Commission and would be subject to all applicable regulations governing noise and flight hazards.

For these reasons, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area, and this impact would be less than significant. No mitigation is required.

f) Project-related construction activities associated with utilities connections would occur within adjacent streets and thus could temporarily interrupt the flow of traffic. However, the encroachment permit required for construction in public streets would require a traffic control plan to ensure the safe and efficient movement of traffic through construction work zones. As a result, the proposed project would not impede any emergency routes. Therefore, the impact with respect to this criterion would be less than significant, and no mitigation is required.

g) The project site is in an urbanized area of the city. The areas surrounding the project site mainly comprise of existing single-family residences with the Lincoln Community Center and Creekside Oaks Elementary School located immediately adjacent to the west. No wildlands are present on the project site or in this portion of the city. Therefore, the proposed project would not expose people or structures to a significant risk involving wildland fires. No impact would occur with respect to this criterion.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to energy is the City's planning area as depicted in the 2008 General Plan.

Like the proposed project, the construction and operation of anticipated future development in the city would include the routine transport, use, and disposal of hazardous materials—as well as the risk of accidental release of hazardous materials. Furthermore, anticipated future development in the city could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school or could 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, could create a significant hazard to the public or the environment. However, the City will continue to regulate facilities that routinely use, store, handle and transport hazardous substances and implement general plan policies and implementation measures that protect residents and businesses from human-caused hazards. (City of Lincoln 2008b). Considering the localized nature of effects, the temporal and geographic variations in occurrences, any emissions or incidents would be unlikely to combine to become cumulatively considerable. Similarly, any hazardous emissions or handling of hazardous materials within one-quarter mile of a school would be unlikely to combine to become cumulatively considerable for the same reasons. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to these topics would be less than significant.

In addition, future anticipated development in the city of Lincoln may be located within an airport land use plan area and thus could result in a safety hazard for people residing or working in the plan area. However, with the implementation of general plan policies and implementation measures that address land use compatibility and safety issues associated with the Lincoln Regional Airport, this impact would be less than significant (City of Lincoln 2008b). This impact is site-specific and does not cumulate. As discussed under Item (e) above, the proposed project is not considered a noise-sensitive use and would not pose a flight hazard. In addition, the proposed project would be subject to all applicable regulations governing noise and flight hazards. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to safety hazards associated with aircraft.

Next, future anticipated development in the city of Lincoln could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and even with the implementation of general plan policies and implementation measures that address ensure conformance with local emergency response programs and continued cooperation with emergency response service providers, this impact would remain significant and unavoidable as no feasible mitigation is available (City of Lincoln 2008b). As discussed under Item (f) above, a transportation control plan would be prepared and implemented for the proposed project to ensure the safe and efficient movement of traffic through construction work zones. As a result, the contribution of the proposed project to this impact would not be cumulatively considerable, and the cumulative impact of the proposed project with respect to impairment and/or interference of an emergency evacuation plan would be less than significant.

Finally, future anticipated development in the city of Lincoln could expose people or structures to a significant risk of loss, injury, or death involving wildland fires. However, with the implementation of

general plan policies and implementation measures designed to provide continued fire (including wildland fires) protection services, this impact would be less than significant (City of Lincoln 2008b). As discussed under Item (g) above, the project site is not located in a wildland area. As a result, the cumulative impact of the proposed project and anticipated future development in the city with respect to wildfire would be less than significant.

Hydrology and Water Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
X. HYDROLOGY 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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting

Surface Water

The Markham Ravine and Auburn Ravine watersheds, which are part of the Cross Canal Drainage Basin, provide the necessary drainage for the city. Both ravines flow in a westward direction from the Sierra Nevada foothills east of Lincoln, and discharge into the Sacramento River west of the city. Orchard Creek and Ingram Slough are tributary drainages to Auburn Ravine within the area (City of Lincoln 2008a). The project site is located within the Auburn Ravine watershed.

Groundwater

The city of Lincoln, including the project site, is located within the North American Subbasin, which is part of the Central Valley Groundwater Basin. Groundwater in the subbasin is used for agricultural, municipal, industrial, and domestic purposes. Some water purveyors rely exclusively on either groundwater or surface water, but most rely on a combination of surface water and groundwater. The subbasin is not adjudicated (RD1001 GSA et al. 2021).

Groundwater levels in the western portion of the subbasin have generally remained stable since the early 20th century. Groundwater levels in the north-central and south-central portions of the portion of the

subbasin showed declines until the mid-1960s and mid-1990s, respectively, until the implementation of conjunctive use programs arrested these declines and allowed groundwater levels to begin to recover. Groundwater levels in the eastern portion of the subbasin have been generally stable since the 1970s but do show a decline during dry periods with recovery during wet periods (RD1001 GSA et al. 2021).

A Groundwater Sustainability Plan has been prepared for the North American Subbasin, as required by the Sustainable Groundwater Management Act, passed in 2014. The North American Subbasin Groundwater Sustainability Plan lists two projects and five management actions that will be implemented to sustainably manage the basin (RD1001 GSA et al. 2021).

Water Quality

Waters within the Central Valley Region, including the city of Lincoln, are under the jurisdiction of the Central Valley Regional Water Quality Control Board, which establishes regulatory standards and objectives for water quality in the Central Valley Region. These standards and objects are found in the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan) (CVRWQCB 2018).

Flooding

The city experiences two types of flooding. The first is associated with the Markham and Auburn Ravines and their tributaries. The second is localized in nature and due to inadequate surface flow. Heavy rainfall can result in both types of flooding occurrences (City of Lincoln 2008a). The project site is not located within the 100-year floodplain as designated by the Federal Emergency Management Agency (FEMA). (FEMA 2018)

Impact Discussion

a) Project construction activities, which include clearing and grubbing, site preparation, grading/excavation, paving and construction, and landscaping, could lead to ground disturbance and polluted runoff. However, according to federal law, all construction projects that involve disturbance of more than 1 acre of land (or disturb less than 1 acre but are part of a larger project that in total disturbs more than 1 acre) are subject to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit regulations for storm water. All such projects are required by law to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-009-DWQ) and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) during construction. The SWPPP is required to include a description of potential pollutants and the manner in which sediments and hazardous materials present on-site would be contained and stored. Adherence to NPDES regulations would help to ensure that adverse impacts on water quality are minimized and avoided during construction.

   After construction, parking lots, picnic areas, and other active uses as part of the proposed project may be sources of polluted stormwater runoff during operation. The project would be designed in compliance with the West Placer Storm Water Quality Design Manual (Placer County 2018), which would require site design measures, source control BMPs, and/or treatment control BMPs to prevent sediment and other pollutants in runoff.

For these reasons, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and this impact would be less than significant. No mitigation is required.

b) Due to the negligible amount of water anticipated to be used by the proposed project, the proposed project would not substantially decrease groundwater. The project site is currently unpaved, and the proposed project would introduce impervious surfaces. However, with the implementation of required low impact development (LID) features found in the West Placer Storm Water Quality Design Manual (2018), the amount of impervious surface on the project site would be limited and infiltration would be maximized. For these reasons, the impact with respect to the depletion of groundwater supplies and/or interference with groundwater recharge would be less than significant, and no mitigation would be required.

c.i-iv) The project site is approximately a quarter mile north of Auburn Ravine. Given this distance, the proposed project would not result in any alternation of this waterway. Compliance with the NPDES Construction General Permit would ensure that erosion and siltation does not occur on- or off-site during construction activities. Furthermore, the proposed project would include construction of an on-site drainage system in compliance with the West Placer Storm Water Quality Design Manual (2018) that would connect to the existing public stormwater drainage system, and with the implementation of required LID features, the project would not result in a substantial increase in surface runoff that would result in flooding on- or off-site. Next, the proposed project would be required to include post construction pollution prevention measures, such as bioswales, retention ponds, and erosion and sedimentation controls, to limit pollutants in runoff. Finally, the project site is not within a 100-year floodplain as designated by FEMA, and thus development of the project site as a park would not impede or redirect flood flows. For these reasons, the impact with respect to erosion, flooding, polluted runoff, and redirection of flood flows would be less than significant, and no mitigation is required.

d) The project site is not within a 100-year floodplain as designated by FEMA. Accordingly, the potential for the project site to be adversely impacted by significant flooding is considered low. Furthermore, given the location of the city within the Central Valley, well inland from the Pacific Ocean, and due to the lack of any significant enclosed bodies of water located in the vicinity of the site, the proposed project is not located with a tsunami or seiche zone. Therefore, the impact associated with the risk of pollutants being released due to project inundation would be less than significant, and no mitigation is required.

e) As discussed under Item (a) above, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; therefore, the proposed project would not conflict with or obstruct the implementation of the basin plan for the Central Valley. Furthermore, as discussed under Item (b) above, the proposed project would demand a negligible amount of water, and thus groundwater. As a result, the proposed project would not conflict with or obstruct the implementation of the North American Subbasin Groundwater Sustainability Plan. For these reasons, this impact would be less than significant.

Cumulative Impact Discussion

Future anticipated development could violate water quality standards or waste discharge requirements or otherwise degrade water quality. However, with the implementation of general plan policies that require development in the city to comply with federal water quality and waste discharge requirements, this impact would be less than significant (City of Lincoln 2008b). As discussed under Item (a) above, the proposed project would implement a SWPPP during construction and construct and operate BMPs in compliance with the West Placer Storm Water Quality Design Manual (2018) during operation to control sediment and other pollutants in runoff. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to water quality.

In addition, future anticipated development has the potential in the long-term to deplete groundwater supplies or interfere substantially with groundwater recharge. However, with the implementation of general plan policies and implementation measures designed to minimize impacts to local groundwater resources, this impact would be less than significant (City of Lincoln 2008b). As discussed under Item (b) above, due to the negligible amount of water anticipated to be used by the proposed project, the proposed project would not substantially decrease groundwater. Furthermore, with the implementation of required LID features, the amount of impervious surface on the project site would be limited and infiltration would be maximized. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to groundwater supplies and recharge.

Furthermore, future anticipated development could substantially alter the existing drainage pattern of the area in a manner which would result in substantial erosion or siltation on or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding. However, with the implementation of general plan policies that ensure that new development projects plan and finance future required storm water infrastructure to minimize local flooding concerns and that a variety of best management practices designed to minimize soil erosion impacts are implemented under all future development projects, this impact would be less than significant (City of Lincoln 2008b). As discussed under Item (c.i-v) above, the proposed project would comply with the NPDES Construction General Permit for construction, construct an on-site drainage system that would connect to the existing public stormwater drainage system in compliance with the West Placer Storm Water Quality Design Manual (2018), and include post-construction pollution prevention measures to limit pollutants in runoff. As a result, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to the alteration of the existing drainage pattern.

Next, future anticipated development could place housing within a 100-year flood hazard area, and even with the implementation of a variety of general plan policies designed to address flood plain issues, this impact would remain significant and unavoidable (City of Lincoln 2008b). As discussed under Item (d) above, the project site is not within a 100-year floodplain, and thus the potential for the project site to be adversely impacted by significant flooding is considered low. Therefore, the contribution of the proposed project to this impact would not be cumulatively considerable, and the cumulative impact of the proposed project with respect to flooding would be less than significant.

Finally, it is possible that future anticipated development in the city of Lincoln could conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan.

As discussed under Item (e) above, the proposed project would not conflict with or obstruct the implementation of the basin plan for the Central Valley, nor would it conflict with or obstruct the implementation of the North American Subbasin Groundwater Sustainability Plan. As a result, the contribution of the proposed project to this impact would not be cumulatively considerable, and the cumulative impact of the proposed project with respect to a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be less than significant.

Land Use and Planning

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Setting

The project site is in a predominantly residential area of west Lincoln. The area adjacent to the site consists of a neighborhood commercial center and vacant lots designated for neighborhood commercial use as well as the Lincoln Community Center and Fire Station No. 34. The project site is designated Public Facilities (PF) by the *City of Lincoln 2050 General Plan* and zoned PUB (Public Use District).

Impact Discussion

a) The project site is surrounded by a neighborhood commercial center and vacant lots designated for neighborhood commercial use as well as the Lincoln Community Center and Fire Station No. 34. Single-family residences are located nearby. Development of the proposed project would be limited to the project site. As a result, the proposed project would not physically divide a community. Therefore, no impact would occur with respect to this criterion.

b) Under CEQA, a project is considered to have no significant environmental effect if it aligns with existing land use plans, policies, and regulations because these frameworks are designed to minimize environmental harm. The proposed project is a permitted use within the PUB (Public Use District) zone as it would be a city-owned facility, is located on city-owned land, and is intended for a purpose found by the city to be of public interest (Lincoln Municipal Code 18.31.020). Therefore, the proposed project would not cause any significant environmental effect related to conflict with any applicable land use plan, policy, or regulation, and this impact is less than significant.

Cumulative Impact Discussion

Anticipated future development in Lincoln would be reviewed for consistency with adopted land use plans and policies by the City. For this reason, pending and approved projects are anticipated to be consistent with the General Plan and zoning requirements, or be subject to an allowable exception, and further, would be subject to review under CEQA, mitigation requirements, and design review. As discussed under Item (b) above, the proposed project would be consistent with the general plan and zoning designations for the project site. For this reason, the cumulative impact of the proposed project and anticipated future development in the city with respect to land use and planning would be less than significant.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

Mineral resources located within the city's study area include clay deposits, granite deposits, and sand and gravel resources. Clay resource extraction operations are located north of Ninth Street and are transported to the Gladding-McBean plant, where the materials are extracted and stockpiled for use in their clay products (City of Lincoln 2008b). According to the Mineral Lands Classification maps for Placer County, the project site and the surrounding area is designated as MRZ-4 (CDC 2018). The MZ-4 designation is defined as "areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources."

The Geologic Energy Management Division (CalGEM) maintains a website that shows the locations of all active, idle, or plugged petroleum oil and natural gas wells in California. The website indicated that there are no petroleum oil and natural gas wells in the city of Lincoln (CalGEM 2025).

Impact Discussion

a-b) The project site and surrounding area are presently urbanized. No mineral extraction operations exist at the property or on nearby parcels and valuable mineral resources are not known to exist on the project site or vicinity. The project site has been mass graded and is currently vacant. As such, the potential of uncovering mineral resources during project construction is considered low. 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 or a locally important mineral resource recovery site, and no impact would occur with respect to these criteria.

Cumulative Impact Discussion

Future anticipated development would not result in the loss of availability of a known mineral resource that would add value to the region and the residents of the state or 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 as the City would continue to implement general plan policies and implementation measures designed to minimize impacts to important mineral resources within the study area resulting from new development (City of Lincoln 2008b). As discussed under Items (a) and (b) above, no mineral extraction operations exist at the property or on nearby parcels and valuable mineral resources are not known to exist on the project site or vicinity. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to mineral resources.

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Noise Terminology

Noise is generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level), which is measured in decibels (dB), with 0 dB corresponding roughly to the threshold of human hearing and 120 dB to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

When a new noise is introduced to an environment, the human reaction can be predicted by comparing the new noise to the ambient noise level, which is the existing noise level consisting of noise from all sources in a given location. In general, the more a new noise exceeds the ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur (Caltrans 2013).

- Except in carefully controlled laboratory experiments, a change of 1-dB cannot be perceived.
- Outside of the laboratory, a change of 3 dB is considered a just-perceivable difference.

- A change in level of at least 5 dB is required before any noticeable change in human response would be expected.
- A change of 10 dB is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

The perceived increases in noise levels described above are applicable to both mobile and stationary noise sources. These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence, the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout the day, besides the slowly changing background noise, is the addition of short duration single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{dn}: A 24-hour day and night A-weighted noise exposure level, which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dB to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level (CNEL); similar to L_{dn}, the CNEL adds a 5-dB "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m. in addition to a 10-dB penalty between the hours of 10:00 p.m. and 7:00 a.m.

L_{eq}: The energy-equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The L_{eq} is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

L_{max}: The instantaneous maximum noise level for a specified period.

Vibration Terminology

As described in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Manual, groundborne vibration can be a serious concern for nearby neighbors, causing buildings to shake and rumbling sounds to be heard (FTA 2018). In contrast to airborne noise, groundborne vibration is not a

common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains; buses and heavy trucks on rough roads; and construction activities such as blasting, sheet pile-driving, and operating heavy earth-moving equipment.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal, which is measured in inches per second. The PPV is most frequently used to describe vibration impacts on buildings. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body. The root mean square amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to express root mean square. The decibel notation acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration assessment include structures (especially older masonry structures), people who spend a lot of time indoors (especially residents, students, the elderly and sick), and vibration-sensitive equipment such as hospital analytical equipment and equipment used in computer chip manufacturing.

The effects of groundborne vibration include the movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction, which would not occur under the proposed project. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin.

Existing Conditions

Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication, and can cause stress and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hotels, hospitals, and nursing homes are considered to be the most sensitive to noise. Places such as churches, libraries, and cemeteries, where people tend to pray, study, and/or contemplate are also sensitive to noise. Commercial and industrial uses are considered the least noise-sensitive.

The project site is undeveloped, and the Lincoln Community Center is adjacent to the east of the project site. Sensitive receptors in the vicinity include single-family residences located on Ahart Court, approximately 125 feet to the northwest, future (under construction); single-family residences located on 3rd Street, approximately 285 feet to the northeast of the project site; single-family residences located on Laehr Drive, approximately 380 feet to the east of the project site; and the Creekside Oaks Elementary School, approximately 320 feet to the west of the project site.

Regulatory Setting

Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while

regulation of stationary sources is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general plans tend to identify general principles intended to guide and influence development plans; local ordinances establish standards and procedures for addressing specific noise sources and activities.

Federal

Truck Operations

Federal regulations establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under Title 40, Part 205, Subpart B of the Code of Federal Regulations. The federal truck pass-by noise standard is 80 dBA at 15 meters (approximately 50 feet) from the vehicle pathway centerline. These regulatory controls are implemented on truck manufacturers.

Vibration

The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table NOI-1**, *Construction Vibration Damage Criteria*.

TABLE NOI-1
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

NOTE: PPV = peak particle velocity
SOURCE: FTA, 2018

State

Vehicle Operations

The State of California establishes noise limits for vehicles licensed to operate on public roads. The pass-by standard for heavy trucks is consistent with the federal limit of 80 dBA. The pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanctions on vehicle operators by state and local law enforcement officials.

Vibration

The California Department of Transportation (Caltrans) has developed guidance on addressing vibration issues associated with construction, operation, and maintenance of transportation projects (Caltrans 2020). **Table NOI-2** shows the Caltrans criteria for human response to transient vibration.

TABLE NOI-2
HUMAN RESPONSE TO TRANSIENT VIBRATION

Human Response	PPV (inches/second)
Severe	2.0
Strongly Perceptible	0.9
Distinctly Perceptible	0.24
Barely Perceptible	0.035

NOTE: PPV = peak particle velocity
SOURCE: Caltrans, 2020.

Local

City of Lincoln General Plan

Noise is addressed in the City of Lincoln General Plan within the Health & Safety Element (City of Lincoln 2008b). The following goals and policies from the General Plan, relevant to noise and vibration are applicable to the proposed project.

Goal: To protect residents from health hazards and annoyance associated with excessive noise levels.

***Policy HS-8.8: Construction Noise*.** The City will provide guidelines to developers for reducing potential construction noise impacts on surrounding land uses.

***Policy HS-8.13: Noise Analysis*.** The City shall require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels. The noise analysis shall:

- Be the responsibility of the applicant.
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Estimate existing and projected noise levels in terms of Ldn/CNEL and compare the levels to the adopted policies of the City's General Plan.
- Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards of the City's General Plan. Where the noise source in question consists of single intermittent events, the acoustical analysis must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
- Estimate noise exposure after the prescribed mitigation measures have been implemented. If the project does not comply with the adopted standards and policies of the City's General Plan, the analysis must provide acoustical information for a statement of overriding considerations for the project.
- Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.

Policy HS-8.15. **Limiting Construction Activities.** The City shall establish restrictions regarding the hours and days of construction activities throughout the City.

City of Lincoln Municipal Code (Noise Control Ordinance)

The City of Lincoln Code of Ordinances mentions noise in various sections but does not have a full section focused on noise. The references to noise in the Code include discussion of loud noise as a public nuisance.

Impact Discussion

a) Construction of the proposed project would result in a temporary increase in ambient noise levels while occupancy of the proposed project could result in a permanent increase in ambient noise levels. A discussion of the effect of these noise increases on nearby sensitive receptors is provided below.

Construction

As discussed in the project description above, while only Phase I of the proposed project with yearlong time frame is moving forward at this time, construction of the entire project would take approximately 14 months, and so to be conservative and to provide environmental clearance for the whole project, this analysis analyzes the construction of Phases I and II concurrently starting in fall 2025. Project construction would result in temporary increases in ambient noise levels. On-site construction activities would require the use of heavy construction equipment (e.g., excavator, loader, crane) that would generate varying noise levels. Off-site construction noise sources would consist of passing trucks and other construction-related vehicles. **Table NOI-3**, *Typical Maximum Noise Levels from Construction Equipment*, shows typical noise levels produced by various types of construction equipment that would operate during the construction of the proposed project.

TABLE NOI-3
TYPICAL MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dBA, L_{max} at 50 feet)
Backhoe	78
Excavator	81
Compactor	83
Air Compressor	78
Dozer	82
Grader	85
Paver	77
Roller	80
Front-End Loader	79
Truck	76

NOTES:
dBA = A-weighted decibels; L_{max} = maximum, instantaneous noise level experienced during a given period of time
These are maximum field measured values at 50 feet as reported from multiple samples.
SOURCE: Federal Highway Administration, *Roadway Construction Noise Model User Guide*, 2006.

Existing sensitive receptors in the area consist of residences on Ahart Court located approximately 170 feet northwest from the project site. Consistent with the general assessment methodology of the FTA, the two noisiest pieces of construction equipment (compactor and excavator) listed in Table NOI-3 were assumed to operate simultaneously at the center of the project construction area for the Stake Park, approximately 245 feet from the nearest residential receptors on Ahart Court. Using the Roadway Construction Noise Model of the Federal Highway Administration, the resultant noise level at the nearest receptor would be 69 dBA (see **Appendix E**). There are no quantitative standards for construction noise specified in the City's municipal code. The FTA's Transit Noise and Vibration Impact Assessment has identified a daytime 1-hour L_{eq} level of 90 dBA as a noise level where adverse community reaction could occur at residential land uses (FTA 2018). Construction noise generated by the proposed project would be below this criterion. Therefore, noise impacts from project construction would be less than significant.

Operation

Playground

Noise from playgrounds and playing field noise of outdoor play areas (of 50 children) generates an average noise level of approximately 55 dB L_{eq} at a reference distance of 50 feet (Bollard Acoustical Consultants 2022) with occasional peak sound levels of 75 dB L_{max} from children vocalizing. The nearest existing noise-sensitive land uses to the project site are residences located approximately 125 feet to the northwest. At this distance, the exposure of noise generated by playgrounds and playing field noise of outdoor play areas at these residences would be approximately 47 dB L_{eq}. The noise levels from the playground and playing field would meet the conditions of the City of Lincoln General Plan exterior noise level limits of 60 CNEL at the nearest existing noise-sensitive (residential) use. Therefore, the impact of the proposed project with respect to playground and playing field noise at existing sensitive uses would be less than significant.

Traffic

The proposed project is not expected to cause a substantial permanent noise level increase. The primary source of noise during project operation would be from the vehicle traffic generated by project residents. These trips would be distributed on the roadway network leading to the project site and would marginally increase associated traffic noise levels along these roadway segments. However, the community park is not expected to generate many vehicle trips, approximately 11 per peak day, as many trips are assumed to be diverted existing trips. Trips would be distributed throughout the day and the addition of one or two vehicle trips in a given hour would not result in a perceptible increase in roadway noise. Consequently, increased noise from vehicle traffic would be less than significant.

b) Operation of the proposed project would not include any activities that would generate significant levels of vibration. Therefore, it is not anticipated that project operation would expose the nearest sensitive receptors or structures to vibration levels that would result in annoyance. For this reason, the following analysis of the proposed project's vibration impacts evaluate only the effects of on-site construction activities.

Construction activity can result in varying degrees of groundborne vibration, depending on the type of soil, equipment, and methods employed. Operation of construction equipment can cause ground vibrations that spread through the ground and diminish in strength with distance. Buildings on the soil near the construction site respond to these vibrations with varying results, ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

There are no structures of historical significance in the vicinity of the proposed project that would be impacted by the proposed project (refer to Section V, *Cultural Resources* for additional details about historic resources). The nearest structure is adjacent to the project site (Lincoln Community Center). Therefore, the analysis below uses a vibration threshold of 0.5 in/sec PPV which is consistent with the FTA's construction vibration criteria for buildings of modern, conventional construction and the Caltrans-identified vibration level that could generate a distinctly perceptible human response to assess impacts.

Construction vibration may generate perceptible vibration when impact equipment (i.e., jack hammer, drill rig) or heavy earth moving equipment (i.e., front end loader, roller compactor, excavator) are used.

Based on groundborne vibration levels for standard types of construction equipment provided by the FTA, other than pile driving equipment, the use of a vibratory roller would be expected to generate the highest vibration levels. Vibratory rollers typically generate vibration levels of 0.210 in/sec PPV at a distance of 25 feet (FTA 2018). If such equipment is operated within 12 feet of a structure the potential exists for the vibration level at the nearest structure to exceed the building damage threshold of 0.5 in/sec PPV. Vibration impacts from other equipment used would be lower. Therefore, the potential exists for the use of some compaction equipment to result in a significant vibration impact. Mitigation Measure NOI-1would ensure that vibration avoidance and reduction measures are implemented to address potential impacts. With implementation of Mitigation Measure NOI-1, impacts related to groundborne vibration or noise from construction would be reduced to less than significant with mitigation.

> **Mitigation Measure NOI-1: Vibration Avoidance and Reduction Measures.** The construction contractor shall implement the following measures to minimize vibration levels during construction activities:
>
> - Use non-vibratory, excavator-mounted compaction wheels and small, smooth drum rollers for final compaction of asphalt base and asphalt concrete if within 12 feet of a conventionally constructed structure. If needed to meet compaction requirements, smaller vibratory rollers shall be used to minimize vibration levels during repaving activities where needed to meet vibration standards.
>
> **Significance After Mitigation:** Implementation of Mitigation Measure NOI-1 would require construction contractors to use non-vibratory equipment when near a conventionally constructed structure, avoid vibratory rollers near sensitive receptors, modify construction methods to reduce vibration levels, and avoid truck loading near

structures. These measures would reduce the potential for construction activities to impact vibration levels by reducing the use of vibratory equipment and implementing buffers around structures. Overall, impacts associated with the potential for construction and operation to generate excessive groundborne vibration or groundborne noise levels would be less than significant with mitigation.

c) The closest airport is the Lincoln Regional Airport, approximately 2.0 miles northwest of the project site. The project site is well outside of the 60 CNEL noise contours for the airport (Placer County 2014). As a result, the proposed project would not expose people residing or working in the area to excessive noise levels from aircraft, and no impact would occur.

Cumulative Impact Discussion

Construction of future anticipated development in the city of Lincoln may result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Future CEQA documentation for individual projects is expected to mitigate construction-related noise impacts to a less-than-significant level. However, the success of these mitigations will depend on factors like impact severity, existing land use, and technical feasibility. As a result, there is no guarantee that construction noise could be mitigated to a less-than-significant level for every individual project, and thus this impact would remain significant and unavoidable (City of Lincoln 2008b). Cumulative construction noise impacts associated with the proposed project would only have the potential of occurring if other development projects in the vicinity of the project site were to be under construction at the same time as the proposed project and if these concurrent projects would be in proximity of the same receptors and would expose the receptors to construction noise. There are no anticipated development projects within proximity to the project site, and thus noise generated by construction of the proposed project would not combine with noise generated during the construction of nearby anticipated development projects to adversely affect nearby sensitive receptors. Therefore, no cumulative impact with respect to construction noise would occur.

In addition, traffic generated by future anticipated development in the city may result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Future CEQA documentation for individual projects is expected to mitigate traffic-related noise impacts to a less-than-significant level. However, the effectiveness of mitigation depends on factors such as the severity of the noise impact, existing land use conditions, and the feasibility of proposed measures. As a result, there is no guarantee that traffic noise could be mitigated to a less-than-significant level for every individual project, and thus this impact would remain significant and unavoidable (Lincoln 2008b). As discussed under Item (a) above, peak hour traffic generated by the proposed project would not meaningfully increase noise levels on roadways accessing the site. Therefore, the project's contribution to this impact would not be cumulatively considerable, and thus the project's cumulative impact with respect to transportation noise would be less than significant.

Next, construction and traffic generated by future anticipated development in the city could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Future CEQA documentation for individual projects is expected to mitigate traffic-related noise impacts

to a less-than-significant level. However, the effectiveness of mitigation depends on factors such as the severity of the noise impact, existing land use conditions, and the feasibility of proposed measures. As a result, there is no guarantee that construction and traffic vibration could be mitigated to a less-than-significant level for every individual project, and thus this impact would remain significant and unavoidable (City of Lincoln 2008b). Like construction noise, cumulative vibration impacts would occur only if the proposed project and other projects were under construction at the same time and located directly adjacent to the same sensitive receptors. As there are no anticipated development projects within proximity to the project site, vibration generated by construction of the proposed project would not combine with vibration generated during the construction of nearby anticipated development projects to adversely affect nearby sensitive receptors. Operational vibration impacts are not anticipated to occur from project operations. While loaded trucks are a known source of low levels of vibration, such activity would be minimal for maintenance activities and rubber-tire vehicles rarely create groundborne vibration problems unless there is a discontinuity in a roadway (FTA 2018). Therefore, no cumulative impact with respect to construction vibration would occur.

Finally, future anticipated development in the city of Lincoln may expose people residing or working within the city to excessive noise levels generated by aircraft if they are located within an airport land use plan area or within the vicinity of a private airstrip. However, with the implementation of several policies that have been developed to address noise and land use compatibility issues associated with future development, this impact would be less than significant (City of Lincoln 2008b). This impact is site-specific and does not cumulate. As discussed under Item (c) above, the project site is well outside of the 60 CNEL noise contours for the Lincoln Regional Airport. Therefore, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to exposing people residing or working within the city to excessive noise levels generated by aircraft.

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The city of Lincoln has a current (2023) population of 52,313 residents (DOF 2023). It is estimated that by 2040, the city will have a population of 66,398 residents (SACOG 2019), an increase of approximately 27 percent above current levels.

Impact Discussion

a) The proposed project does not propose new housing or businesses. The proposed project would involve the construction and operation of a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The construction of the proposed project would temporarily increase construction employees. However, due to the relatively short duration of construction (i.e., 14 months), project construction activities would not induce employees to move to the project vicinity and would not induce population growth or the need for housing. The extension of new domestic water lines for restrooms and landscape irrigation, and electricity for the multi-use amphitheater/court and security lighting would only serve the project site and would not induce further on- or off-site population growth. Given the limited intensity of the proposed development, the proposed project would not induce population growth in the area, and no impact would occur with respect to this criterion.

b) The project site has been mass graded and is currently vacant. No dwelling units exist on the project site. Thus, the proposed project could not result in the displacement of existing people or demolition of existing housing units. The project site would be developed with a 5-acre neighborhood park consisting of a variety of recreational amenities and features. As no existing housing would be displaced, there would be no need for the construction of replacement housing elsewhere. Therefore, no impact would occur with respect to this criterion.

Cumulative Impact Discussion

Anticipated future development in the city of Lincoln would result in an increase in residential population and employment throughout the city. It is expected that anticipated future development in the city would occur as outlined in the City's General Plan, and thus this growth would not be unplanned. Furthermore, while anticipated future development in the city could result in the displacement of existing residents or housing, this displacement is not expected to be substantial as most growth in the city would be directed

toward new growth areas. The proposed project would serve existing residents and does not include residential uses. In addition, no dwelling units exist on the project site. For these reasons, anticipated future development in Lincoln, including the proposed project, would not result in a significant cumulative impact with respect to population and housing.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XV. Public Services				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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 following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Environmental Setting

Fire Protection

The Lincoln Fire Department provides fire protection and emergency medical services in Lincoln. The department maintains a minimum of six firefighters on shift every day at three fire stations located throughout the city. Policy PFS-8.4 of the Lincoln General Plan establishes 5 minutes or less as the standard response time to calls for service.

Police Protection

Police protection services are provided by the Lincoln Police Department. The department has a staff of 24 sworn officers, with an additional three unfilled officer positions and nine professional staff personnel. The station is at the northeast corner of H Street and 7th Street. Policy PFS-8.14 of the Lincoln General Plan establishes 5 minutes or less as the standard response time to calls for service.

Schools

Public schools in the project area are maintained by the Western Placer Unified School District. This school district includes eight elementary schools serving students from kindergarten through fifth grade, two middle schools serving students from sixth to eighth grade, and two high schools.

Parks

The City of Lincoln Department of Public Works is responsible for operating parks, trails, and recreation facilities serving the city of Lincoln. The Recreation Division of the City is responsible for operating recreational programs. The City maintains 1,838 acres of open space, approximately 180 acres of parks, inclusive of approximately 24 park sites with varying amenities, and six city facilities, including a public pool.

Libraries

The city of Lincoln is served by the Lincoln Public Library, which is located at 485 Twelve Bridges Drive. The library features sections for adults and children, along with meeting rooms, study rooms, and a homework center.

Impact Discussion

a.i) Construction and operation of the proposed project would place additional demands on police protection services in the city. A further discussion on these demands is provided below.

Construction

The project site would be developed with a 5-acre neighborhood park consisting of a variety of recreational amenities and features. Construction activities associated with the proposed project may temporarily increase the demand for fire protection and emergency medical services, and may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings, and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with the requirements of the California Division of Occupational Safety and Health, all construction managers and personnel would be trained in fire prevention and emergency response. Further, fire suppression equipment specific to construction would be maintained on the project site. As applicable, construction activities would be required to comply with the 2022 CBC and 2022 California Fire Code (CCR, Title 24, Part 9).

Construction activities could involve temporary lane closures along Joiner Parkway and/or 1st Street for delivery of construction materials. However, the effects of the closures would be temporary and on an intermittent basis. Furthermore, a traffic control plan would be prepared in order to minimize disruptions to traffic flow and maintain emergency vehicle access to the project site and neighboring land uses. As a component of the traffic control plan, the times of day and locations of all temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the extent feasible. Such events would be coordinated with neighboring construction projects, as necessary. Truck routes for material and equipment deliveries, as well as for soil export and disposal, would require approval from the City's Public Works Department prior to construction activities. These practices, as well as techniques typically employed by emergency vehicles to clear or circumvent traffic (i.e., lights and sirens), are expected to limit the potential for significant delays in emergency response times during construction of the proposed project.

Overall, with compliance with the applicable requirements of the 2022 CBC and 2022 California Fire Code, and due to the temporary nature of the necessary construction activities, the temporary impact on fire protection and emergency medical services during construction would be less than significant, and no mitigation measures are required.

Operation

Operational activities associated with the proposed project could increase the demand for fire protection and emergency medical services given that the project would draw daytime visitors to

a site that is presently vacant. As discussed above, Lincoln Fire Station No. 34 is located approximately 250 feet south of the project site along Joiner Parkway. Due to the proximity of the station, service calls are anticipated to be responded to within the Fire Department's desired response times of 5 minutes or less for engines to arrive on scene after a call for service has been placed. The proposed project would also be subject to compliance with fire protection design standards, as applicable, per the 2022 CBC and the 2022 California Fire Code, to ensure adequate fire protection. As a result, no new or expanded fire stations would be required to serve the proposed project, and the long-term impact with respect to fire protection during operation would be less than significant. No mitigation is required.

a.ii) Construction and operation of the proposed project would place additional demands on police protection services in the city. A further discussion on these demands is provided below.

Construction

During construction, equipment and building materials could be temporarily stored on-site and on the temporary, off-site lay-down area, which could result in theft, graffiti, and vandalism. The construction site would be fenced along the perimeter, with the height and fence materials subject to review and approval by the City's Department of Public Works. Furthermore, as discussed above, a traffic control plan would be prepared for the proposed project to minimize disruptions to through traffic flow, maintain emergency vehicle access to the project site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. Given the visibility of the project site from adjacent roadways and surrounding properties, existing police presence in the city, maintained emergency access, and construction fencing, the proposed project is not expected to increase demand on existing police services. As such, the temporary impact with respect to police protection services during construction would be less than significant, and no mitigation is required.

Operation

Operational activities associated with the proposed project could increase the demand for police protection services. The proposed project would include the development of a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The proposed project would operate from dawn until dusk initially with hours extended to 8 p.m. in the future after lights are installed. The park would be partially enclosed with fencing or walls; security lighting located along walkways and trails and within the play areas and parking lot.

Like all building applications within the city, the Police Department would be provided the opportunity to review and comment upon development plans to facilitate opportunities for improved emergency access and response; ensure the consideration of design strategies that facilitate public safety and police surveillance; and other specific design recommendations to enhance public safety and reduce potential demands upon police protection services. Furthermore, the proposed project would not result in new homes or business or an increase in employees or population. Accordingly, the Police Department's response times would not be substantially changed such that response time objectives are compromised in any significant manner. Finally, new or expanded police facilities to be constructed or the need to hire additional staffing to the police protection facilities servicing the project site because of project

implementation is not anticipated. Therefore, the long-term impact with respect to police protection services during operation would be less than significant, and no mitigation is required.

a.iii) The proposed project would include the development of a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The proposed project would not include housing or generate new residents, employees, or school-aged children that would place additional demand on school facilities. As a result, no impact would occur with respect to schools.

a.iv) The proposed project would not result in a population increase that would necessitate additional parks, recreational facilities, or alteration of existing facilities, and project operation would not adversely affect the use or condition of existing facilities. The proposed project involves the development of a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The proposed project would not include housing or generate new residents or employees that would demand space for additional parks. As a result, no impact would occur with respect to parks.

a.v) The proposed project involves the development of a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The proposed project would not include housing or generate new residents or employees that would demand space for additional public facilities, such as libraries. As a result, no impact would occur with respect to other public facilities.

Cumulative Impact Discussion

Future anticipated development in the city of Lincoln would require the construction of additional fire, police, recreational, and community facilities, such as schools, libraries and City administrative facilities, throughout the city. The construction of these facilities could have an adverse physical effect on the environment, and even with the implementation of general plan policies and implementation measures designed to minimize the effects of these facilities on the environment, it is possible that some significant environmental effects could remain (City of Lincoln 2008b). As discussed under Items (a.i) and (a.ii) above, no new or expanded fire and/or police facilities would be required to serve the proposed project. Furthermore, as discussed under Items (a.iii) through (a.v) above, the proposed project would not create demand for schools, parks and library facilities. For these reasons, the project's contribution to this impact would not be cumulatively considerable, and the cumulative impact with respect to fire, police, schools, parks and recreation, and community facilities would be less than significant.

Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION —				
a) Would the project 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?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Setting

As discussed in Section XV, the City maintains 1,838 acres of open space, approximately 180 acres of parks, and six city facilities, including a public pool.

Impact Discussion

a) The proposed project involves the development of a 5-acre neighborhood park consisting of a variety of recreational amenities and features. The proposed project would provide increased recreational opportunities for the community. The proposed project would draw residents to the new park and therefore would not 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. Therefore, no impact would occur with respect to this criterion.

b) The proposed project would provide new recreational opportunities in the area, and the construction and operation of the proposed neighborhood park would not result in adverse physical impacts to the environment. The proposed project is not a component of a separate project. Impacts that would occur during the construction of the proposed project have been considered throughout the discussion of environmental impacts in this study. Therefore, with implementation of the mitigation measures as described herein, recreation-related impacts would be less than significant, and no additional mitigation is required.

Cumulative Impact Discussion

Future anticipated development in the city of Lincoln could result in the substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities through increased use. However, with the implementation of general plan policies and implementation measures designed to minimize impacts to recreation resources, this impact would be reduced to a less-than-significant level (City of Lincoln 2008b). As discussed under Item (a) above, the proposed project would draw residents to the new park and therefore would not 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. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to the deterioration of existing neighborhood and regional parks or other recreational facilities through increased use would be less than significant.

Transportation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 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?	☐	☐	☒	☐

Environmental Setting

The proposed project is in the western portion of Lincoln. Specifically, the project site is located west of Joiner Parkway generally between 1st and 3rd Streets. Specifically, the project site is bound by a vacant parcel to the north, Joiner Parkway to the east, 1st Street to the south, and the Lincoln Community Center and Creekside Oaks Elementary School to the west.

Primary regional access to the project site is provided by State Route 65 to the south/southwest via a nearby interchange with Ferrari Ranch Road. Local access is provided by Joiner Parkway to the east and 3rd Street to the south. Joiner Parkway is designated as a Major Arterial on the City of Lincoln General Plan Land Use and Circulation Diagram.

Impact Discussion

a) The proposed project would not conflict with any applicable plans, ordinances, or policies establishing measures for effectiveness of the performance of the circulation system, such as the city of Lincoln General Plan Mobility Element, as the proposed project would only add 3.9 daily trips per day to the existing roadway network during the week, 9.8 daily trips per day to the existing roadway network on Saturdays, and 10.9 daily trips per day to the existing roadway network on Sundays. The reason why the number of daily trips generated by the park would be so minimal is because future park patrons are mainly nearby residents who are already using existing parks and amenities elsewhere. For this reason, the proposed project would not have a substantive impact related to level of service, such that it would conflict with General Plan Policy T-2.3.

The proposed project would also not prohibit access to existing transportation facilities in the project area, including pedestrian and bicycle facilities surrounding the project site. The project would provide access and connectivity to the surrounding pedestrian infrastructure, maintaining pedestrian accessibility consistent with General Plan Policies T-5.9 and T-5.10. As such, the project would not conflict with any plans, ordinances, or policies related to pedestrian and bicycle transportation. Therefore, this impact would be less than significant, and no mitigation would be required.

b) The proposed project would add to the array of recreational amenities in the City of Lincoln. As described above, the project would be anticipated to generate a small number of additional daily vehicle trips, which would have associated vehicle miles traveled (VMT). The Governor's Office of Planning and Research (OPR) has prepared a technical advisory (OPR Technical Advisory) to provide guidance on evaluating impacts with respect to VMT under CEQA, which can be used by local agencies where local guidelines for evaluating VMT have not been established. The OPR Technical Advisory states that, absent substantial evidence otherwise, the addition of 110 or fewer daily trips could be presumed to have a less-than-significant VMT impact. As discussed under Item (a) above, the proposed project would generate between 3.9 and 10.9 daily trips, depending on the day, well below the 110 or fewer daily trips threshold.

In addition to generation of vehicle trips that would be within the screening threshold provided by the OPR Technical Advisory, the project would be considered to potentially reduce VMT. By offering closer options for recreation near residences and workplaces, some park users may travel shorter distances to access the recreational amenities provided by the proposed project, relative to current distances traveled to access such amenities elsewhere. For this reason, the creation of local recreational amenities is considered to contribute to a reduction in VMT per capita.

For the reasons described above, the proposed project would be anticipated to contribute to a reduction in overall regional VMT and would generate vehicle trips well below the OPR screening threshold. Thus, the proposed project is presumed to have a less-than-significant impact with respect to VMT. No mitigation is required.

c) A traffic control plan would be prepared for the proposed project to minimize disruptions to thru traffic flow, maintain emergency vehicle access to neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. As a component of the traffic control plan, the times of day and locations of all temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the extent feasible.

There are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the vicinity of the project site. The proposed project would not alter existing street patterns in the vicinity. Therefore, the impact with respect to a substantial increase in hazards due to a geometric design feature or incompatible uses would be less than significant, and no mitigation is required.

d) Emergency access to the southern portion of the project site as well as the skate park to be constructed during Phase I would be provided by existing entrances to the existing Community Center from 1st Street. Emergency access to the northern portion of the site would be provided by the entrance to the northern parking lot from Joiner Parkway. The entrances to the existing Community Center parking lot were constructed to city standards and thus are adequate to provide access to emergency vehicles while the entrance to the northern parking lot would be constructed to city standards and thus allow adequate access to emergency vehicles. For these reasons, the impact with respect to inadequate emergency access would be less than significant, and no mitigation is required.

Cumulative Impact Discussion

Future anticipated growth in the city of Lincoln would adhere to policies found in the City of Lincoln 2050 General Plan that ensure that adequate access is provided and maintained for all city land uses. As a result, cumulative development on- and off-campus would not conflict with local plans that address the circulation system. Furthermore, future anticipated growth in the city would be required to comply with City roadway design standards, and thus cumulative development would avoid creating hazardous roadway conditions. Finally, access to future anticipated development in the city of Lincoln would also be reviewed by the Lincoln fire department to ensure that adequate emergency access is provided. As discussed in Item (a) above, the proposed project would not conflict with any applicable plans, ordinances, or policies establishing measures for effectiveness of the performance of the circulation system as it would not add a substantial number of trips to the existing roadway network. In addition, as discussed in Items (c) and (d) above, the proposed project would not alter existing street patterns in the vicinity of the project site and the existing and proposed vehicle entrances to the proposed project were either constructed or will be constructed to city standards. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to transportation plans, roadway hazards, and access would be less than significant.

Future anticipated growth in the city of Lincoln may result in the generation of VMT that exceeds the regional average. However, as discussed under Item (b), the proposed project would contribute to lower VMT per capita by providing additional recreational options to nearby residents, thereby reducing potential distances traveled to access recreational amenities now made available by the proposed project. Therefore, the proposed project would not have a significant cumulative impact related to VMT.

Tribal Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) 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	☐	☒	☐	☐
ii) 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 Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting

The cultural, archaeological, and historical resources related to the project site are discussed above in Section V, *Cultural Resources*.

Impact Discussion

a.i/ii) Tribal cultural resources are: (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, in the California Register of Historical Resources (California Register), or local register of historical resources, as defined in Public Resources Code (PRC) Section 5020.1(k); or (2) a resource determined by the CEQA lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). For a cultural landscape to be considered a tribal cultural resource, it must be geographically defined in terms of the size and scope of the landscape (PRC Section 21074[b]). A historical resource, as defined in PRC Section 21084.1, a unique archaeological resource, as defined in PRC Section 21083.2(g), or a non-unique archaeological resource, as defined in PRC Section 21083.2(h), may also be a tribal cultural resource.

Through background research at the Northwest Information Center (NCIC) of the California Historical Resources Information System, no known archaeological resources that could be considered tribal cultural resources, that are listed or determined eligible for listing in the California Register, or that are included in a local register of historical resources as defined in PRC Section 5020.1(k), pursuant to PRC Section 21074(a)(1), would be impacted by the project.

ESA contacted the NAHC on April 16, 2024 to request a search of the NAHC's Sacred Lands File and a list of Native American representatives who may have interest in the project. The NAHC replied on April 29, 2024. The NAHC reply indicated that the Sacred Lands File has no record of any cultural resources in the project vicinity and included a list of Native American representatives who may be interested in the project (ESA 2024). On April 29, 2025, the City mailed (via certified mail) and emailed outreach letters, requesting information relating to tribal cultural resources in the project vicinity.

The City received two responses from the outreach effort. Wilton Rancheria (Wilton) responded by email on April 29, 2025. Wilton is a federally recognized Tribe listed in the Federal Register, Volume 74, Number 132, p. 33468-33469. The Tribe's service delivery area as listed in the Federal Register is Sacramento County. The Tribe's Trust Lands are in Sacramento County, however, the Tribe's ancestral territory spans from Sacramento Conty to portions of the surrounding counties. Wilton responded that although the project is within their ancestral territory, they do not have any comments and do not wish to open consultation for the project.

The United Auburn Indian Community (UAIC) responded by email on May 16, 2025. The UAIC is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the project site. As described in the response, the Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations. The UAIC conducted background research for the identification of tribal cultural resources for the project, which included a review of pertinent literature, historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the NAHC. The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. Based on the UAIC review, the project site is not culturally sensitive, and a tribal survey was not recommended. Recommendation for inadvertent discovery mitigation measures were provided.

Based on the above discussion, the City of Lincoln did not identify any tribal cultural resources listed or eligible for listing in the California Register, nor did they determine any tribal cultural resources to be significant pursuant to criteria set forth in Subdivision (c) of PRC Section 5024.1.

In the event that cultural materials are identified during project implementation that are determined to be tribal cultural resources, implementation of **Mitigation Measure TCR-1** would reduce potentially significant impacts to less than significant. This mitigation would ensure that work is halted in the vicinity of a find until a Native American tribal representative can make an assessment and provide additional recommendations.

> **Mitigation Measure TCR-1: Inadvertent Discovery of Tribal Cultural Resources.** If any suspected tribal cultural resources or resources of cultural significance, including but

not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project site and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a tribal monitor, cultural resources specialist, or professional archaeologist. A tribal representative and the City of Lincoln shall be immediately notified, and the tribal representative in coordination with the City of Lincoln shall determine if the find is a tribal cultural resource and the tribal representative shall make recommendations for further evaluation and treatment as necessary.

Cumulative Impact Discussion

The geographic context for the analysis of cumulative effects related to tribal cultural resources is the project site and immediate vicinity identified as the territory of the local Native American communities.

Cumulative development in portions of the Central Valley identified as the territory of the local Native American communities could result in significant cumulative impacts to tribal cultural resources as confidential tribal cultural resource locations, including ethnographic landscapes and indigenous archaeological resources, have been identified in the vicinity according to the NCIC database. Development in the vicinity is subject to review under CEQA and/or is required to obtain necessary permits and approvals from federal and state resource agencies. As a result of these processes, each project would be required to avoid, minimize, and compensate for its impacts on tribal cultural resources in consultation with Native American Tribes, such that the cumulative impact would be reduced, though not completely eliminated. Because not all such impacts from these other projects have been or can be reduced with certainty to less-than-significant levels, the loss of any tribal cultural resources would result in a significant cumulative impact.

As discussed under Item (a.i/ii)) above, no cultural materials were identified in the project site as a result of the records search, survey effort, or during tribal consultation. However, there is the possibility of uncovering buried resources during ground disturbance, and thus construction of the proposed project could negatively affect these resources. However, with implementation of Mitigation Measure TCR-1, the contribution of the proposed project to impacts on tribal cultural resources in the vicinity of the project site identified as the territory of the local Native American communities would not be cumulatively considerable, and thus the impact with respect to cumulative tribal cultural resources would be less than significant.

Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Require or result in 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?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Water

The City of Lincoln provides potable water to all residents and commercial customers within the city limits. The City receives its water supply from Placer County Water Agency and Nevada Irrigation District as well as groundwater and recycled water. In 2020, imported surface water made up most of the City's supply (76 percent) followed by recycled water (19 percent) and ground water (5 percent). In the future, the City will continue to be dependent on imported surface water for most of its supply. Between 2025 and 2045, imported surface water would make up between 71 to 75 percent of the City's supply while recycled water would make up between 16 and 21 of supply and ground water would make up 8 percent of supply (City of Lincoln 2021). The City's Urban Water Management Plan (2021) states that the City would have adequate water supply during normal, dry, and multiple dry years up to 2045.

The City maintains approximately 236 miles of water system pipelines. Distribution pipelines sizes range from 6 to 16 inches in diameter, while larger transmission mains range from 18 to 36 inches in diameter. A majority (93 percent) of the City's pipelines consist of distribution mains (City of Lincoln 2021).

Wastewater

Wastewater generated by the proposed project would be conveyed to the City's Wastewater Treatment and Reclamation Facility, located on Fiddyment Road, between Athens Avenue and Moore Road, for treatment and disposal. The plant has a current dry weather capacity of 5.9 million gallons per day (MGD) and presently treats and average dry weather flow of 5.0 MGD (City of Lincoln 2024a).

The City maintains over 200 miles of main lines, 58 miles of laterals, 17 miles of force mains, 3,558 utility access holes, and 10 sewer lift stations (City of Lincoln 2024b).

Stormwater

The city's drainage system includes valley gutters, underground pipes, and drop inlets. The urban areas drain into Auburn Ravine and Markham Ravine. In non-urban areas, drainage occurs via overland flow and through various drainage swales that lead to the two ravines and their tributaries (City of Lincoln 2008b).

Solid Waste

The City's Solid Waste Division serves all residential and commercial customers in the city and picks up solid waste, recyclables, and yard waste. Recyclable, mixed, and yard wastes are taken to the Western Placer Waste Management Authority's Material Recovery Facility located at 3033 Fiddyment Road, and all other materials are taken to the Western Regional Sanitary Landfill located at 3195 Athens Avenue.

The Material Recovery Facility has a daily permitted throughput of 1,750 tons/day for recyclable waste and a maximum permitted throughput of 205 gallons/day for green waste (CalRecycle 2024a). The Western Regional Sanitary Landfill has a maximum permitted throughput of 1,900 tons/day for solid waste and 29,093,819 cubic yards of remaining capacity (CalRecycle 2024b).

Electricity and Natural Gas

Electric services are provided by Pacific Gas and Electric Company (PG&E). Electricity is distributed by PG&E through a network of substations and transmission lines. Electricity is transported long distances by high voltage lines, passed through a substation, and distributed to individual customers via lower voltage lines. Typically, electricity is transmitted by 66-kilovolt lines for direct customer use (City of Lincoln 2008a).

Impact Discussion

a) The proposed project would connect to existing utility infrastructure that currently serves the project site. The existing water distribution, sewer conveyance, storm drain conveyance, and electrical distribution systems in the area have adequate capacity to serve the proposed project; no off-site improvements to these systems would be required. As a result, no new or upgraded utility infrastructure would be needed to serve the proposed project, the construction or relocation of which could cause significant environmental effects. This impact is less than significant, and no mitigation would be required.

b) Construction and operation of the proposed project would result in a demand for water supplies. Water used during construction activities would be used for soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Water demand during operation would be for landscaping and restroom facilities.

   The proposed project would provide drought tolerant landscaping or other low-water landscaping to the greatest extent feasible. The proposed project does not propose habitable structures. Due to the negligible amount of water anticipated to be used by the proposed project, the existing water entitlements and water resources serving the city would be sufficient to serve the project. As a result, the impact with respect to water supplies would be less than significant, and no mitigation is required.

c) While the proposed project does not propose habitable structures, it does provide a restroom facility. The restrooms would not generate a substantial amount of wastewater. As a result, the additional wastewater generated by the proposed project is not expected to exceed the flow capacity of local wastewater conveyance infrastructure or the treatment capacity at the City's Wastewater Treatment and Reclamation Facility. Therefore, the City has adequate wastewater treatment capacity to serve the project's projected demand in addition to its existing commitments. The impact with respect to wastewater treatment would be less than significant, and no mitigation is required.

d) Construction of the proposed project would result in generation of solid waste such as scrap, lumber, concrete, packing materials, and plastics, which could require disposal of construction-associated debris. Construction-related solid waste is anticipated to be nominal. Furthermore, it is anticipated that a large amount of the construction debris would be recycled. Disposal and recycling of the construction debris would be required to comply with all federal, state, and local regulations.

Operation of the proposed project is anticipated to generate a negligible amount of solid waste. The park will have trash receptacles emptied weekly. Maintenance of the landscaped areas throughout the park is anticipated to generate a small amount of trash and debris, including green waste. Construction and operational waste generated on the project site is anticipated to be disposed of at Western Regional Sanitary Landfill. Due to the small amount of solid waste generated by the proposed project, it is anticipated that the landfill could accommodate the park's solid waste generation. As such, the impact with respect to landfill capacity would be less than significant, and no mitigation is required.

e) All local governments, including the City, are required under AB 939, the Integrated Waste Management Act of 1989, to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. The waste generated by the proposed project would be incorporated into the waste stream of the city, and diversion rates would not be substantially altered. The proposed project does not include any component that would conflict with state laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. As such, the impact with respect to compliance with statutes and regulations related to solid waste would be less than significant, and no mitigation is required.

Cumulative Impact Discussion

Future anticipated development in the city of Lincoln would either connect to existing utility infrastructure or require the construction of new utility infrastructure. When new or expanded utility infrastructure is needed to serve planned growth in the city, this infrastructure would be subject to CEQA requirements for environmental assessment, which would allow for the identification and consideration of potential impacts and mitigation. As a result, potential impacts associated with new or expanded infrastructure would be minimized to the maximum extent feasible. As discussed under Item (a) above, no new or upgraded utility infrastructure would be needed to serve the proposed project. For these reasons, the cumulative impact of the proposed project and anticipated future development in the city with respect to utility infrastructure would be less than significant.

Future anticipated development in the city of Lincoln would require new or expanded water supply entitlements. However, with the implementation of general plan policies and implementation measures designed to ensure the provision of an adequate water supply and that new development assists in the planning and financing of their share of future required infrastructure consistent with adopted city-wide Master and Specific Plans, this impact would be less than significant (City of Lincoln 2008b). As discussed in Item (b) above, due to the negligible amount of water anticipated to be used by the proposed project, the existing water entitlements and water resources serving the city would be sufficient to serve the project. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to water supply would be less than significant.

Future anticipated development in the city of Lincoln could require additional wastewater treatment capacity to serve future projected demand in addition to existing commitments. However, with the implementation of general plan policies and implementation measures designed to ensure that new development projects plan and finance future required wastewater infrastructure consistent with adopted city-wide Master and Specific Plans, this impact would be less than significant (City of Lincoln 2008b). As discussed in Item (c) above, the additional wastewater generated by the proposed project is not expected to exceed the flow capacity of local wastewater conveyance infrastructure or the treatment capacity at the City's Wastewater Treatment and Reclamation Facility. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to wastewater treatment capacity would be less than significant.

Future anticipated development in the city of Lincoln could produce substantive amounts of solid waste that would exceed the permitted capacity of a landfill serving the study area. However, with the implementation of general plan policies and implementation measures designed to provide continued solid waste recovery and delivery services and solid waste reduction programs, this impact would be less than significant. As discussed in Item (d) above, due to the small amount of solid waste generated by the proposed project, it is anticipated that the Western Regional Sanitary Landfill could accommodate the park's solid waste generation. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to solid waste disposal capacity would be less than significant.

Wildfire

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) 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 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting

According to CAL FIRE, the city, including the project site, is not located within a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zone. CAL FIRE has a legal responsibility to provide fire protection on all SRA lands, which are defined based on land ownership, population density and land use. Local cities and jurisdictions are responsible for fire protection on all land designated as Local Responsibility Areas. The area east of the city is mapped within an SRA Moderate FHSZ (CAL FIRE 2024).

Impact Discussion

a-e) An SRA is the area in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. Local Responsibility Areas are incorporated cities, urban regions, agricultural lands, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract. Classification of a wildland zone as Moderate, High or Very High fire hazard is made by the CAL FIRE and is based on the average hazard across the area included in the zone; zones have a minimum size of 200 acres.

The project site is not located in or near an SRA or within a high, moderate, high or very high fire hazard severity zone. Therefore, the proposed project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires, and this impact would be less than significant. No mitigation is required.

Cumulative Impact Discussion

Future anticipated development in the city of Lincoln could expose people or structures to a significant risk of loss, injury, or death involving wildland fires. However, with the implementation of general plan policies and implementation measures designed to provide continued fire (including wildland fires) protection services, this impact would be less than significant. As discuss under Items (a) through (e) above, the project site is not located in or near an SRA or within a high, moderate, high or very high fire hazard severity zone. Therefore, the cumulative impact of the proposed project and anticipated future development in the city with respect to wildfire would be less than significant.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XXI. MANDATORY 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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 with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Discussion

a) Construction activities associated with the proposed project would not have the potential to result in significant impacts to special-status and non-special-status migratory bird nests with pre-construction surveys implemented for nesting birds and raptors, including Swainson's hawk and burrowing owl, to avoid such impacts. In addition, the project area does not contain any riparian areas, wetlands, or waters of the U.S. However, two isolated vernal pools present on the project site may be considered waters of the state. Through participation in the PCCP, impacts to the two vernal pools will be mitigated by preserving vernal pool habitat in the PCCP vernal pool complex reserve system in Placer County. Therefore, the proposed project would not have the potential to 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, nor reduce the number or restrict the range of a rare or endangered plant or animal.

As with any project that involves ground disturbance, construction activities associated with the proposed project have the potential to result in significant impacts to previously unknown subsurface archaeological resources or human remains encountered during site grading and excavation activities. Any potential adverse effects to unknown archaeological resources or human remains resulting from soil disturbance would be reduced to a less-than-significant level by the implementation of Mitigation Measures CUL-1 and CUL-2, which address the accidental discovery of previously unknown archaeological resources or human remains. Therefore, the proposed project would not eliminate examples of the major periods of California history or prehistory.

b) Each environmental topic area in this Initial Study includes an analysis of cumulative impacts. No significant cumulative impacts from the proposed project have been identified.

c) The proposed project would not directly or indirectly cause significant adverse effects on human beings. Air pollutant emissions, hazardous materials, and noise would be the only resources through which the proposed project could have an effect on human beings; however, all impacts with regard to air quality, hazardous materials, and noise would either be less than significant or reduced to less than significant with mitigation, and the proposed project would therefore avoid causing substantial adverse effects on human beings. For all other resource areas, the proposed project would either have no significant impacts, or involve impacts that would not affect human beings.

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None.

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None.

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None.

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CHAPTER 7
Report Preparers

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Appendix A
Mitigated Negative Declaration

Draft Mitigated Negative Declaration

Lead Agency

City of Lincoln

Project Proponent

City of Lincoln

Project Location

The project site is in west Lincoln, approximately a quarter mile north of Auburn Ravine and a half mile northeast of State Route 65 (SR 65). Regional access to the site is provided by SR 65 via an interchange with Ferrari Ranch Road. Local access to the project site is provided by Joiner Parkway, which is designated as a Major Arterial by the Lincoln 2050 General Plan, to the east and 1st Street, a local street, to the south. The project site is located on an approximately 1.5-acre rectangular lot on the northwestern corner of Joiner Parkway and 1st Street (Assessor's Parcel Number 021-321-042).

Project Description

The proposed project consists of a park. Major recreational amenities and features provided by the proposed project would include a skate park; a basketball court; pickleball courts, a lawn area/field; playground with permeable resilient surfacing, an intergenerational plaza, and classrooms. Other components include pedestrian concrete paving, north and south parking lots, restrooms, tables and chairs, a shade structure, and a decorative metal fence.

The project would be constructed in two phases. Phase I would consist of the skate park and pedestrian paths linking the skate park to the existing Community Center. Phase II would consist of the basketball court; pickleball courts, lawn area/field; playground with permeable resilient surfacing, an intergenerational plaza, and classrooms. Phase I is proposed to be constructed at this time. Phase II will be constructed when funding becomes available in the future.

Mitigation Measures

Mitigation Measure BIO-1: Avoid and Minimize Impacts on Special-Status Bird and Raptor Species. A pre-construction survey for nesting birds shall be conducted within 250 feet of the study area if construction will commence during the nesting bird season from February 1 to September 15 to detect any active nests. A pre-construction nesting survey for raptors, including Swainson's hawk, shall be conducted within a 0.25-mile radius of the site to identify any potential raptor nests from February 1 to September 15. This survey shall occur within 14 days prior to the start of construction. If no nests are detected, then the survey is complete. If an active nest is detected, then a nest buffer and/or biological monitoring of the active nest shall be implemented.

A pre-construction survey shall also be conducted within 250 feet of the study area to confirm the presence or absence of burrowing owls within 14 days prior to the start of construction. If a

burrowing owl individual or signs of burrowing owl use is detected, then an avoidance buffer and/or biological monitoring may be implemented to protect the burrowing owl individual(s).

Mitigation Measure BIO-2: Participate in Placer County Conservation Program and Pay into In-Lieu Fee Program for Impacts to Vernal Pool Habitat. The 0.30 acre of vernal pools are unlikely to qualify as waters of the U.S. because of a lack of continuous surface connection to a relatively permanent water. These aquatic resources are likely to qualify as waters of the state because they are either natural, modified, or artificial but unmaintained wetlands. To mitigate for the impact to these vernal pools, the project will participate in the PCCP's aquatic resources in-lieu fee program and pay the PCCP fees, calculated by the size of the two vernal pools, prior to filling these aquatic resources. This mitigation will support the PCCP's goal to preserve as much vernal pool habitat in the 60,000-acre vernal pool preserve system within Placer County and the funds acquired through the PCCP fee payment will further fund that goal of vernal pool land acquisition.

Mitigation Measure CUL-1: Cultural Resources Awareness Training and Inadvertent Discovery of Archaeological Resources or Tribal Cultural Resources. Before any ground-disturbing and/or construction activities, an archaeologist meeting or under the supervision of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology shall conduct a training program for all construction and field personnel involved in project-related ground disturbance prior to such personnel conducting any on-site activities. If a Native American Tribe has expressed interest in the project during tribal consultation, they shall be invited to participate in the training program. The training shall outline the general archaeological sensitivity of the area and the procedures to follow if an archaeological resource and/or human remains are inadvertently discovered during project-related activities.

If pre-contact or historic-era archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt, and a qualified archaeologist, defined as an archaeologist meeting Secretary of the Interior's Professional Qualifications Standards for Archeology, shall inspect the find within 24 hours of discovery and notify the City of Lincoln of their initial assessment. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools (e.g., hammerstones, pitted stones). Historic-era materials might include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse.

If the City of Lincoln determines, based on recommendations from the archaeologist and, if the resource is indigenous and a Native American Tribe has expressed interest, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines Section 15064.5) or a tribal cultural resource (as defined in PRC Section 21080.3), the resource shall be avoided, if feasible. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If avoidance is not feasible, the City of Lincoln shall consult with appropriate Native American Tribes (if the resource is pre-contact), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally

appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).

Mitigation Measure CUL-2: Inadvertent Discovery of Human Remains. In the event of discovery or recognition of any human remains during construction activities, all such activities within 100 feet of the find shall cease until the Placer County Coroner has been contacted to determine that no investigation of the cause of death is required. The NAHC shall be contacted within 24 hours if the Coroner determines that the remains are Native American. The NAHC shall then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the City of Lincoln for the appropriate means of treating the human remains and any grave goods.

Mitigation Measure NOI-1: Vibration Avoidance and Reduction Measures. The construction contractor shall implement the following measures to minimize vibration levels during construction activities:

- Use non-vibratory, excavator-mounted compaction wheels and small, smooth drum rollers for final compaction of asphalt base and asphalt concrete if within 12 feet of a conventionally constructed structure. If needed to meet compaction requirements, smaller vibratory rollers shall be used to minimize vibration levels during repaving activities where needed to meet vibration standards.

Determination

In accordance with CEQA, a Draft Initial Study was prepared by the City of Lincoln that evaluated the environmental effects of the proposed project. On the basis of the project's Draft Initial Study, the Campus determined that with the incorporation of the proposed mitigation measures, the proposed project could not have a significant effect on the environment.

Public Review

In accordance with Section 15073 of the CEQA Guidelines, the Initial Study/Proposed Mitigated Negative Declaration for the project was circulated for public and agency review from XXXX to XXXX. Comments received during the review period and responses to these comments are presented in the Final Initial Study.

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Appendix B
Air Quality and Greenhouse Gas Calculations

Community Center Park Master Plan Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Community Center Park Master Plan
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	7.80
Location	38.887519602188206, -121.3138799951407
County	Placer-Sacramento
City	Lincoln
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	447
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.24

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

City Park	5.00	Acre	5.00	0.00	217,800	217,800	—	—
Parking Lot	50.0	Space	0.73	0.00	0.00	—	—	—
Other Non-Asphalt Surfaces	0.50	Acre	0.50	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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.41	1.18	10.6	13.8	0.02	0.43	0.17	0.60	0.40	0.04	0.44	—	2,622	2,622	0.10	0.03	0.75	2,635
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.00	3.36	31.7	30.8	0.05	1.37	7.84	9.21	1.26	3.98	5.24	—	5,468	5,468	0.22	0.05	0.02	5,488
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.05	0.88	7.97	9.82	0.02	0.33	0.51	0.84	0.31	0.23	0.53	—	1,840	1,840	0.07	0.02	0.21	1,849
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	0.16	1.45	1.79	< 0.005	0.06	0.09	0.15	0.06	0.04	0.10	—	305	305	0.01	< 0.005	0.03	306

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.41	1.18	10.6	13.8	0.02	0.43	0.17	0.60	0.40	0.04	0.44	—	2,622	2,622	0.10	0.03	0.75	2,635
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.00	3.36	31.7	30.8	0.05	1.37	7.84	9.21	1.26	3.98	5.24	—	5,468	5,468	0.22	0.05	0.02	5,488
2026	1.99	1.95	9.97	13.5	0.02	0.38	0.17	0.55	0.35	0.04	0.39	—	2,598	2,598	0.10	0.03	0.02	2,611
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.05	0.88	7.97	9.82	0.02	0.33	0.51	0.84	0.31	0.23	0.53	—	1,840	1,840	0.07	0.02	0.21	1,849
2026	0.25	0.22	1.05	1.49	< 0.005	0.04	0.03	0.07	0.04	0.01	0.04	—	264	264	0.01	< 0.005	0.04	266
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.19	0.16	1.45	1.79	< 0.005	0.06	0.09	0.15	0.06	0.04	0.10	—	305	305	0.01	< 0.005	0.03	306
2026	0.05	0.04	0.19	0.27	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	43.7	43.7	< 0.005	< 0.005	0.01	44.0

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	0.27	0.05	0.45	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	0.23	133	133	0.03	< 0.005	0.35	136
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.26	0.05	0.38	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	0.23	124	124	0.03	0.01	0.01	126

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24	0.24	0.03	0.20	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.23	78.5	78.7	0.03	< 0.005	0.08	80.4
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.04	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.04	13.0	13.0	< 0.005	< 0.005	0.01	13.3

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.05	0.05	0.45	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	107	107	< 0.005	< 0.005	0.35	108
Area	0.21	0.21	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	21.3	21.3	< 0.005	< 0.005	—	21.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Waste	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.27	0.27	0.05	0.45	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	0.23	133	133	0.03	< 0.005	0.35	136
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.05	0.05	0.38	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	97.4	97.4	< 0.005	< 0.005	0.01	98.9
Area	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	21.3	21.3	< 0.005	< 0.005	—	21.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Waste	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

Total	0.26	0.26	0.05	0.38	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	0.23	124	124	0.03	0.01	0.01	126
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.03	0.02	0.03	0.20	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	52.1	52.1	< 0.005	< 0.005	0.08	53.0
Area	0.21	0.21	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	21.3	21.3	< 0.005	< 0.005	—	21.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Waste	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.24	0.24	0.03	0.20	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.23	78.5	78.7	0.03	< 0.005	0.08	80.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	8.63	8.63	< 0.005	< 0.005	0.01	8.77
Area	0.04	0.04	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3.53	3.53	< 0.005	< 0.005	—	3.56
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.83	0.83	< 0.005	< 0.005	—	0.84
Waste	—	—	—	—	—	—	—	—	—	—	—	0.04	0.00	0.04	< 0.005	0.00	—	0.13
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.04	0.04	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.04	13.0	13.0	< 0.005	< 0.005	0.01	13.3

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.13	0.11	1.04	0.99	< 0.005	0.04	—	0.04	0.04	—	0.04	—	174	174	0.01	< 0.005	—	175
Dust From Material Movement	—	—	—	—	—	—	0.25	0.25	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.8	28.8	< 0.005	< 0.005	—	28.9
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.66	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	172	172	< 0.005	0.01	0.02	175
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	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.82	5.82	< 0.005	< 0.005	0.01	5.90
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	< 0.005	< 0.005	—	0.96	0.96	< 0.005	< 0.005	< 0.005	0.98
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 (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.07	1.74	16.3	17.9	0.03	0.72	—	0.72	0.66	—	0.66	—	2,959	2,959	0.12	0.02	—	2,970

Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.89	0.98	< 0.005	0.04	—	0.04	0.04	—	0.04	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	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 Equipment	0.02	0.02	0.16	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.57	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	148	148	< 0.005	0.01	0.02	150
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	0.01	0.01	0.00	< 0.005	< 0.005	—	8.32	8.32	< 0.005	< 0.005	0.01	8.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.38	1.38	< 0.005	< 0.005	< 0.005	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	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	0.77	0.64	5.97	7.45	0.01	0.25	—	0.25	0.23	—	0.23	—	1,370	1,370	0.06	0.01	—	1,375
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.09	1.36	< 0.005	0.05	—	0.05	0.04	—	0.04	—	227	227	0.01	< 0.005	—	228
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.06	0.05	0.03	0.78	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	167	167	< 0.005	0.01	0.60	170
Vendor	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	57.0	57.0	< 0.005	0.01	0.15	59.7
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.57	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	148	148	< 0.005	0.01	0.02	150
Vendor	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	57.0	57.0	< 0.005	0.01	< 0.005	59.5
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.33	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	86.7	86.7	< 0.005	< 0.005	0.15	88.0
Vendor	< 0.005	< 0.005	0.05	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.6	32.6	< 0.005	< 0.005	0.04	34.0
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	14.4	14.4	< 0.005	< 0.005	0.02	14.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.39	5.39	< 0.005	< 0.005	0.01	5.64
Hauling	0.00	0.00	0.00	0.00	0.00	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 (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.60	0.79	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	146
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	145	145	< 0.005	0.01	0.01	147
Vendor	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	55.9	55.9	< 0.005	0.01	< 0.005	58.5
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.03	9.03	< 0.005	< 0.005	0.01	9.15
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.39	3.39	< 0.005	< 0.005	< 0.005	3.55
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.49	1.49	< 0.005	< 0.005	< 0.005	1.52
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 0.005	< 0.005	0.59
Hauling	0.00	0.00	0.00	0.00	0.00	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 (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.04	0.39	0.54	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	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 Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	< 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	145	145	< 0.005	0.01	0.01	147
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	0.01	0.01	0.00	< 0.005	< 0.005	—	8.16	8.16	< 0.005	< 0.005	0.01	8.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
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	0.00	0.00	0.00	0.00	0.00	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 (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.79	1.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	145	145	< 0.005	0.01	0.01	147
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	0.01	0.01	0.00	< 0.005	< 0.005	—	8.16	8.16	< 0.005	< 0.005	0.01	8.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.06	0.05	0.05	0.45	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	107	107	< 0.005	< 0.005	0.35	108
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
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.06	0.05	0.05	0.45	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	107	107	< 0.005	< 0.005	0.35	108
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.05	0.05	0.05	0.38	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	97.4	97.4	< 0.005	< 0.005	0.01	98.9
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
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.05	0.05	0.05	0.38	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	97.4	97.4	< 0.005	< 0.005	0.01	98.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	< 0.005	< 0.005	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	8.63	8.63	< 0.005	< 0.005	0.01	8.77
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
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	< 0.005	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	8.63	8.63	< 0.005	< 0.005	0.01	8.77

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	5.65	5.65	< 0.005	< 0.005	—	5.71
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3	< 0.005	< 0.005	—	21.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	5.65	5.65	< 0.005	< 0.005	—	5.71
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3	< 0.005	< 0.005	—	21.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.94	0.94	< 0.005	< 0.005	—	0.95
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.59	2.59	< 0.005	< 0.005	—	2.62
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3.53	3.53	< 0.005	< 0.005	—	3.56

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	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	0.21	0.21	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	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	0.04	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	0.00	5.02	5.02	< 0.005	< 0.005	—	5.07
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.83	0.83	< 0.005	< 0.005	—	0.84
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.83	0.83	< 0.005	< 0.005	—	0.84

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.04	0.00	0.04	< 0.005	0.00	—	0.13
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.04	0.00	0.04	< 0.005	0.00	—	0.13

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

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)

Equipment Type	TOG	ROG	NOx	CO	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. 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)

Equipment Type	TOG	ROG	NOx	CO	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

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

Equipment Type	TOG	ROG	NOx	CO	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

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

Vegetation	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. 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	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	1/29/2025	2/13/2025	5.00	12.0	—
Grading	Grading	2/14/2025	3/14/2025	5.00	20.0	—
Building Construction	Building Construction	3/15/2025	1/31/2026	5.00	230	—
Paving	Paving	2/1/2026	3/1/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	3/2/2026	3/30/2026	5.00	20.0	—

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/Backhoes	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/Backhoes	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/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	15.0	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.0	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	5,400	1,800	3,227

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	—	—	18.0	0.00	—
Grading	—	—	20.0	0.00	—

Paving	0.00	0.00	0.00	0.00	1.23

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
Parking Lot	0.73	100%
Other Non-Asphalt Surfaces	0.50	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

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
City Park	3.90	9.80	10.9	2,099	43.2	108	121	23,227
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	5,400	1,800	3,227

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)
City Park	10,118	204	0.0330	0.0040	0.00
Parking Lot	28,031	204	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	5,568,531
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.43	—
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

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

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

Tree 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
Temperature and Extreme Heat	28.7	annual days of extreme heat
Extreme Precipitation	4.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	4.45	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 (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
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	5	0	0	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A

Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	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	5	1	1	4
Extreme Precipitation	1	1	1	2
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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	66.8
AQ-PM	12.2
AQ-DPM	34.4
Drinking Water	19.2
Lead Risk Housing	1.26
Pesticides	67.0
Toxic Releases	17.0
Traffic	4.97
Effect Indicators	—
CleanUp Sites	33.9
Groundwater	4.42
Haz Waste Facilities/Generators	1.80
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	28.2
Cardio-vascular	63.3
Low Birth Weights	1.21
Socioeconomic Factor Indicators	—
Education	33.5
Housing	24.5
Linguistic	18.9
Poverty	28.6
Unemployment	11.9

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	79.71256256
Employed	82.72808931
Median HI	84.34492493
Education	—
Bachelor's or higher	44.23200308
High school enrollment	100
Preschool enrollment	53.93301681
Transportation	—
Auto Access	73.42486847
Active commuting	8.815603747
Social	—
2-parent households	65.17387399
Voting	85.98742461
Neighborhood	—
Alcohol availability	82.70242525
Park access	24.57333504
Retail density	13.73027076
Supermarket access	2.399589375
Tree canopy	25.11228025
Housing	—
Homeownership	85.71795201
Housing habitability	66.1619402
Low-inc homeowner severe housing cost burden	55.83215706

Low-inc renter severe housing cost burden	20.85204671
Uncrowded housing	53.4838958
Health Outcomes	—
Insured adults	82.81791351
Arthritis	0.0
Asthma ER Admissions	63.8
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	52.5
Cognitively Disabled	44.8
Physically Disabled	57.4
Heart Attack ER Admissions	47.6
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	0.0
SLR Inundation Area	0.0
Children	67.0
Elderly	51.6
English Speaking	92.0
Foreign-born	4.9
Outdoor Workers	57.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	74.5
Traffic Density	0.1
Traffic Access	23.0
Other Indices	—
Hardship	33.7
Other Decision Support	—
2016 Voting	77.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	7.00
Healthy Places Index Score for Project Location (b)	77.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
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.
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.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Project info.
Land Use	Project description specific land use size.
Construction: Trips and VMT	Project info.
Operations: Energy Use	Project info.

Appendix C
Database Search Results

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Camp Far West (3912113) OR Sheridan (3812184) OR Roseville (3812173) OR Rocklin (3812172) OR Gold Hill (3812182) OR Wolf (3912112) OR Lincoln (3812183) OR Wheatland (3912114) OR Pleasant Grove (3812174))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Acipenser medirostris pop. 1 green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	SSC
Actinemys marmorata northwestern pond turtle	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Alkali Meadow Alkali Meadow	CTT45310CA	None	None	G3	S2.1	
Alkali Seep Alkali Seep	CTT45320CA	None	None	G3	S2.1	
Ammodramus savannarum grasshopper sparrow	ABPBXA0020	None	None	G5	S3	SSC
Andrena subapasta An andrenid bee	IIHYM35210	None	None	G1G2	S1S2	
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Athene cunicularia burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
Balsamorhiza macrolepis big-scale balsamroot	PDAST11061	None	None	G2	S2	1B.2
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Branchinecta conservatio Conservancy fairy shrimp	ICBRA03010	Endangered	None	G2	S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Calycadenia spicata spicate calycadenia	PDAST1P090	None	None	G3?	S3	1B.3
Chloropyron molle ssp. hispidum hispid salty bird's-beak	PDSCR0J0D1	None	None	G2T1	S1	1B.1
Circus hudsonius northern harrier	ABNKC11011	None	None	G5	S3	SSC
Clarkia biloba ssp. brandegeeae Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Hydrochara rickseckeri Ricksecker's water scavenger beetle	IICOL5V010	None	None	G2?	S2?	
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
Juncus leiospermus var. ahartii Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1	1B.2
Juncus leiospermus var. leiospermus Red Bluff dwarf rush	PMJUN011L2	None	None	G2T2	S2	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Melospiza melodia pop. 1 song sparrow ("Modesto" population)	ABPBXA3013	None	None	G5T3?Q	S3?	SSC
Navarretia myersii ssp. myersii pincushion navarretia	PDPLM0C0X1	None	None	G2T2	S2	1B.1
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Northern Volcanic Mud Flow Vernal Pool Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	SSC
Pandion haliaetus osprey	ABNKC01010	None	None	G5	S4	WL
Progne subis purple martin	ABPAU01010	None	None	G5	S3	SSC
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S3	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3	SSC
Spea hammondii western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
Wolffia brasiliensis Brazilian watermeal	PMLEM03020	None	None	G5	S2	2B.3

Record Count: 43

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 04/15/2025 20:51:04 UTC
Project Code: 2025-0083831
Project Name: Lincoln Community Center Park Master Plan Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2025-0083831
Project Name: Lincoln Community Center Park Master Plan Project
Project Type: Recreation - New Construction
Project Description: The City of Lincoln is proposing to develop a parcel to provide additional recreational amenities adjacent to the Community Center building within City limits. Construction may begin as early as fall 2025. The proposed Project would construct new recreational amenities and features for the existing Community Center, including an amphitheater, a playground, a bike park, a skate park, shade structures, restrooms, a community garden, a jogging loop, and expanded parking areas.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.88820395,-121.31406179150038,14z

Counties: Placer County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Western Spadefoot *Spea hammondii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

CRUSTACEANS

NAME	STATUS
Conservancy Fairy Shrimp *Branchinecta conservatio* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Lincoln city
Name: Joseph Huang
Address: 2600 Capitol Ave, Ste 200
City: Sacramento
State: CA
Zip: 95816
Email jhuang@esassoc.com
Phone: 9165644500

California Native Plant Society

Search Results

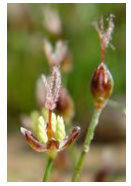
17 matches found. Click on scientific name for details

Search Criteria: , 9-Quad include [3912113:3912112:3812173:3812172:3812183:3812182:3812174:3812184:3912114]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	GENERAL HABITATS	CA ENDEMIC	DATE ADDED	PHOTO
Azolla microphylla	Mexican mosquito fern	Azollaceae	annual/perennial herb	Aug	None	None	G5	S4	4.2	Marshes and swamps (ponds, slow water)		1994-01-01	No Photo Available
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	None	None	G2	S2	1B.2	Chaparral, Cismontane woodland, Valley and foothill grassland	Yes	1974-01-01	 ©1998 Dean Wm. Taylor

Brodiaea rosea ssp. *vallicola*	valley brodiaea	Themidaceae	perennial bulbiferous herb	Apr-May(Jun)	None	None	G4G5T3	S3	4.2	Valley and foothill grassland, Vernal pools	Yes	2019-01-07	 © 2011 Steven Perry
Brodiaea sierrae	Sierra foothills brodiaea	Themidaceae	perennial bulbiferous herb	May-Aug	None	None	G3	S3	4.3	Chaparral, Cismontane woodland, Lower montane coniferous forest	Yes	2012-11-20	 © 2006 George W. Hartwell
Calycadenia spicata	spicate calycadenia	Asteraceae	annual herb	May-Sep	None	None	G3?	S3	1B.3	Cismontane woodland, Valley and foothill grassland		2023-04-05	 © 2023 Christopher Bronny
Chloropyron molle ssp. *hispidum*	hispid salty bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Sep	None	None	G2T1	S1	1B.1	Meadows and seeps, Playas, Valley and foothill grassland	Yes	1974-01-01	No Photo Available

Clarkia biloba ssp. *brandegeeae*	Brandegee's clarkia	Onagraceae	annual herb	(Mar)May-Jul	None	None	G4G5T4	S4	4.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Yes	2001-01-01	No Photo Available
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	None	None	GU	S2	2B.2	Valley and foothill grassland (mesic), Vernal pools		1980-01-01	 © 2013 Aaron Arthur
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	Mar-Jun	None	None	G3	S3	4.2	Chaparral, Cismontane woodland, Pinyon and juniper woodland, Valley and foothill grassland	Yes	1980-01-01	 © 2016 Aaron Schusteff

Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	None	CE	G2	S2	1B.2	Marshes and swamps (lake margins), Vernal pools		1974-01-01	 ©2004 Carol W. Witham
Juncus leiospermus var. *ahartii*	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	None	None	G2T1	S1	1B.2	Valley and foothill grassland (mesic)	Yes	1984-01-01	 © 2004 Carol W. Witham
Juncus leiospermus var. *leiospermus*	Red Bluff dwarf rush	Juncaceae	annual herb	Mar-Jun	None	None	G2T2	S2	1B.1	Chaparral, Cismontane woodland, Meadows and seeps, Valley and foothill grassland, Vernal pools	Yes	1974-01-01	 ©2016 Dylan Neubauer

Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	None	None	G2	S2	1B.1	Vernal pools	Yes	1974-01-01	 ©2000 John Game
Leptosiphon aureus	bristly leptosiphon	Polemoniaceae	annual herb	Apr-Jul	None	None	G4?	S4?	4.2	Chaparral, Cismontane woodland, Coastal prairie, Valley and foothill grassland	Yes	1994-01-01	 © 2007 Len Blumin
Lilium humboldtii ssp. *humboldtii*	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	None	None	G4T3	S3	4.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Yes	1994-01-01	 © 2008 Sierra Pacific Industries
Navarretia myersii ssp. *myersii*	pincushion navarretia	Polemoniaceae	annual herb	Apr-May	None	None	G2T2	S2	1B.1	Vernal pools	Yes	1994-01-01	 © 2020 Leigh Johnson

Wolffia brasiliensis	Brazilian watermeal	Araceae	perennial herb (aquatic)	Apr-Dec	None	None	G5	S2	2B.3	Marshes and swamps (shallow freshwater)	2001-01-01	 © 2021 Scot Loring

Showing 1 to 17 of 17 entries

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Suggested Citation:

California Native Plant Society, Rare Plant Program. 2025. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 7 March 2025].

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Appendix D
Fuel Use Calculations

Source	MT of CO2
Total GHG from Diesel use	329.3
Total GHG from Gasoline Use	21.24
Onsite GHG from diesel use	6.2
Onroad GHG from diesel use	323.0
Percent onsite diesel	1.9%
Percent onroad diesel	98.1%

CO2 from diesel fuel combustion (a) = 10.2 kg of CO2/gallon of diesel

CO2 from gasoline fuel combustion (a) = 8.78 kg of CO2/gallon of gasoline

(a) Emissions factors per The Climate Registry 2019 Default Emission Factors (Table 2.1 - US Default Factors for Calculating CO2 Emissions from Combustion of Transport Fuels)

Conversion 1 MT = 1000 kg

Source	Fuel Use (gallons)
Onsite Diesel	610.2
Offsite Diesel	31,637.6
Total Diesel	32,247.8
Offsite Gasoline	2,419.1

Energy Usage	Electricity (GWh)	Natural gas (MMBtu/year)	Gasoline (gallons/year)	Diesel (gallons/year)
Total for CA	287,826	11,711		
Total for Placer County	3,088.62	99	169,000,000	26,000,000
Project Construction Total	0.038149	34,281.90	2,419	32,247.80
Percent of the total 2022 state-wide	0.000	292.741		
Percent of Placer County	0.001	34493.598	0.001	0.124

Appendix E
Noise Modeling Data

RCNM Outputs for Construction Noise

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 05/02/2025
Case Description:

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Ahart Court Residences	Residential	55.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		245.0	0.0
Gradall	No	40		83.4	245.0	0.0

Results

Noise Limit Exceedance (dBA)					Noise Limits (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	70.2	66.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gradall	69.6	65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Noise Limit Exceedance (dBA)				Evening		Night			
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gradall	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Total	70.2	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A