Print Form

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Placer
Address: 2954 Richardson Drive
Auburn, CA 95603

From:
Public Agency: City of Lincoln
Address: 600 6th Street
Lincoln, CA 95648
Contact: Araceli Cazarez
Phone: 916 434 2486

Lead Agency (if different from above):

Address:

Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 89073119

Project Title: Lincoln Crossing Specific Plan (LCSP) EIR Addendum No. 2

Project Applicant: City of Lincoln

Project Location (include county): City of Lincoln, Placer County

Project Description:

LCSP EIR Addendum No. 2 analyzes the potential impacts associated with the proposed Henry Rood Park Project, which was not analyzed in the previous supplement and addendum to the LCSP EIR. In addition, Addendum No. 2 includes minor biological resources mitigation measure revisions for consistency with the Placer County Conservation Program (PCCP).

This is to advise that the City of Lincoln has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on 2/27/2024 (date) and has made the following determinations regarding the above described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
City of Lincoln City Hall, 600 6th Street Lincoln, CA 95648

Signature (Public Agency): Araceli Cazarez Title: Engineering Manager

Date: 02/29/2024 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

RESOLUTION 2024 - 032

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING ADDENDUM NO. 2 TO THE LINCOLN CROSSING SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT FOR THE IMPLEMENTATION OF THE HENRY ROOD PARK PROJECT (PROJECT) AND DETERMINING THAT AN ADDENDUM IS THE APPROPRIATE LEVEL OF DOCUMENTATION TO SATISFY THE REQUIREMENT OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, Henry Rood Park Project (Project) is planned to be a new 5.4-acre park within the Lincoln Crossing residential community; and

WHEREAS, the Lincoln Crossing Specific Plan (LCSP) Environmental Impact Report (EIR) was completed in 1992 with the Project not in its current location; and

WHEREAS, in 2001, a Supplement to the 1992 LSCP EIR was completed and again, the park site remained in the same location as in the 1992 EIR; and

WHEREAS, in 2003, an Addendum to the LCSP EIR and Supplement was completed, however, it was specific to analyze the changes to Phase II and did not include the Project in its current location; and

WHEREAS, as the lead agency under the California Environmental Quality Act (CEQA), the City has prepared Addendum No. 2 to the Final Environmental Impact Report (State Clearinghouse #89073119), in accordance with Section 15164 of the State CEQA Guidelines; and

WHEREAS, it has been determined that the implementation of the Project and the mitigation measure clarifications included in Addendum No. 2 will not result in: substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or substantial increase in the severity of the previously identified significant effects, as identified under section 15162 of the CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lincoln authorizes the approval of Addendum No. 2 to the Lincoln Crossing Specific Plan Final Environmental Impact Report for the implementation of the Henry Rood Park Project and determine that an Addendum is the appropriate level of documentation to satisfy the requirement of the California Environmental Quality Act (CEQA), based on the determination that the Project would result in similar effects to those analyzed in the Lincoln Crossing Specific Plan Environmental Impact Report, as amended, with similar uses as those which were originally proposed, and that the project would not result in any new significant effects.

PASSED AND ADOPTED this 27th day of February, 2024.

AYES: COUNCILMEMBERS: Brown, Joiner, Andreatta, Lauritsen, Karleskint

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Dan Karleskint, Mayor

ATTEST:

Gwen Scanlon, City Clerk

ENVIRONMENTAL IMPACT REPORT ADDENDUM NO. 2

LINCOLN CROSSING SPECIFIC PLAN

(HENRY ROOD PARK PROJECT)

CITY OF LINCOLN, CALIFORNIA

STATE CLEARINGHOUSE NO. 89073119

Submitted to:

City of Lincoln
600 Sixth Street
Lincoln, California 95648

Prepared by:

LSA
1504 Eureka Road, Suite 310
Roseville, California 95661
(916) 772-7450

Project No. CAL2202

January 2024

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1.0 INTRODUCTION

This document, prepared pursuant to the California Environmental Quality Act (CEQA) and the regulations and policies of the City of Lincoln (City), is Addendum No. 2 to the Lincoln Crossing Specific Plan (LCSP) Final Environmental Impact Report (EIR) (State Clearinghouse No. 89073119),[1] which was certified by the City in 1992. A Supplement to the LCSP EIR was certified in 2001,[2] and an Addendum to the LCSP EIR and Supplement was completed in 2003;[3] these environmental documents, in conjunction with the 1992 LCSP EIR, are collectively referred to as the "LCSP EIR, as amended" in this Addendum. Per CEQA Section 15164, this Addendum evaluates whether the implementation of the Henry Rood Park Project (proposed project), which is located within the LCSP Area and not previously evaluated under the LCSP EIR, as amended, would result in new or substantially more adverse significant effects or require new mitigation measures not identified in the LCSP EIR, as amended. The City of Lincoln is the CEQA Lead Agency for environmental review of the proposed project.

1.1 PROJECT BACKGROUND AND OBJECTIVES

The LCSP provided for a 1,070-acre Specific Plan Area in southwestern Lincoln comprised of mixed-use development to include residential uses of varying densities, commercial and business uses, a golf course, parks, nature preserve areas, schools, and other necessary infrastructure. In 1992, the City approved the LCSP, which was later revised in 2001 and again in 2003. As part of the LCSP, areas were set aside for future park and recreation uses. The 1992 and 2001 versions of the LCSP identified an area for a park adjacent to an elementary school located on what is now Caledon Circle. This area was north of the area identified for this use in the 2003 LCSP. The proposed Henry Rood Park project site is consistent with the park site location in the 2003 LCSP. However, as described below, the 2003 Addendum to the LCSP EIR did not include an evaluation of a park at this location. In addition, since approval of the LCSP EIR, as amended, Placer County has developed and adopted the Placer County Conservation Program (PCCP) to coordinate and streamline State and federal natural resources regulatory permitting processes. As the proposed park project and subsequent projects that are implemented consistent with the LCSP would be subject to the PCCP, minor revisions are proposed to the LCSP EIR, as amended, to revise biological resources mitigation for consistency with the PCCP.

1.1.1 Lincoln Crossing Specific Plan Environmental Review

The LCSP EIR was completed in 1992. Parks and recreation uses are included in the original LCSP. However, the location for the proposed park was not in its current location (i.e., in the location where the Henry Rood Park is currently proposed). In 2001, a Supplement to the 1992 LCSP EIR was completed. The Supplement to the EIR included an Initial Study and a revised air quality assessment,

1 City of Lincoln. 1992. Draft Environmental Impact Report Lincoln Crossing Specific Plan. SCH #89072119. February 1992.

2 City of Lincoln. 2001. Draft Supplement to the Lincoln Crossing Specific Plan Environmental Impact Report. January 2001.

3 City of Lincoln. 2003. Initial Study for an Amendment to the Lincoln Crossing Specific Plan EIR and Supplement. November 2003.

noise assessment, and traffic assessment. The Supplement to the EIR was done to analyze proposed changes to the LCSP including the following:

- The removal of the golf course from the plan;
- A realignment of commercial, high- and medium-density residential areas, and a neighborhood park;
- Increase in the acreage for neighborhood parks, landscaped areas, and open space by 24.25 acres;
- Reduction of the number of medium- and high-density residential units and increase in the number of low-density residential units; and
- Reduction of the area for schools by 2 acres.

The park site in the 2001 Supplement to the EIR remained in the same location as in the 1992 EIR, which does not correspond to the currently proposed project location.

In 2003, an Addendum to the LCSP EIR and Supplement was completed. This Addendum was done in order to analyze changes specific to Phase II of the LCSP, which included revisions to the mix of residential units, and the addition of 17 acres of commercial uses, 3.9 acres of open space, and 5 acres of schools. While the Henry Rood park site was shown in its presently proposed location in the 2003 proposed LCSP, as shown in Figure 2-4 of the 2003 Addendum, the site was not in Phase II of the LCSP. Because the 2003 Addendum specifically states that the addendum was for those changes in Phase II, it appears, that the "new" park site was not analyzed for potential environmental impacts as a part of the revised LCSP.

The proposed park was linked to an adjacent elementary school in the 1992 LCSP, and the elementary school's location was likewise shifted in the 2003 Addendum. The elementary school's "new" location was also not part of Phase II of the 2003 LCSP, and in 2018, the Western Placer Unified School District (WPUSD) prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to provide site-specific CEQA analysis for the Scott M. Leaman Elementary School. The school was subsequently constructed, opening to students beginning in the fall of 2020. The WPUSD's IS/MND included the majority of the currently proposed park site in its analysis, as construction of the school on the 9.4-acre WPUSD-owned parcel was to be paired with installation of grass and irrigation on most of the 4.8-acre, City-owned parcel adjacent to it, which was earmarked for the currently proposed park project. The portion of the current project site excluded from the WPUSD IS/MND is the extreme northeastern corner of the currently proposed project site, which contains a vernal pool wetland feature.

The currently proposed project would construct Henry Rood Park on the City-owned parcel adjacent to the Scott M. Leaman Elementary School, consistent with the LCSP as amended in the 2003 Addendum. However, because the 2003 EIR Addendum did not explicitly analyze the potential impacts associated with the current park location, this Addendum evaluates the potential

environmental impacts that could result from the implementation of the proposed Henry Rood Park Project.

1.1.2 Henry Rood Park Design Features

Design features for the proposed Henry Rood Park, including access, recreation features, and park elements are identified in Table A below.

Table A: Proposed Design Features of Henry Rood Park

Design Feature	Description of Features
Access	• Provide access to as many people as possible including younger and older and those with limited mobility options • Integrate park into the fabric of the surrounding neighborhood, with multiple multi-modal access points • Provide vehicle access and parking • Provide access in a way that minimizes impacts to the site's ecological functions • Provide access for park management and maintenance access through the site
Recreation Features	• Paths and integration with the Brentford Nature Preserve trail, enabling use of the site that builds on how people use the site and vicinity today • One large, central paved loop with smaller loops for individual park features and access points • Sport courts include basketball and futsal courts, a ping pong table, cornhole goals, and a sand volleyball court • Turf grass multi-use field • Play structure area featuring two play structures, swings, and independent play equipment
Park Elements	• Restroom building with two ADA-compliant all gender restrooms and one standard all gender restroom • Bench seating throughout the site creating opportunities for rest and views • A gathering area featuring ADA-compliant and standard picnic tables, a shade structure, barbeque grills

Source: Callander Associates (2023).

The Henry Rood Park is intended to provide a needed recreational resource and gathering opportunities to the community of Lincoln and the surrounding residential and educational land uses.

1.2 PURPOSE OF THIS ADDENDUM

The purpose of this Addendum is to evaluate whether the proposed project, which involves the construction of a neighborhood park at a location that was not evaluated in the 2003 EIR Addendum, would result in any new or substantially more severe significant environmental effects or require any new mitigation measures not identified in the LCSP EIR, as amended.

As described in Section 1.1.1, the proposed park project was included in the 1992 LCSP EIR and the 2001 Supplement to the EIR, though not at the currently proposed location. While the proposed project was included in the 2003 Addendum to the LCSP EIR and Supplement in the currently proposed location, as the park site was not included in Phase II of the LCSP, it was not specifically

analyzed for potential impacts as part of the revised LCSP. In addition, as of September 1, 2020, the City is a participating city (Permittee) in the PCCP, and the proposed project is a Covered Activity under the Western Placer County Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP). The City intends to address impacts on biological resources resulting from the proposed project through participation in the PCCP, and by implementing measures described for the respective resources in the PCCP's HCP/NCCP, Western Placer County Aquatic Resources Program (CARP), and In-Lieu Fee Program, as described in more detail in Section 3.4. Therefore, the City, acting as the lead agency for the project, has also prepared this Addendum to revise the LCSP EIR, as amended, to include modified mitigation associated with impacts to resources covered under the PCCP.

This Addendum, together with the LCSP EIR, as amended, will be used by the City when considering approval of the proposed project. The LCSP EIR, as amended, is hereby incorporated by reference. As lead agency, the City has determined that the implementation of the proposed project and the mitigation measure clarifications included in this Addendum will not result in substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, as identified under Section 15162 of the CEQA Guidelines.

1.3 CEQA FRAMEWORK FOR USE OF AN ADDENDUM

CEQA Guidelines Section 15164 states that if, after certification of an EIR, minor technical changes or additions are necessary and none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent/supplemental EIR have occurred, an addendum to the EIR may be prepared.

Public Resources Code Section 21166 and Sections 15162 through 15163 of the State CEQA Guidelines describe the conditions under which a subsequent document would be prepared. In summary, when an EIR has been certified or a mitigated negative declaration (MND) adopted for a project, no subsequent document shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- Substantial changes are proposed in the project that will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or MND was certified as complete was adopted, shows any of the following:

- The project will have one or more significant effects not discussed in the previous EIR or MND;
- Significant effects previously examined will be substantially more severe than shown in the previous EIR or MND;
- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to CEQA Guidelines Section 15164(e), this Addendum summarizes the revisions to the LCSP EIR, as amended, (i.e., modifications to the biological resources mitigation to reflect current regulatory compliance requirements per the PCCP), the less-than-significant impacts associated with the proposed park project, and the reasons for the City's conclusion that proposed changes and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR. The following sections provide a description of the proposed project and provides substantial evidence to confirm that the proposed park project and minor mitigation measure revisions do not result in any new or more severe impacts, the mitigation measures included in the LCSP EIR, as amended, are adequate for the proposed project, per CEQA Guidelines Section 15164, and that no further CEQA review is required.

Section 2.0 provides a description of the project location, existing site characteristics, regulatory setting, proposed park project, and project approvals.

Section 3.0 provides an analysis of the potential environmental effects for each CEQA Initial Study Checklist topic (as identified in Appendix G of the CEQA Guidelines) to evaluate the proposed park project and identify the mitigation measures identified in the LCSP EIR, as amended, that are required. This section also includes minor clarifying revisions to the biological resources mitigation for consistency with the PCCP.

Section 4.0 provides a conclusion and statement that an Addendum is the appropriate CEQA document to identify and evaluate the changes to the LCSP EIR, as amended, in accordance with CEQA Sections 15162 and 15164.

Section 5.0 provides a description of the report preparers and the references cited in this Addendum.

2.0 PROJECT DESCRIPTION

The following describes the proposed Henry Rood Park Project that is the subject of this EIR Addendum prepared pursuant to CEQA. The proposed project is the development of a 5.4-acre undeveloped site to create a new neighborhood park in Lincoln within the LCSP Area.

2.1 PROJECT SITE

The following section describes the project location, existing conditions, surrounding land uses, and the regulatory setting.

2.1.1 Project Location

The project site is located in Lincoln in Placer County (County) on the eastern edge of the Sacramento Valley floor at the base of the Sierra Nevada foothills. The approximately 5.4-acre project site (Assessor's Parcel Number [APN]: 327-010-012) is located in the Lincoln Crossing neighborhood at the intersection of Caledon Circle and Brentford Circle. The site is surrounded by residential uses with the exception of Scott M. Leaman Elementary School to the immediate southwest, and Ingram Slough and the associated multi-use path to the southeast. The project's location and regional vicinity is shown in Figure 1, and an aerial of the project site and surrounding land uses are shown in Figure 2.

2.1.2 Existing Conditions

The project site is currently an undeveloped field surrounded by residential neighborhoods. The site was used as irrigated pasture prior to 2003. The project site was graded but left undeveloped and fallow in 2003, and has been routinely mowed since grading. The topography of the project site has a gentle gradient, with elevations ranging from 120 to 170 above mean sea level over the 5.4-acre site.

The project site consists of annual grassland vegetation with a single vernal pool wetland. There are no trees within the project site.

2.1.2.1 Surrounding Land Uses

As shown in Figure 2, the project site is surrounded by residential neighborhoods in southwestern Lincoln. Immediately northwest of the project site is Caledon Circle and single-family residential uses. The project site is bounded to the southwest by Scott M. Leaman Elementary School. Farther west are additional residential uses. Brentford Circle and single-family residential uses bound the project site to the northeast. Ingram Slough and the Brentford Nature Preserve Trail are located to the immediate southeast of the project site; farther southeast are additional residential uses.

2.1.3 Parking, Circulation, and Access

Pedestrian access to the site is provided from Caledon Circle, Brentford Circle, and the Brentford Nature Preserve Trail. Pedestrian sidewalks run along Caledon Circle on the northwest side of the Scott M. Leaman Elementary School, but currently end where the project site begins. Trails formed by regular pedestrian use continue from the end of the sidewalk along the northwest side of the

LSA

LEGEND

Proposed Project Location

FIGURE 1

N

0 2.5 5

Miles

Henry Rood Park
Lincoln, Placer County, California
LSA Project Number: CAL2202

Regional Location

SOURCE: ESRI World Street Map (5/2023)

J:\CAL2202\GIS\MXD\CEQA EIR Addendum\RegLoc.mxd (7/25/2023)

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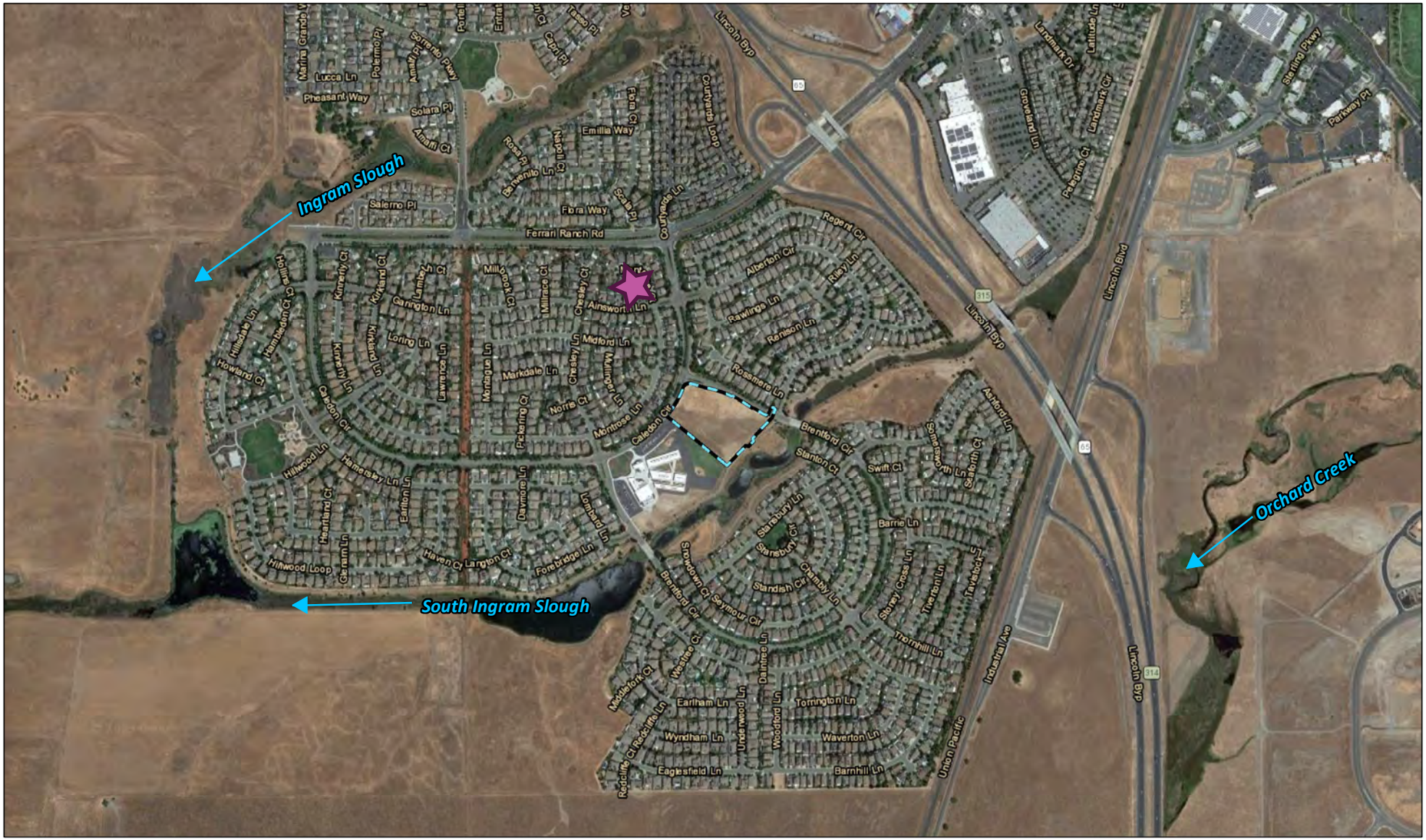

LSA

LEGEND

Proposed Project Site - (5.47 ac)

Approximate Park Location per 1992 and 2001 Lincoln Crossing Specific Plan

FIGURE 2

Henry Rood Park
Lincoln, Placer County, California
LSA Project Number: CAL2202

Proposed Project Site

0 500 1000
FEET

SOURCE: Google Maps Imagery (6/2021)

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property to the corner of Caledon and Brentford circles, where an Americans with Disabilities Act (ADA)-compliant one-ramp corner curb has been installed. Sidewalks are present along Brentford Circle to the southeast of the project site, but these end at the project site. The Brentford Nature Preserve Trail is also paved for pedestrian and bicycle use along the southeastern boundary of the project site. Bicycle lanes are present in both Caledon Circle and Brentford Circle along the northwest and northeast boundaries of the project site. On-street parking is also provided along Caledon and Brentford circles.

The site is immediately adjacent to Scott M. Leaman Elementary and is a 5-minute walk from Placer County Transit's Route 70 stops along Ferrari Ranch Road. Route 70, the Lincoln Circulator, provides service to central Lincoln to the east, the Lincoln Public Library and Twelve Bridges High School to the south, and regional shopping centers between the Lincoln Crossing area and downtown Lincoln, along Ferrari Ranch Road and Lincoln Boulevard. Regional access to the project site is provided by the Ferrari Ranch Road on- and off-ramp of State Route 65 (SR-65). Local access to the project site is provided by Ferrari Ranch Road and Sorrento Parkway.

2.1.4 Regulatory Setting

The project site is subject to the regulatory framework of the City of Lincoln General Plan adopted in 2008 and is within the Lincoln Crossing Specific Plan area.[4, 5] The project site is designated as Parks and Recreation (PR) in the City of Lincoln General Plan and is zoned as Park (P).

The PR land use designation provides public and private improved open space, including current and expected future locations for public parks of all sizes and types in the community. Parks may include a wide range of uses including municipal golf courses, active playing fields, recreational facilities including buildings, picnic areas, plazas, bicycle and walking trails, water features, passive open space areas, and landscaped areas.

The P zoning district preserves lands for park and recreational purposes. Permitted uses include parks, community centers, community activities, sports fields, hard courts, playgrounds, swimming pool/aquatic centers, and public buildings. Conditional uses allowed include golf courses, equestrian facilities, farmers markets, private fitness classes, telecommunications facilities subject to design review, and commercial uses accessory to a permitted or conditional use, such as refreshment stands, restaurants, sports equipment rental and sales (including alcohol sales).

The project site is located within the Plan Area of the PCCP, which consists of an HCP/NCCP that applies to western Placer County, including the City of Lincoln as a Permittee. 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. The proposed park project is a Covered Activity under the PCCP. The project site is located within the Sacramento Valley portion of the Plan Area (Valley), and the PCCP land cover designation for the site is Urban/Suburban and Vernal Pool Complex Intermediate.

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4 City of Lincoln. 2003. Initial Study for an Amendment to the Lincoln Crossing Specific Plan EIR and Supplement. November 2003.

5 City of Lincoln. 2008a. *City of Lincoln General Plan.* March 2008.

2.2 PROPOSED PROJECT

The City of Lincoln proposes to construct Henry Rood Park, a new neighborhood park in the Lincoln Crossing Specific Plan area. The proposed project would include construction of new park facilities and associated improvements (e.g., parking, landscaping, utilities, stormwater). Specific park and associated improvements are identified below.

2.2.1 Proposed Park Improvements

The proposed project would include the establishment of active and passive open space uses at the project site, located at the intersection of Caledon and Brentford circles, adjacent to the Scott M. Leaman Elementary School. The park would provide a parking lot with two driveways along Brentford Circle, and additional access points at all sides of the site for pedestrian access. The site would contain one large paved circular path and several smaller loops around individual park features.

Active and passive uses would be integrated and distributed throughout the site. Proposed active and passive uses are described further below. The conceptual site plan highlighting these areas is shown in Figure 3.

2.2.1.1 Active Uses

Proposed active uses would include the following:

- **Sport Court.** In the west corner of the park, a paved sport court would be constructed with futsal and basketball court striping, basketball goals, and a surrounding chain link fence (8 feet high on the north and south sides of the court and 4 feet high on the west and east sides).

- **Multi-Use Field.** A large grass field would be located in the center of the project site, surrounded by the central paved walking path. Shade trees would also be planted along the perimeter of the field. The multi-purpose field would support activities like pick-up soccer, playing catch, and picnicking. This field area would be planted with tall fescue/Kentucky bluegrass blend or a similar lawn seed mix. No striping or goals would be placed, but the field would be sized and graded to accommodate a recreational soccer field.

- **Volleyball Court.** A sand volleyball court would be located immediately to the east of the gathering area. The court would be surrounded by a concrete curb.

- **Ping Pong Table and Cornhole Goals.** A ping pong table and cornhole goals would be located to the immediate east of the shade structure in the gathering area. This area would have a decomposed granite pavement.

- **Play Equipment Area.** A play area would be located in the south corner of the project site, including two play structures (one for ages 2–5 and one for ages 5–12), swings, and a variety of independent play equipment.

- **Restroom Building.** A restroom structure would be provided near the proposed parking area off Brentford Circle.

2.2.1.2 Passive Uses

Passive uses would be spread across the project site, and clustered in the southern portion of the project site at the gathering area. These are spaces for rest and observation and are described further below and shown in Figure 3.

- **Gathering Area.** A gathering area with a shade shelter, barbeque grills, drinking fountains, and benches throughout would be located in the southern corner of the project site. Though this area also includes active uses such as play equipment, a ping pong table, and cornhole goals, the shade and seating would provide opportunities for rest and observation of the soccer field and play area as well as the Brentford Nature Preserve Trail and Ingram Slough.

- **Benches.** Benches would be located along paved paths throughout the project site, surrounded by shade and accent trees. The shade and seating would provide opportunities for rest and observation of the soccer field and play area as well as the Brentford Nature Preserve Trail and Ingram Slough.

2.2.2 Associated Improvements

In addition to the elements described above, the proposed project would construct related improvements to complement the new active and passive recreation areas, including parking and access, landscaping, lighting, and utilities and stormwater management. These improvements are described below.

2.2.2.1 Parking, Vehicle Access, and Circulation

Existing parking at the project site consists of informal street parking. As part of the proposed project, a new parking lot would be developed to provide vehicle access from Brentford Circle. The lot would include approximately 24 standard parking stalls and 1 ADA-compliant van parking stall and loading zone.

The project would also construct bicycle/pedestrian entrances from Caledon Circle, Brentford Circle, Scott M. Leaman Elementary School, and the Brentford Nature Preserve Trail. As discussed previously, one large circular paved path and several smaller paved paths would be developed to enhance connectivity and activity within the park and to provide connections to the surrounding neighborhoods and uses.

2.2.2.2 Landscaping

The primary goal of the landscaping plan is to provide adequate space for a sports field as well as shaded areas for park users. Additionally, in order to provide a turf sports field while also maintaining the level of water efficiency required by the City of Lincoln, the landscaping plan consists primarily of drought-tolerant and low water use plantings and some medium water use trees.

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1. PRIMARY PARK ENTRIES
2. BASKETBALL & FUTSAL COURT
3. BIOFILTRATION BRIDGE CROSSING
4. DECOMPOSED GRANITE GAME AREA WITH CORNHOLE
5. MULTI-USE FIELD (FITS U10 SOCCER FIELD)
6. PARKING LOT (24 STANDARD STALLS & 1 ADA STALL)
7. PLAY AREA (2-5 YRS)
   - -SAFARI THEMED COMPOSITE STRUCTURE & CLIMBABLE ANIMALS
   - - BUCKET SWINGS
8. PLAY AREA (5-12 YRS)
   - -ADVENTURE OBSTACLE COURSE PLAY STRUCTURE
   - - CLIMBING TOWER
   - - ROPE BRIDGE AND SLIDE
9. RAMP ACCESS AND UNIVERSAL ACCESS CAROUSEL
10. RESTROOM (2 STALLS)
11. SAND VOLLEYBALL COURT
12. SHADE SHELTER & BBQ/PICNIC AREA
13. SMALL GROUP PICNIC AREA WITH DECOMPOSED GRANITE SURFACING

LSA

FIGURE 3

Henry Rood Park
Lincoln, Placer County, California
LSA Project Number: CAL2202

Preliminary Conceptual Site Plan

SOURCE: City of Lincoln and Callander Associates (5/2022)

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Irrigation would be required for the establishment and permanent maintenance of planted species. An irrigation main line would be installed. The main line would follow the sidewalk from the north corner of the project site, and along the paved path circling the soccer field. Other arms of the irrigation would run north west from the circular paved path to parallel Caledon Circle along the new sidewalk, along the southern border of the soccer field, and along the southern border of the parking lot. Many irrigation laterals would provide spray irrigation to the turf field, and bubbler/drip irrigation to the rest of the planted shrubs and trees.

2.2.2.3 Lighting

Existing street lighting bordering the project site along Caledon Circle and Brentford Circle would remain, with one exception at the northern parking lot driveway, which would be moved from the southern side to the northern side of that driveway. Lights would be provided along the perimeter of the parking lot, and pathway lights would be installed at regular intervals along the paved paths throughout the park. Light levels in the park would be kept low after hours to provide for safety/ security but are not intended to promote use of the park after the park is closed.

2.2.2.4 Utilities and Stormwater Management

Utilities exist along Caledon Circle and Brentford Circle adjacent to the project site, and a public utility easement is located at the perimeter of the project site along Caledon and Brentford circles. The park's needs for irrigation, drinking fountains, and restrooms would be served by the following new utility lines:

- 2-inch water line to serve the restroom building and water fountains
- 3- to 4-inch water line for irrigation use
- 4-inch sewer pipe to serve the restroom building and water fountains
- 48-inch sanitary sewer manhole connecting new sewer pipe with existing stub
- 3-inch sewer pipe to serve the restroom building and water fountains
- Underground electric conduit throughout the site, primarily following the large circular paved path to provide power to pedestrian and parking lot lighting

Impermeable surfaces, totaling approximately 1.31 acres, would include concrete pavement, sport court surfacing, stabilized decomposed granite, and the parking lot. Proposed stormwater drainage would flow generally northwest to southeast, from Caledon Circle toward the project site's border with the Brentford Nature Preserve Trail. Storm drain inlets would be developed in two locations adjacent to the sports court, two locations along the southern portion of the border with Scott M. Leaman Elementary School, and one location at the eastern corner of the soccer field. Stormwater collected at these inlets would travel via 6- to 8-inch pipes toward the southern corner of the project site, through the play area (with its own inlets), to a 12-inch storm drain pipe connection at the east end of the gathering area which would drain to the public storm drain at the eastern corner of the

project site. Permeable park features (e.g., sand volleyball court, play area, and planting areas) and biofiltration swales would support infiltration and groundwater recharge.

2.2.3 Construction

Construction of Henry Rood Park would occur in a single phase, commencing in 2024 and extending for approximately 12-24 months. Construction hours would occur during daylight hours, from approximately 7:00 a.m. to 7:00 p.m. daily. Construction staging would occur on the project site in areas not proposed to support planned improvements. Construction workers, equipment and deliveries would access the site via Caledon Circle.

It is anticipated that earthmoving or grading construction activities would result in the movement of a total of 2,800 cubic yards of soils around the site. Approximately 950 cubic yards of soil may need to be imported for amendments. The maximum depth of construction-related earth moving would be at the connections to existing sewer and storm drain pipes, where excavation would occur up to 12 feet deep.

2.2.3.1 Grading and Erosion Control

The proposed project would grade the existing site to accommodate the proposed improvements, including sidewalks, the sports field and sports courts, and parking lot. Silt fencing and temporary fiber rolls as well as temporary drain inlet protection would be required along the perimeter of the project site to prevent erosion during construction. A stabilized construction entrance would be located on Caledon Circle in the western corner of the project site.

2.2.4 Operation

Henry Rood Park would be open daily to informal use, including walking, biking, picnicking, pick-up sports, and use of general park facilities. The park hours would be dawn to dusk. Maintenance activities would be performed by existing City of Lincoln Public Works staff and maintenance contractors hired by the City of Lincoln. Maintenance activities would include mowing, facility cleaning, vegetation management, tree care, and maintenance of recreation facilities.

The multi-purpose grass lawn in the center of the site is expected to support active uses, such as sports games, and would require a greater frequency of mowing and weeding compared to the rest of the site. Given the variety of trees proposed for the site, an arborist would regularly review trees for liability and disease concerns.

Elements of the play area such as equipment and groundcover made from natural materials may require special maintenance attention and are expected to be replaced over time.

2.3 PROJECT APPROVALS

A number of permits and approvals would be required for the proposed project. While the City is the CEQA Lead Agency for the project, other agencies also have discretionary authority related to the project and approvals. A list of these agencies and potential permits and approvals that may be required is provided in Table B below.

Table B: Potential Permits and Approvals

Lead Agency	Potential Permits/Approvals
City of Lincoln	● Project approval ● EIR Addendum adoption ● Provision of grading, construction, parking, traffic, erosion, and Storm Water Pollution Prevention Plan permits and approvals ● Approval of water lines, water hookups, wastewater lines, wastewater hookups
Other Agencies	
Placer County	● Placer County Conservation Program (PCCP) compliance
Lincoln Fire Department	● Fire Department review
United States Army Corps of Engineers	● Aquatic Resources Delineation Report verification and Clean Water Act (CWA) Section 404 permit authorization under the Western Placer County Aquatic Resources Program (CARP)
Regional Water Quality Control Board	● CWA Section 401 permit authorization under the CARP

Source: LSA (2023).

3.0 ENVIRONMENTAL ANALYSIS

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in an original project's EIR. The focus of this analysis is on the identified changes associated with the implementation of the proposed Henry Rood Park project (i.e., new park location not evaluated in the 2003 EIR Addendum to the LCSP EIR and minor revisions to the biological resources mitigation for consistency with the PCCP) and whether there would be any difference in identified impacts or required mitigation measures from those identified in the 1992 LCSP EIR, 2001 Supplement to the LCSP EIR, and the 2003 LCSP EIR Addendum (collectively referred to as the "LCSP EIR, as amended").

The following analysis is used to: (1) compare the environmental impacts of the project changes with impacts identified in the LCSP EIR, as amended; (2) to identify whether the proposed project would result in new or more severe significant environmental impacts; and (3) to identify if there have been substantial changes with respect to the circumstances under which the revised project would be undertaken since the LCSP EIR, as amended, was adopted that would result in new or more severe significant environmental effects.

Mitigation measures are measures that would minimize, avoid, or eliminate a significant impact. The analysis contained herein evaluates each topic to identify whether additional mitigation measures beyond those identified in the LCSP EIR, as amended, would be warranted. As discussed for each topic in the following analysis, no new mitigation measures would be required for the proposed project. Minor clarifying revisions to existing mitigation measures, not associated with any new or more significant impacts, have been proposed as reflected in Section 3.4 (Biological Resources) and Section 3.18 (Tribal Cultural Resources) of this EIR Addendum.

This analysis confirms that the revised project is within the scope of the LCSP EIR, as amended, and that the project would cause no new or more severe significant effects and no new mitigation measures are required. Furthermore, as Lead Agency, the City has determined that the minor mitigation measure clarifications included in this Addendum will not result in substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, as identified under Section 15162 of the CEQA Guidelines.

This Addendum, together with the LCSP EIR, as amended, will be used by the City when considering approval of the proposed project. The LCSP EIR, as amended, is hereby incorporated by reference.

3.1 AESTHETICS

Section 4.11, Visual Resources of the 1992 LCSP EIR, Item 14, Aesthetics, of the 2001 Supplement to the EIR, and Item 14, Aesthetics, of the 2003 EIR Addendum include an evaluation of the impacts to aesthetic resources associated with the implementation of the LCSP, and mitigation measures were recommended, as needed, to reduce significant impacts related to increased project area lighting.

In the LCSP EIR, as amended, Mitigation Measure 4.11-1, which requires that lights within non-residential development be directed and shielded so as to prevent spillover into residential areas,

was identified to reduce potentially significant impacts resulting from increased project area lighting. Impacts associated with increased project area lighting were determined to be less than significant with implementation of mitigation. The proposed park project would also introduce lighting to the project area, including pathway lights and lights around the perimeter of the parking lot, and implementation of Mitigation Measure 4.11-1 would ensure that this impact would remain less than significant. In addition, as described in Section 2.2.2.3, light levels in the park would be kept low after hours to provide for safety/security. Therefore, the changes to project area lighting resulting from the proposed project would not create a new or more significant impact related to lighting than that identified in the LCSP EIR, as amended, and the mitigation measure identified in the LCSP EIR, as amended, would adequately reduce the impact of the proposed project to less than significant .

Impacts associated with the alteration of existing views and obstruction of views of nearby undeveloped land and the Coast Range from SR-65 were determined to be significant and unavoidable, and no mitigation was available to reduce or avoid the impact, as identified in the LCSP EIR, as amended. The City Council adopted a Statement of Overriding Considerations for the significant and unavoidable impacts to aesthetic resources resulting from implementation of the LCSP. The overall boundaries of the LCSP Area have not changed, so while the proposed project is located in a slightly different location than what was evaluated in the 2003 EIR Addendum, the project would not result in an increase in impacts on scenic resources nor would it contribute to the identified significant unavoidable impact because it is surrounded by land that has already been developed under the LCSP and would not alter or obstruct views of nearby undeveloped land or the Coast Range from SR-65. Furthermore, while the proposed park project would introduce new visual elements in the project area, it would be consistent with the visual character of the immediate area (residential and school setting) and would not result in a significant impact to the existing visual character of the surrounding neighborhood. Implementation of the project would not obstruct any existing scenic views or vistas. Therefore, the proposed project would not contribute to the significant and unavoidable impact identified in the LCSP EIR, as amended.

Implementation of the proposed project would result in less-than-significant impacts related to scenic vistas, scenic resources, and light and glare with the implementation of Mitigation Measure 4.11-1 as identified in the LCSP EIR, as amended. Therefore, no new or substantially more severe significant impacts related to aesthetics would occur associated with the proposed project and no additional mitigation measures are required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Section 4.5, Land Use, of the 1992 LCSP EIR, Item 2, Agricultural Resources, of the 2001 Supplement to the EIR, and Item 2, Agricultural Resources, of the 2003 EIR Addendum include an evaluation of the impacts to agricultural resources associated with the implementation of the LCSP, and mitigation measures were recommended, as needed, to reduce significant impacts related to conversion of agricultural land. Impacts associated with the loss of agricultural land and Important Farmland due to development in the LCSP Area were determined to be significant and unavoidable, even with implementation of mitigation. The City Council adopted a Statement of Overriding Considerations for the significant and unavoidable impacts to agricultural resources resulting from implementation of the LCSP.

The existing project site for the proposed project is owned by the City and not under any existing agricultural use. Implementation of the proposed project would not result in the conversion of agricultural or forest land, nor would it conflict with existing zoning for an agricultural use or a Williamson Act contract. The proposed project is not zoned for agricultural or forestry uses. Therefore, the proposed project would not contribute to the significant unavoidable impact to agricultural resources identified for the LCSP, no new or substantially more severe significant impacts related to agricultural and forestry resources would occur associated with the proposed project, and no additional mitigation measures are required.

3.3 AIR QUALITY

Section 4.8, Climate and Air Quality, of the 1992 LCSP EIR, Item 6, Air Quality, of the 2001 Supplement to the EIR, and Item 6, Air Quality, of the 2003 EIR Addendum include analysis of the potential short-term and long-term air quality impacts associated with implementation of the LCSP. Impacts identified in the LCSP EIR, as amended, resulted primarily from the anticipated growth anticipated to occur under LCSP. Growth-related impacts included conflicts with emissions reductions required by the California Clean Air Act due to increased vehicle trips, decreased air quality resulting from increased vehicle trips, increased carbon monoxide concentrations due to worsened traffic conditions at project area intersections, an increase in wood burning resulting from residential developments, and exposure of residents to pollutant emissions from the burning of agricultural fields. Additionally, the LCSP EIR, as amended, identified a decrease in air quality resulting from construction-related activities.

Mitigation measures were recommended in the 1992 LCSP EIR to reduce the significant air quality impacts associated with each of these impacts. Mitigation Measure 4.8-6 requires preparation of a Dust Control Plan demonstrating compliance with Dust Control Strategies developed by the City of Lincoln and the Placer County Air Pollution Control District (PCAPCD), which includes compliance with Rule 228, as amended.[6,7] Other mitigation measures include trip reduction measures, the development of a Transportation Demand Management system, coordination to develop a light rail corridor, implementation of a reduction plan for non-attainment ozone precursors reactive organic compounds (ROC, more commonly referred to as volatile organic compounds, or VOC) and nitrogen oxides (NO_x), and a prohibition of wood-burning stoves to heat homes. However, with the exception of construction-related air quality impacts, which were determined to be less than significant with implementation of Mitigation Measure 4.8-6, all impacts analyzed in the 1992 LCSP EIR were determined to be significant and unavoidable, even with implementation of mitigation.

Changes to the project, changes in the region's attainment status, and changes in significance criteria were evaluated in the 2001 Supplement to the EIR. Mitigation Measure 4.8-9, which in the LCSP EIR prohibited wood-burning stoves but allowed "recreational woodburning fireplaces", was

6 Placer County Air Pollution Control District. 2003. Rule 228 Fugitive Dust. Adopted June 19, 1979, and amened October 19, 1993, and April 10, 2003. Website: https://www.placerair.org/DocumentCenter/View/2203/Rule-228-PDF (accessed December 5, 2023).

7 Placer County Air Pollution Control District. 2012. Fugitive Dust Control Requirements Fact Sheet. Website: https://www.placerair.org/DocumentCenter/View/1450/Fact-Sheet-Fugitive-Dust-Control-Requirements-PDF (accessed December 5, 2023).

amended in the 2001 Supplement to the EIR to prohibit all wood stoves except for EPA-certified Phase II wood stoves, and to only allow fireplaces with natural gas inserts in homes. The rest of the mitigation measures recommended in the LCSP EIR were found to be applicable to the 2001 project, and, subsequently, to the project as proposed in the 2003 EIR Addendum. These measures, as amended, were found to be sufficient to reduce any potentially significant impacts resulting from the 2001 project and the 2003 project to a less-than-significant level.

Since both the total acreage within the currently proposed project area and the type of development proposed would be the same as previously analyzed (albeit at a slightly different location than was analyzed prior to the 2003 EIR Addendum), construction and operational emissions associated with the currently proposed project would remain similar to those analyzed in the LCSP EIR, as amended. The relatively limited scale of the proposed neighborhood park project and the associated vehicle trips would not result in any adverse air quality impacts. Because project construction associated with the proposed project would be temporary, the operation of construction equipment would be of limited duration and would not result in generation of air quality emissions that would conflict with an air quality plan. The project plans include dust control conditions to be implemented during construction, including use of a water truck to maintain adequate dust control. Mitigation Measure 4.8-6, which requires compliance with PCAPCD standards, including Rule 228, would also be implemented as part of the proposed park project to ensure that temporary, short-term construction-related impacts would remain less than significant. Therefore, the air quality analysis and mitigation in the LCSP EIR, as amended, adequately addresses impacts of the currently proposed project.

Implementation of the proposed project would result in less-than-significant air quality impacts with the implementation of Mitigation Measure 4.8-6 as identified in the LCSP EIR, as amended. Therefore, no new or substantially more severe significant impacts related to air quality would occur associated with the proposed project and no additional mitigation measures are required.

3.4 BIOLOGICAL RESOURCES

Section 4.4, Biological Resources, of the 1992 LCSP EIR, Item 8, Biological Resources, of the Supplement to the EIR, and Item 8, Biological Resources, of the 2003 Addendum include an analysis of the potential impacts on biological resources associated with implementation of the LCSP. Mitigation measures were recommended to reduce significant impacts associated with loss and degradation of jurisdictional wetlands and other waters of the United States and State, loss and degradation of habitat for special-status plant and wildlife species, and loss of oak trees and blue oak woodland. Cumulative impacts associated with the conversion of annual grassland habitat, which provides suitable habitat for numerous special-status species throughout the LCSP Area, was determined to be significant and unavoidable with mitigation.

As described in Section 1.1 above, since approval of the LCSP EIR, as amended, Placer County adopted the PCCP to coordinate and streamline State and federal natural resources regulatory permitting processes. This section of the EIR Addendum summarizes the results of a Biological

Resources Evaluation of the proposed park project[8] consistent with the PCCP requirements and includes minor revisions to the biological resources mitigation identified in the LCSP EIR, as amended, for consistency with the PCCP.

3.4.1 Background

3.4.1.1 Placer County Conservation Plan

On September 1, 2020, the Placer County Board of Supervisors adopted the PCCP, adding Chapter 19, Article 19.10 to the Placer County Code (effective November 2, 2020). The PCCP provides a comprehensive mitigation and conservation strategy that meets federal and State regulatory requirements and includes three separate, but complementary, components that support two sets of State and federal permits:

- **Western Placer County Habitat Conservation Plan and Natural Community Conservation Plan**, referred to as the HCP/NCCP or "Plan." The Plan is a joint HCP and NCCP that will protect fish and wildlife and their habitats and fulfill the requirements of the federal Endangered Species Act and the California Natural Community and Conservation Planning Act.

- **Western Placer County Aquatic Resources Program**, referred to as the CARP. The CARP will protect streams, wetlands, and other water resources and fulfill the requirements of the federal Clean Water Act and analogous State laws and regulations.

- **In-Lieu Fee Program** is a program under which compensatory mitigation requirements under Section 404 of the Clean Water Act can be fulfilled by payment of a fee. The In-Lieu Fee Program will provide wetland mitigation "credits" that can be used to fulfill Section 404 compensatory mitigation requirements. The In-Lieu Fee Program will provide compensatory mitigation for impacts on aquatic resources for all projects and activities that are covered under the HCP/NCCP and the CARP.

The goal of the PCCP is to provide a framework to protect, enhance, and restore the natural resources in specific areas of western Placer County while streamlining environmental permitting for covered activities, such as the proposed park project. The PCCP applies to an approximately 261,000-acre area of western Placer County located west of Auburn and California State Route 49. The HCP/NCCP identifies a conservation strategy specific to the existing resources in the plan area, including protection of natural communities and 14 covered species, including: Swainson's hawk (*Buteo swainsoni*), California black rail (*Laterallus jamaicensis coturniculus*), western burrowing owl (*Athene cunicularia*), tricolored blackbird (*Agelaius tricolor*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), foothill yellow-legged frog (*Rana boylii*), California red-legged frog (*Rana draytonii*), Central Valley steelhead – Distinct Population Segment (*Oncorhynchus mykiss irideus*), Central Valley fall/late fall-run Chinook salmon Evolutionarily Significant Unit (*Oncorhynchus tshawytscha*), valley elderberry longhorn beetle (D*esmocerus californicus dimorphus*), conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*).

[8] LSA. 2023a. Biological Resources Evaluation for the Henry Rood Park Project. Prepared for the City of Lincoln. October.

Chapter 19, Article 19.10 of Placer County Code requires applicants with covered activities that affect covered species and/or their habitat to submit the necessary forms and background data to receive an authorization for take of covered species under the HCP/NCCP and fill of wetlands consistent with the CARP (if applicable). Conversion (ground disturbance) of natural or semi-natural lands, including oak woodland, grasslands, and wetlands are subject to the applicable PCCP State and federal permits and impact fees, as well as relevant conservation measures that must be implemented to protect covered species. A PCCP Certificate of Authorization is issued for a covered project once the PCCP development fees have been paid or equivalent mitigation has been completed. Upon receipt of the PCCP Certificate of Authorization, the applicant is authorized to proceed with any land conversion authorizations associated with the project, provided they meet the conditions stated in the certificate and all other conditions of approval in the land conversion authorization have been satisfied.

As the proposed park project is subject to the PCCP, a Biological Resources Evaluation[9] was prepared in support of the County's take authorization process consistent with the HCP/NCCP. The results of the evaluation are summarized below, followed by minor revisions to the biological resources mitigation identified in the LCSP EIR, as amended, for consistency with the PCCP.

3.4.1.2 Biological Analysis Methods

For purposes of the biological analysis, a Biological Study Area (BSA) was established. The BSA, totaling 5.4 acres, is comprised of the proposed park site and adjacent areas associated with access improvements (i.e., pedestrian connections at Brentford Circle and Brentford Nature Preserve Trail). A list of sensitive wildlife and plant species potentially occurring within the BSA was compiled to evaluate the potential impacts resulting from project construction. Sources used to compile the list include the California Natural Diversity Database (CNDDB), the California Native Plant Society (CNPS) Online Inventory, and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) list. The species lists were reviewed to determine which species could potentially occur in the BSA prior to conducting field surveys. The following surveys were conducted consistent with PCCP requirements to document the biological conditions of the BSA: a general biological survey and vegetation mapping, botanical survey, an aquatic resources delineation, and PCCP planning-level surveys for Swainson's hawk and tricolored blackbird.

3.4.1.3 Existing Biological Conditions

The only natural community in the BSA consists of a single vernal pool wetland totaling approximately 0.05 acre (Figure 4). The majority of the vegetated area in the BSA is comprised of a heavily managed ruderal grassland field totaling approximately 5.3 acres. The remaining approximately 0.12 acre in the BSA is comprised of areas classified as urban (paved) land uses in scattered locations along the BSA edge. The aquatic resources delineation was verified by the United States Army Corps of Engineers (USACE) on August 14, 2023.

[9] LSA. 2023a. op. cit.

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LSA

LEGEND

Biological Study Area - (5.47 ac)

Vegetation Communities /Land Uses - (5.466 ac)

Vernal Pool - (0.046 ac)

Ruderal Grassland - (5.301 ac)

Urban (Paved) - (0.119 ac)

0 50 100
FEET

SOURCE: Basemap - Google Maps Imagery (6/2021); Mapping - LSA (8/2023)

J:\CAL2202\GIS\MXD\BRA\PlntComm.mxd (8/21/2023)

FIGURE4

Henry Rood Park
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Vegetation Communities / Land Uses

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Vegetation within the vernal pool is dominated by smooth boisduvalia (*Epilobium campestre*), annual hairgrass (*Deschampsia danthonoides*), stalked popcornflower (*Plagiobothrys stipitatus* var. *micranthus*), and common spikerush (*Eleocharis macrostachya*). Representative ruderal grassland species observed in the BSA included soft chess (*Bromus hordeaceous*), slender wild oats (*Avena barbata*), small-flowered fiddleneck (*Amsinckia menziesii*), bindweed (*Convolvulus arvensis*), Broad-leaf filaree (*Erodium botrys*), narrow tarplant (*Holocarpha virgata*), bur clover (*Medicago polymorpha*), English plantain (*Plantago lanceolata*), wild radish (*Raphanus sativa*), vinegarweed (*Stipa pulchra*), rose clover (*Trifolium hirtum*), and hairy vetch (*Vicia villosa*).

Wildlife species observed or expected to occur within the BSA are those adapted to suburban/urban areas within Lincoln and Placer County. Wildlife species observed during the field surveys include American crow (*Corvus brachyrhynchos*), great blue heron (*Ardea herodias*), northern mockingbird (*Mimus polyglottos*), red tailed hawk (*Buteo jamaicensis*), oak titmouse (*Baeolophus inornatus*), mourning dove (*Zenaida macroura*), California scrub jay (*Aphelocoma californica*), house sparrow (P*asser domesticus*), rock pigeon (*Columba livia*), turkey vulture (*Cathartes aura*), red-eared slider (*Trachemys scripta elegans*), and California ground squirrel (*Otospermophilus beecheyi*). Other common wildlife species expected to occur in the area include killdeer (*Charadrius vociferus*) and Canada goose (*Branta canadensis*).

There were 12 special-status plant species identified in the record searches. Species that require specific habitat not present in the BSA were eliminated as potentially occurring and are not discussed further. Of the 12 special-status plant species considered, 6 species were determined to have the potential to occur in the BSA based on habitats present, including dwarf downingia (*Downingia pusilla*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), Ahart's dwarf rush (*Juncus leiospermus* var*. ahartii*), Red Bluff dwarf rush (*Juncus leiospermus var. leiospermus*), legenere (*Legenere limosa*), and pincushion navarretia (*Navarretia myersii* ssp*. myersii*). All target species were surveyed within the normal blooming period during the focused rare plant survey on May 25, 2023. No special-status plants were observed in the BSA during focused plant surveys or any other surveys. As a result, special-status plant species are considered absent from the BSA.

There were 30 special-status wildlife species identified in the record searches. Species that require specific habitat not present in the BSA were eliminated as potentially occurring and are not discussed further (e.g., woodland, riparian, and riverine species). Of the 30 special-status wildlife species, 8 were either observed or determined to have the potential to occur in the BSA, or otherwise warranted further discussion. These species included: western pond turtle, tricolored blackbird, western burrowing owl, Swainson's hawk, white-tailed kite (*Elanus leucurus*), California black rail, vernal pool fairy shrimp, and vernal pool tadpole shrimp. All are covered species under the HCP/NCCP except for white-tailed kite. PCCP planning-level surveys conducted in spring and summer 2023 for Swainson's hawk and California black rail were negative within the survey area specified by the PCCP; however, a breeding tricolored blackbird population was observed on April 25, 2023, approximately 3,400 feet (0.65 mile) northwest of the BSA adjacent to Auburn Ravine and existing residential development. All eight species with the potential to occur within the BSA are discussed further below.

3.4.2 Impact Analysis

3.4.2.1 Special-Status Species

As described above, special-status plant species do not occur in the BSA based on lack of suitable habitat or rare plant survey results; therefore, no special-status plants would be affected by implementation of the proposed project. However, the proposed project has the potential to affect eight special-status animal species that could occur within the BSA. Potential impacts to these special-status species are briefly described below based on the Biological Resources Evaluation.

Western Pond Turtle. The western pond turtle is a California Species of Special Concern and an HCP/NCCP covered species. There are four CNDDB records of western pond turtle in the vicinity of the BSA, the nearest of which is located approximately 5.15 miles northeast of the BSA. No western pond turtles were observed during field surveys. Ingram Slough located adjacent to the BSA provides suitable aquatic habitat for this species (muddy bottomed with basking sites adjacent), and the surrounding ruderal grassland along Ingram Slough and in the BSA could provide suitable upland habitat for egg-laying. Due to the presence of suitable aquatic and breeding habitat within and immediately adjacent the BSA, western pond turtles have the potential to occur in the BSA.

As required under the PCCP and as specified in Section 6.3.5.11 (Species Condition 6, *California Red-legged Frog, Foothill Yellow-legged Frog, and Western Pond Turtle*) of the HCP/NCCP, specific conditions would be implemented in conjunction with the proposed project to avoid and minimize impacts to western pond turtle and associated aquatic habitat (e.g., water quality and erosion control best management practices during construction). The City would be required to implement these conditions consistent with the PCCP Certificate of Authorization once the PCCP development fees have been paid. The City would pay the required HCP/NCCP land cover conversion fees consistent with PCCP General Condition 3 (Land Conversion) to compensate for the conversion of suitable upland estivation habitat for this species and fund the PCCP Reserve System.

With the implementation of the required PCCP avoidance and minimization measures and payment of land conversion fees, impacts to western pond turtle would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

Tricolored Blackbird. Tricolored blackbird is State listed as threatened and an HCP/NCCP covered species. The nearest presumed extant CNDDB occurrences of tricolored blackbird are located approximately 1,300 feet southwest of the BSA near Ingram Slough, and 3,400 feet northwest of the BSA near Auburn Ravine just west of Ferrari Ranch Road. PCCP planning-level surveys for tricolored blackbird were conducted on April 25 and June 16, 2023, consistent with HCP/NCCP Section 6.3.5.9 Species Condition 4 – *Tricolored Blackbird 1* (*Preconstruction Surveys – Nest Colony Sites*). No nesting or foraging tricolored blackbirds were observed in the BSA or elsewhere within the 1,300-foot survey area during these surveys. However, the ruderal grassland vegetation within in the BSA provides suitable foraging habitat for tricolored blackbirds, and Ingram Slough and its associated wetland vegetation (e.g., cattails, tules) supports suitable nesting habitat for this species. Furthermore, tricolored blackbird nesting activity was observed approximately 3,400 feet (0.65 mile) northwest of the BSA adjacent to Auburn Ravine. Therefore, due to the presence of suitable foraging

and nesting habitat within and immediately adjacent to the BSA, respectively, tricolored blackbirds have the potential to occur in the BSA.

As required under the PCCP and as specified in Section 6.3.5.9 (Species Condition 4, *Tricolored Blackbird*) of the HCP/NCCP, specific conditions consisting of preconstruction surveys and establishing no work buffers and biological monitoring if the surveys are positive, would be implemented in conjunction with the proposed project to avoid and minimize impacts to tricolored blackbird. The City would be required to implement these conditions consistent with the PCCP Certificate of Authorization once the PCCP development fees have been paid. The City would pay the required HCP/NCCP land cover conversion fees consistent with PCCP General Condition 3 (Land Conversion) to compensate for the conversion of suitable habitat for this species and fund the PCCP Reserve System.

With the implementation of the required PCCP avoidance and minimization measures and payment of land conversion fees, impacts to tricolored blackbird would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

Western Burrowing Owl. Western burrowing owl is a California Species of Special Concern and an HCP/NCCP covered species. The closest CNDDB occurrence is approximately 3.5 miles southwest of the BSA. No ground squirrels, ground squirrel burrows, or burrow facsimiles capable of supporting owl nesting or wintering were observed within the BSA during any of the site visits. No burrowing owls or sign of burrowing owls were observed during field surveys. However, the BSA provides marginally suitable foraging habitat, and it is possible that individual burrowing owls may occasionally forage in the BSA during the nesting or wintering season.

As required under the PCCP and as specified in Section 6.3.5.8 (Species Condition 3, *Western Burrowing Owl*) of the HCP/NCCP, specific conditions consisting of preconstruction surveys and establishing no work buffers, passive exclusion, and/or biological monitoring if the surveys are positive, would be implemented in conjunction with the proposed project to avoid and minimize impacts to burrowing owl. The City would be required to implement these conditions consistent with the PCCP Certificate of Authorization once the PCCP development fees have been paid. The City would pay the required HCP/NCCP land cover conversion fees consistent with PCCP General Condition 3 (Land Conversion) to compensate for the conversion of suitable habitat for this species and fund the PCCP Reserve System.

With the implementation of the required PCCP avoidance and minimization measures and payment of land conversion fees, impacts to burrowing owl would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

Swainson's Hawk. Swainson's hawk is State listed as threatened and an HCP/NCCP covered species. The nearest presumed extant CNDDB occurrence of Swainson's hawk is approximately 2.3 miles north of the BSA. PCCP planning-level surveys for Swainson's hawk were conducted on March 30,

April 3, April 7, and April 17, 2023, consistent with the *Swainson's Hawk PCCP Survey Protocols for Projects (version 02252022)*. No active or potential Swainson's hawk nests (i.e., adult brooding eggs or young on nest) were observed in the BSA or within 0.25 mile of the BSA during any of the surveys. The surrounding area is a newer residential community and consists of mostly landscaped smaller trees. No suitable mature nesting trees were observed within the 0.25-mile survey area. Marginally suitable foraging habitat is present in the BSA. Therefore, Swainson's hawks have a low potential to occur in the BSA.

As required under the PCCP and as specified in Section 6.3.5.6 (Species Condition 1, *Swainson's Hawk*) of the HCP/NCCP, specific conditions consisting of preconstruction surveys and establishing no work buffers, and biological monitoring if the surveys are positive, would be implemented in conjunction with the proposed project to avoid and minimize impacts to Swainson's hawk. The City would be required to implement these conditions consistent with the PCCP Certificate of Authorization once the PCCP development fees have been paid. The City would pay the required HCP/NCCP land cover conversion fees consistent with PCCP General Condition 3 (Land Conversion) to compensate for the conversion of suitable habitat for this species and fund the PCCP Reserve System.

With the implementation of the required PCCP avoidance and minimization measures and payment of land conversion fees, impacts to Swainson's hawk would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

White-Tailed Kite. White-tailed kite is a Fully Protected species in the State of California. No white-tiled kites were observed during field surveys. There are two presumed extant occurrences for white-tailed kite within Placer County. The nearest CNDDB occurrence is located approximately 5.5 miles east of the BSA within oak woodland/riparian habitat associated with Antelope Creek. While there is no suitable nesting habitat in or adjacent to the BSA, the ruderal grassland provides suitable foraging habitat. Due to the presence of suitable foraging habitat in the BSA, white-tailed kites are considered to have a low potential to occur in the BSA.

With the implementation of the PCCP avoidance and minimization measure and payment of land conversion fees described above for impacts to Swainson's hawk foraging habitat, impacts to white-tailed kite foraging habitat would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

California Black Rail. California black rail is State listed as threatened, a State Fully Protected species, and an HCP/NCCP covered species. The nearest CNDDB occurrence is located approximately 5.1 miles southeast of the BSA within riparian habitat associated with Clover Valley Creek. Ingram Slough and its associated wetland vegetation (e.g., cattails, tules) supports suitable nesting habitat for this species. Furthermore, Ingram Slough adjacent to the BSA is mapped as modeled habitat for this species (potential nesting and foraging habitat) under the HCP/NCCP.

As required under the PCCP and as specified in Section 6.3.5.7 (Species Condition 2, *California Black Rail*) of the HCP/NCCP, specific conditions consisting of preconstruction surveys and establishing no work buffers and biological monitoring if the surveys are positive, would be implemented in conjunction with the proposed project to avoid and minimize impacts to California black rail. The City would be required to implement these conditions consistent with the PCCP Certificate of Authorization once the PCCP development fees have been paid. The City would pay the required HCP/NCCP land cover conversion fees consistent with PCCP General Condition 3 (Land Conversion) to compensate for the conversion of suitable habitat for this species and fund the PCCP Reserve System.

With the implementation of the required PCCP avoidance and minimization measures and payment of land conversion fees, impacts to California black rail would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp. Vernal pool fairy shrimp is federally listed as threatened, and the vernal pool tadpole shrimp is federally listed as endangered. Both are covered species under the HCP/NCCP. The two nearest presumed extant CNDDB occurrences of vernal pool fairy shrimp are located approximately 1,050 feet east of the BSA and 2,200 feet southwest of the BSA near Ingram Slough. The nearest occurrence for vernal pool tadpole shrimp is located approximately 1,950 feet southeast of the BSA in a vernal pool complex south of Ingram Slough. The project would result in the direct permanent loss of the single vernal pool in the BSA, totaling 0.046 acre. The vernal pool is suitable habitat for both vernal pool fairy shrimp and vernal pool tadpole shrimp.

As required under the PCCP and as specified in Section 6.3.5.15 (Species Condition 10, *Vernal Pool Fairy Shrimp and Tadpole Shrimp*) of the HCP/NCCP, 2023-2024 wet season surveys would be conducted for vernal pool fairy shrimp and vernal pool tadpole shrimp by a qualified biologist consistent with the *PCCP Survey Guidelines for Covered Large Branchiopods (version 12132022*). Topsoil salvage may occur if these species are determined to be present. The City would be required to implement this condition consistent with the PCCP Certificate of Authorization once the PCCP development fees have been paid. The City would pay the required HCP/NCCP land cover conversion fees consistent with PCCP General Condition 3 (Land Conversion) to compensate for the conversion of suitable habitat for these species and fund the PCCP Reserve System.

With the implementation of the required PCCP avoidance and minimization measures and payment of land conversion fees, impacts to vernal pool fairy shrimp and vernal pool tadpole shrimp would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

Nesting Migratory Birds and Raptors. No nesting migratory birds were observed in the BSA or immediate vicinity during field surveys. However, ground nesting migratory birds could nest within the ruderal grassland habitat in the BSA. Additionally, other nesting birds or raptors could nest within the vicinity of the BSA in adjacent trees or Ingram Slough habitats.

Disturbance of migratory birds and raptors during their nesting season (February 1 to August 31) could result in "take" which is prohibited under the Migratory Bird Treaty Act (MBTA) and Section 3513 of the California Fish and Game Code (CFGC). CFGC (Section 3503) also prohibits take or destruction of bird nests or eggs. The City would ensure compliance with the MBTA and CFGC with the implementation of the PCCP avoidance and minimization measures listed above for tricolored blackbird, western burrowing owl, Swainson's hawk, white-tailed kite, and California black rail, as well as implementation of Mitigation Measure 4.4-8 (preconstruction nesting bird surveys) as identified in the LCSP EIR, as amended as well as Section 6.2.8 of the Biological Resources Evaluation.

Impacts to nesting birds would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

Cumulative Impacts to Special-Status Species Habitat. As described in the discussion of cumulative biological resources impacts in the LCSP EIR, as amended:

> The completed Lincoln Crossing development will result in the disturbance, fragmentation, or removal of annual grassland habitat. This removal will result in the loss of foraging habitat for raptors (hawks, falcons, etc.), numerous ground-dwelling mammals, unknown numbers or invertebrate species, and a large number of native plant species, particularly bulbous lily relatives, and the last scattered remnants or perennial bunch grasslands.

Implementation of Mitigation Measure 4.4-20 as identified in the LCSP EIR, as amended, and as set forth in Section 3.4.4 of this EIR Addendum, was provided to reduce cumulative impacts associated with the loss of habitat for special-status species within the LCSP Area. The proposed park project would not make a cumulatively considerable contribution to cumulative impacts to special-status species with the implementation of the PCCP avoidance and minimization measures and payment of land conversion fees, as described above. Therefore, no new or substantially more severe cumulative impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required. However, as described in Section 3.4.4 of this EIR Addendum, minor revisions to Mitigation Measure 4.4-20 are proposed for consistency with the PCCP.

3.4.2.2 Riparian Habitat or Other Natural Community

The BSA includes one aquatic community (i.e., vernal pool) considered sensitive under CEQA that would be regulated by the USACE and Regional Water Quality Control Board (RWQCB) as waters of the U.S and waters of the State. The proposed park project would result in the direct permanent loss of the single vernal pool in the BSA, totaling 0.046 acre. As described below, impacts to the vernal pool wetland would be less than significant with the implementation of PCCP avoidance and minimization measures and the payment of land conversion and aquatic resource in-lieu fees. Therefore, no new or substantially more severe significant impacts than what was previously

evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

3.4.2.3 State or Federally Protected Wetlands

The proposed project would result in the direct permanent loss of the 0.046-acre vernal pool in the BSA. Fill of the vernal pool wetland is regulated by the USACE and RWQCB as waters of the U.S and waters of the State. As specified by the PCCP, prior to issuance of a grading permit or other authorization to proceed with project construction, the City is required to obtain any regulatory permits that are required from the USACE and RWQCB. Under the PCCP, the CARP provides a structure for protecting aquatic resources in western Placer County while streamlining the environmental permitting process for impacts to aquatic resources. As part of the City's PCCP authorization request, a Notice of Intent (NOI) would be provided requesting coverage under the programmatic Clean Water Act Section 404 and Section 401 authorizations from the USACE and RWQCB. The City's payment of the land conversion fee and additional in-lieu fee associated with impacts to the vernal pool wetland would satisfy the compensatory wetland mitigation requirements under the programmatic permits. In addition, the City would implement the relevant avoidance and minimization measures from the CARP to minimize water quality impacts to Ingram Slough (e.g., erosion control best management practices, vehicle and equipment staging restrictions, etc.).

With the implementation of the PCCP conditions and payment of land conversion and in-lieu fees, impacts to State or federally protected wetlands would be less than significant under CEQA. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

3.4.2.4 Wildlife Movement and Nursery Sites

The BSA is bordered by an elementary school and residential development to the west, north, and east. These existing development areas impede significant wildlife movement through the BSA. The Ingram Slough corridor to the south provides a potential corridor for the movement of wildlife but this area would not be impacted by the park project. The proposed project would not interfere substantially with wildlife movement or impede the use of native wildlife nursery sites. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

3.4.2.5 Local Policies or Ordinances and Adopted Habitat Conservation Plan/Natural Community Conservation Plan

The proposed park project would not conflict with any local policies and ordinances, such as the City's tree preservation policy. As described above, the project would comply with the PCCP HCP/NCCP conditions, consisting of the implementation of applicable avoidance and minimization measures and payment of land conversion fees. Therefore, no new or substantially more severe significant impacts than what was previously evaluated in the LCSP EIR, as amended, would occur associated with the proposed project and no additional mitigation measures are required.

3.4.3 Mitigation Measures

As described in Section 3.4.2 above, the proposed park project would not result in any new significant impacts or substantially more severe impacts related to biological resources. No new mitigation measures are required. However, the following minor modifications to Mitigation Measure 4.4-20 as identified in the LCSP EIR, as amended, is proposed for consistency with the PCCP. New text is underlined.

Mitigation Measure 4.4-20 Projects shall comply with the Placer County Conservation Plan (PCCP), pay any required land conversion or in-lieu fees, and implement all required conditions of the PCCP Certificate of Authorization prior to commencing with project activities. In addition, to the extent practicable and as specifically modified by mitigation measures presented in this EIR, implement mitigation measures 4.4-23 and 4.4-24 of the Lincoln PFE Draft EIR:

- ***PFE 4.4-23***: Adequate annual grassland preserves shall be established adjacent to riparian and other woodlands.
- ***PFE 4.4-24***: To the extent practicable, all wildlife preserves and parklands shall be connected to open space corridors.

As Lead Agency, the City has determined that these minor mitigation measure clarifications will not result in substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, as identified under Section 15162 of the CEQA Guidelines. In addition, the City, as Lead Agency, has agreed to implement the modified mitigation measure when carrying out the project.

3.5 CULTURAL RESOURCES

Section 4.12, Cultural Resources, of the 1992 LCSP EIR, Item 15, Cultural Resources, of the 2001 Supplement to the EIR, and Item 15, Cultural Resources, of the 2003 EIR Addendum include an analysis of the impacts to cultural resources associated with the implementation of the LCSP. Mitigation Measure 4.12-3 (i.e., stopping work when encountering unanticipated buried cultural resources or human remains) was recommended in the LCSP EIR, as amended, to reduce significant impacts associated with construction-related impacts to undocumented cultural resources and undocumented human remains. All impacts were determined to be less than significant with implementation of mitigation.

Because the City of Lincoln is applying for a Section 404 Permit from the USACE under the PCCP/CARP, the USACE is required to address requirements of Section 106 of the National Historic Preservation Act for the proposed park project prior to issuance of the permit, as described in the

implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Therefore, a Cultural Resources Study[10] was conducted for the proposed project, as summarized below.

The study consisted of background research (involving a records search at the North Central Information Center, an online search of local and State cultural inventories, a review of historical maps and aerial photographs, and an examination of published surficial geology and soils information), a search of the Native American Heritage Commission (NAHC) Sacred Lands File and consultation outreach with the local historical society, and an archaeological field survey. These tasks were completed to identify cultural resources in the Area of Potential Effect (APE) that may qualify as historic properties as defined in 36 CFR 800.16(l)(1).

The study identified no cultural resources within the APE. No cultural resources were previously recorded in proximity to the APE. The APE is located outside the historical townsite of Lincoln and has remained undeveloped, being used for agriculture since at least the early 1950s through the early 2000s.

Apart from a former agricultural ditch/canal, no historical structures appear to have been within the APE. Accordingly, the potential for encountering buried historic-period archaeological resources is low. However, the APE does have potential for pre-contact archaeological deposits due to the proximity of a perennial fresh water source—the southern arm of Ingram Slough.

The LCSP EIR, as amended, identified Mitigation Measure 4.12-3, which requires any work to cease in the event subsurface features (including locally darkened soil [“midden”], which could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains) are encountered until a determination can be made as to the significance of the find. Furthermore, consistent with PCCP/CARP requirements, CARP Condition 23 would be implemented as part of the park project:

> If human remains or cultural artifacts are discovered during construction, the Applicant shall stop work and notify the Local Jurisdiction immediately. Work will not continue in the area until a qualified coroner and archaeologist have evaluated the remains, conducted a survey, prepared an assessment, and required consultations are completed.

With implementation of Mitigation Measure 4.12-3 and CARP Condition 23, impacts to cultural resources would be less than significant and no further mitigation is required. Therefore, no new or substantially more severe significant impacts related to cultural resources would occur associated with the proposed project and no additional mitigation measures are required.

3.6 ENERGY

The 1992 LCSP EIR, 2001 Supplement to the EIR, and 2003 EIR Addendum did not quantify construction-period energy or natural gas demand associated with the proposed project; however, a brief discussion of energy demand and conservation was included in Section 4.10, Public Services, of

[10] LSA. 2023b. Cultural Resources Study for the Henry Rood Park Project. Prepared for the City of Lincoln. September.

the 1992 LCSP EIR. The 1992 LSCP EIR determined that implementation of the LCSP would result in an increase in energy and gas demand. Mitigation measures were recommended in the LCSP EIR, as amended, to reduce impacts associated with the increased demand for, and consumption of, natural gas and electrical power by residential and commercial uses. The proposed neighborhood park project would not introduce new residential or business uses and would not result in an increase in population in the project area. Thus, the analysis of operational energy demand in the LCSP EIR, as amended, would have included the proposed project.

Construction associated with the proposed project would require energy for the manufacture and transportation of paving materials, preparation of the site for grading activities, and development of the surface parking areas. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

The expected energy consumption during operation of the proposed project has not changed since approval of the LCSP EIR, as amended. However, energy efficient lighting options have improved since approval of these prior analyses, resulting in a likely slight decrease in energy demand resulting from the proposed project when compared to the previously evaluated LCSP project. Therefore, no new or substantially more severe significant effects in regard to energy would occur associated with the proposed project and no additional mitigation measures are required.

3.7 GEOLOGY AND SOILS

Section 4.2, Geology, Soils, and Seismicity, of the 1992 LCSP EIR, Item 4, Geology and Soils, of the 2001 Supplement to the EIR, and Item 4, Geology and Soils, of the 2003 EIR Addendum include an analysis of the impacts to geology, soils, and seismicity associated with the implementation of the LCSP. Mitigation measures were recommended in the LCSP EIR, as amended, to reduce significant impacts associated with seismic ground shaking, construction-related erosion, and geologic hazards related to construction in soils with high shrink-swell potential, slow permeability, limited load bearing strength, and frequent flooding. All impacts were determined to be less than significant with implementation of mitigation.

Section 4.12, Cultural Resources, of the 1992 LCSP EIR, Item 15, Cultural Resources, of the 2001 Supplement to the EIR, and Item 15, Cultural Resources, of the 2003 EIR Addendum include analysis of the impacts to paleontological resources associated with the implementation of the LCSP. Mitigation measures were recommended to reduce significant impacts associated with construction-related impacts to paleontological resources in the improvement areas. All impacts were determined to be less than significant with implementation of mitigation.

The LCSP EIR, as amended, determined that soil erosion impacts would be mitigated to a less-than-significant level through compliance with Mitigation Measures 4.2-5 through 4.2-9. The measures require projects to develop dust control plans in accordance with requirements of the City of Lincoln and Placer County Air Pollution Control District, which is also required by Mitigation Measure 4.6-8, discussed in Section 3.3 of this Addendum. The measures also require that no disturbed areas be left

exposed for any unreasonable period of time or during the winter seasons. Additionally, these measures require implementation of protection measures to prevent soil and debris from entering area waterways during rainy season construction and revegetation of any areas disturbed by site preparation or construction. The project plans also include dust control conditions to be implemented during construction, including use of a water truck to maintain adequate dust control, and erosion control measures. Although the proposed project is located in a slightly different location than what was evaluated previous to the 2003 EIR Addendum, the proposed project would not increase the amount of disturbed land in the overall LCSP project site. Therefore, with implementation of Mitigation Measures 4.2-5 through 4.2-9, impacts related to soil erosion would be less than significant.

The LCSP EIR, as amended, determined that soil constraints would be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.2-1 and 4.2-2, requiring geotechnical analyses prior to project approval and the use of accepted engineering and construction techniques to compensate for soils limitations. A geotechnical investigation was performed for the proposed park project, and a report prepared in March 2023.[11] Per the report, no soil or geologic conditions were encountered that would preclude development of the site as planned, assuming that the report's recommendations would be incorporated into design and construction of the proposed project. The primary geotechnical constraint identified was the presence of near-surface expansive clay soil, which was found throughout the site. The report provided recommendations pertaining to seismic design criteria, materials for fill (should consist of material with "very low" expansion potential), foundations for the restroom, shade, and pedestrian bridge crossing structures, pavements, stormwater infiltration devices, and site drainage and moisture protection. The project plans include compaction testing to be done by a geotechnical engineer and compliance with any recommendations from the geotechnical engineer and any City specifications. Therefore, along with the stipulations outlined in the project plans, implementation of Mitigation Measures 4.2-1 and 4.2-2 as identified in the LCSP EIR, as amended, would ensure that any potential impacts resulting from the proposed project related to soil constraints would be less than significant.

There is a possibility that unanticipated paleontological resources could be encountered during ground-disturbing project-related activities. To address any such encounter, the LCSP EIR, as amended, identified Mitigation Measure 4.12-3, which requires any work to cease in the event subsurface features are encountered until a determination can be made as to the significance of the find. With implementation of this mitigation measure, impacts to paleontological resources would be less than significant, and no further mitigation is required.

Implementation of the proposed project would result in less-than-significant geology and soils impacts with the implementation of Mitigation Measures 4.2-1, 4.2-2, and 4.12-3 as identified in the LCSP EIR, as amended, and compliance with the recommendations in the 2023 Geotechnical Report related in particular to expansive soils and site preparation as well as seismic design, foundation preparation, and drainage. Therefore, no new or substantially more severe significant impacts

[11] Geocon Consultants, Inc. 2023. Geotechnical Investigation: Brentford Circle Park, Brentford Circle and Caledon Circle, Lincoln, California. March.

related to geology and soils would occur associated with the proposed project and no additional mitigation measures are required.

3.8 GREENHOUSE GAS EMISSIONS

Section 4.8, Climate and Air Quality, of the LCSP EIR, as amended, included an analysis of the impacts associated with pollutant emissions and air quality. At the time the 1992 EIR and 2001 Supplement to the EIR were prepared, no significance thresholds had been adopted by the PCAPCD for evaluation of greenhouse gas (GHG) emissions. However, at the time, California's local governmental agencies were aware of the importance of monitoring and limiting GHG emissions when approving projects. Since GHG impacts were known at the time that the previous environmental analysis was conducted, information regarding the project's potential to impact climate change does not constitute new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the CEQA document was certified. The inclusion of GHG emissions analysis under CEQA began after the enactment of Assembly Bill (AB) 32 in 2008; in 2010, modifications to Appendix G of the State CEQA Guidelines included detailed guidance for GHG impact analysis under CEQA. The inclusion of GHG impacts as a requirement of CEQA analysis by itself does not trigger the need for any further environmental review. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* [*supra*, 196 Cal. App. 4th at 531–532]).

Regardless, as mentioned above, the LCSP EIR, as amended, analyzed air quality impacts from construction and operational activities, including mobile/vehicle source emissions and operational emissions from energy consumption, which are the most common sources of GHG emissions. Pursuant to CEQA case law and CEQA Guidelines Section 15162 (a)(3), the issue of project-related GHG emissions does not constitute new information of substantial importance or substantial evidence of a new impact to the environment that was not or could not have been known at the time the LCSP EIR was certified. Therefore, this section discusses the project's impacts related to the release of GHG emissions for the construction and operational phases of the project for informational purposes.

3.8.1 Background

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

1. Carbon dioxide (CO_2);
2. Methane (CH_4);
3. Nitrous oxide (N_2O);
4. Hydrofluorocarbons (HFCs);
5. Perfluorocarbons (PFCs); and
6. Sulfur hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade

GHGs include naturally occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

3.8.2 Impact Analysis

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse GHG emission impact if the project would:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reduction the emissions of greenhouse gases.

The PCAPCD 2017 CEQA Handbook[12] includes guidance on assessing GHGs and climate change impacts as required under CEQA § 15183.5(b) and establishes thresholds of significance for impacts related to GHG emissions due to project construction and operations. The PCAPCD recommends a significance threshold of 10,000 metric tons of carbon dioxide equivalents (MT CO_2e) per year for project construction. For project operations, the PCAQMD guidelines include the option to evaluate a land-use project against a de minimis threshold of 1,100 MT CO2e, or a per-capita emissions threshold of 26.5 (urban) or 27.3 (rural) MT CO_2e per 1,000 sf. The PCAQMD also identifies a bright-line threshold of 10,000 MT CO_2e for stationary sources. For this analysis, the proposed project operational emissions were evaluated against the de minimis emissions threshold of 1,100 MT CO_2e.

3.8.2.1 Generate Significant Greenhouse Gas Emissions

Using guidance available from the PCAPCD, the potential emissions resulting from construction activities and operational activities were analyzed separately. Following PCAPCD guidance, the CalEEMod computer program was used to estimate both construction and operational GHG

[12] Placer County Air Pollution Control District (PCAPCD). 2017. *2017 CEQA Handbook.* Website: https://www.placerair.org/1801/CEQA-Handbook (accessed October 2023).

emissions related to the proposed project. Where project-specific information was not available, CalEEMod default assumptions were used for both construction and operational modeling (including for information such as construction fleets, and project-related vehicle trips during operations). The CalEEMod output files are attached for reference as Appendix A.

Construction Activities. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Following guidance from the PCAPCD, construction-generated GHG emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program.

As shown in Table C, the project construction activities would generate an estimated annual maximum of 286 MT CO_2e/yr. This is less than the PCAPCD's project-level construction threshold of 10,000 MT CO_2e/yr. Therefore, construction of the proposed project would not generate GHG emissions that would have a significant effect on the environment. The potential environmental impact of the proposed project with regards to construction activities would be less than significant.

Table C: Construction Greenhouse Gas Emissions

Construction Year	Emissions per Year (MT)			Total Emissions per Year (MT CO_2e)
	CO_2	CH_4	N_2O	
2024	284.8	<0.1	<0.1	285.96
2025	39.6	<0.1	<0.1	39.75
PCAPCD Project-Level Construction GHG Significance Threshold				**10,000**
Exceeds Threshold?				**No**

Source: Compiled by LSA Associates, Inc. (October 2023).

CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
MT CO_2e = metric tons of carbon dioxide equivalent
MT = metric tons
N_2O = nitrous oxide
PCAPCD = Placer County Air Pollution Control District

Operational Activities. During project operations, long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks, and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution).

For the proposed project, mobile-source GHG emissions would include project-generated vehicle and truck trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. CalEEMod was utilized to estimate the operational GHG emissions associated with the proposed project in operational year 2026. Operational GHG emissions associated with the proposed project are shown in Table D.

Table D: Long-Term Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT per year)			
	Total CO_2	CH_4	N_2O	CO_2e
Mobile	9.79	<0.1	<0.1	9.94
Area	0.00	<0.1	<0.1	0.00
Energy	1.06	<0.1	<0.1	1.07
Water	0.20	<0.1	<0.1	0.20
Waste	0.03	<0.1	0	0.11
Total Annual Emissions				**11.32**
PCAPCD GHG De Minimis Significance Threshold				**1,100**
Emissions Exceed Threshold?				**No**

Source: Compiled by LSA Associates, Inc. (October 2023).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
MT = metric tons
N_2O = nitrous oxide
PCAPCD = Placer County Air Pollution Control District

As described above, the PCAPCD *2017 CEQA Handbook* includes a recommended de minimis threshold of 1,100 MT CO_2e per year for evaluating the potential GHG emissions impacts of land use projects. The PCAPCD CEQA Guidelines additionally state that a land use project can be considered less than cumulatively considerable and be excluded from additional GHG impact analysis requirements if its annual operational phase GHG emissions are equal to or less than this threshold, since the project's contribution to GHG emissions is relatively small compared to the cumulative GHG emissions in Placer County. It is important to note that the proposed project would still be required to comply with State and local regulations such as building codes and energy efficiency standards.

As shown in Table D, the proposed project would generate an estimated 11.32 MT CO_2e/yr. This is less than the PCAPCD de minimis threshold of 1,100 MT CO_2e/yr. Therefore, operation of the proposed project would not generate GHG emissions that would have a significant effect on the environment. The potential environmental impact of the proposed project with regards to operational activities would be less than significant.

3.8.2.2 Conflict with an Applicable Greenhouse Gas Plan, Policy, or Regulation

To evaluate the proposed project's consistency with applicable plans, policies or regulations adopted for the purpose of reduction the emissions of greenhouse gases, the proposed project was analyzed for consistency with the goals of the CARB 2022 Scoping Plan[13] and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy 2020 (MTP/SCS).[14]

[13] California Air Resources Board (CARB). 2022. *The 2022 Scoping Plan for Achieving Carbon Neutrality.* December.

[14] Sacramento Area Council of Governments (SACOG). 2019. Metropolitan Transportation Plan/Sustainable Communities Strategy 2020. November.

Scoping Plan. As directed by AB 32, passed in 2006, CARB developed a Climate Change Scoping Plan, first issued in 2008,[15] with requirements to update the Scoping Plan at least every five years. The first update was approved in 2014.[16] Executive Order (EO) B-30-15, issued in April 2015 and codified by Senate Bill (SB) 32 in September 2016, added the immediate target of reducing GHG emissions in California to 40 percent below 1990 levels by 2030. A companion bill to SB 32, AB 197, was released in December 2016 and provided additional direction to CARB related to the adoption of strategies to reduce GHG emissions and to provide easier public access to air emissions data collected by CARB. In November 2017,[17] CARB released the second update to the Climate Change Scoping Plan, the 2017 Climate Change Scoping Plan, to reflect the 2030 target set by EO B-30-15 and SB 32 and the strategies outlined in AB 197.

The third update to the Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality, assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set EO B-30-15 and codified by SB 32 and AB 197. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. Energy use would be minimal and would be limited to safety lighting that would be provided along the perimeter of the parking lot and pathway lights that would be installed at regular intervals along the paved paths throughout the park. The proposed project would be required to comply with the latest Title 24 standards of the California Code of Regulations (CCR), established by the CEC, regarding energy conservation and green building standards.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed project would be required to comply with the latest Title 24 standards of the CCR, which includes a variety of different

[15] California Air Resources Board (CARB). 2008. *Climate Change Scoping Plan: A Framework for Change.* December.

[16] California Air Resources Board (CARB). 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework.* May.

[17] California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan: the Strategy for Achieving California's 2030 Greenhouse Gas Target.* November.

measures, including reduction of wastewater and water use. The project would require irrigation for the establishment and permanent maintenance of planted species, and an irrigation main line would be installed. Spray irrigation would be installed for the turf field and bubbler/drip irrigation would be installed for the planted shrubs and trees. Implementation of the City's landscape water ordinance, as included in Chapter 13.04, Water, of the City's municipal code, including Article IX, Water Conservation, would ensure that the proposed project complies with local conservation restrictions and, as applicable, City Water Shortage Contingency Plans. Therefore, the proposed project would not conflict with any of the 2022 Scoping Plan water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of CARB's Pavley regulations (Pavley II or LEV III), approved in 2012, require automakers to reduce greenhouse gas emissions from new passenger vehicles by 34 percent from 2016 levels by 2025 for 2017 and subsequent model years, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

2020-2045 MTP/SCS. The City of Lincoln does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. However, the City is located in the greater Sacramento region and is a member of SACOG. The SACOG 2020 MTP/SCS is the latest update of a long range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks for 2040, and thus establishes an overall GHG target for the region applicable to these subsectors of the transportation sector. The 2020 MTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as to forecast development that is generally consistent with regional-level general plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2020 MTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 16 percent by 2035 (compared to 2012 levels).

As shown above in Table D, the largest source of GHG emissions for the proposed project would be from project-related transportation sources, and therefore comparison to the MTP/SCS is an appropriate indicator of whether the proposed project is consistent with Statewide GHG-reduction goals. The land use of a recreational park is consistent with the land uses included in the MTP/SCS for the project site. In addition, the proposed project would not increase population growth forecasts and is not expected to alter the demographic projections of SACOG's MTP/SCS; therefore, the proposed project is already reflected in the MTP/SCS and would not interfere with SACOG's ability to achieve the region's GHG reduction target. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the SACOG MTP/SCS targets since those targets were established and are applicable on a regional level. As the proposed project is consistent with the land use assumptions included in the baseline emissions inventory and modeling that forms the foundation for the MTP/SCS emissions inventory

projections and future year targets, it can be assumed that regional mobile emissions would decrease in line with the goals of the MTP/SCS with implementation of the development.

While the proposed project would generate GHG emissions, implementing SACOG's MTP/SCS would greatly reduce the regional GHG emissions from transportation, and the development would not obstruct the achievement of the MTP/SCS emission reduction targets. Since the development is consistent with SACOG's 2020 MTP/SCS, the development would not result in an increase in the severity of operational GHG emission related impacts. This impact is less than significant.

The proposed project would have a less than significant impact related to GHG emissions both individually and cumulatively. Therefore, the proposed project would not generate GHG emissions that would have a significant impact on the environment, nor would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Associated impacts would be less than significant, and no mitigation is required.

As described in Sections 3.8.3.1 and 3.8.3.2 above, there would be no new or substantially more severe significant effects related to GHG emissions that would have been known at the time the LCSP EIR, as amended, was prepared, and no new mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Sections 4.10, Public Services, and 4.2, Geology, Soils, and Seismicity, of the 1992 LCSP EIR, Item 10, Hazards and Hazardous Materials, of the 2001 Supplement to the EIR, and Item 10, Hazards and Hazardous Materials, of the 2003 EIR Addendum address impacts associated with hazards and hazardous materials resulting from the implementation of the LCSP.

The LCSP EIR, as amended, identified that construction-related activities would involve the use of heavy equipment, which uses small and incidental amounts of oils and fuels and other potentially flammable substances. It was determined that the anticipated amounts of these materials during construction would not present a substantial risk to the public, and that hazardous materials would not be used on site during operational activities of the LCSP. Additionally, strict federal, State, and local regulations apply to the use, storage, transport, and disposal of hazardous materials, which would have mitigating effects, minimizing the likelihood of an inadvertent release of flammable or otherwise hazardous materials that could pose a health risk. The LCSP EIR, as amended, found that these impacts would be less than significant and no mitigation was required. Construction of the proposed park project would likewise involve the use of heavy equipment, resulting in the use of small amounts of oils and fuels. Similar to the findings of the LCSP EIR, as amended, the anticipated amount of these materials during construction of the proposed park project would not present a substantial risk to the public, and the proposed project would observe standard construction practices such that any materials released are appropriately contained and remediated as required by local, State, and federal law. Park operation would involve the routine transport, use, or disposal of hazardous materials in small quantities as they relate to use in landscaping and maintenance. All hazardous materials on the site would be handled in accordance with city and State regulations. Because any hazardous materials used for operations would be in small quantities, long-term impacts associated with handling, storing, and disposing of hazardous materials from project operation would be less than significant. There would be no additional impacts related to the

routine transport, use, or disposal of hazardous materials or to accidental spills of hazardous materials into the environment.

The LCSP EIR, as amended, noted that there were no existing schools within a 0.25 mile of the LCSP project site, though schools were proposed within the LCSP Area. Additionally, the LCSP project site was not located on a site included on a list of hazardous materials sites. The LCSP EIR, as amended, found that because hazardous materials use would be limited and would be subject to federal, State, and local regulations as described above, impacts would be less than significant, and no mitigation was required. Scott M. Leaman Elementary School is directly adjacent to the proposed park project site. However, as discussed in the LCSP EIR, as amended, it is not anticipated that construction and operation of the proposed project would involve the types of activities that would result in hazardous air emissions or the handling of hazardous materials, substances, or waste in sufficient amounts that could adversely affect human populations. As was found in the LCSP EIR, as amended, the proposed project site is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. For this reason, and because hazardous materials use would be limited and would be subject to federal, State, and County regulations, this would remain a less-than-significant impact.

The nearest airport to the proposed project site is the Lincoln Regional Airport, located northwest of the LCSP Area. The LCSP EIR, as amended, noted that the northwest portion of the LCSP Area is within an area that places height restrictions on structures, but that no portion of the LCSP Area is within an airport safety zone. The LCSP EIR, as amended, found that while height restriction requirements would be applicable to the LCSP project, there were no other restrictions placed on any uses in the LCSP Area, and the impact would be less than significant. According to the Placer County Airport Land Use Compatibility Plan,[18] the proposed park project is located outside of all compatibility and influence zones. As such, the proposed project is not located within an airport land use plan and would have no impact related to safety or noise for people residing or working in the project area.

Implementation of the proposed project would result in less-than-significant hazards and hazardous materials impacts. Therefore, no new or substantially more severe significant impacts related to hazards and hazardous materials would occur associated with the proposed project and no additional mitigation measures are required.

3.10 HYDROLOGY AND WATER QUALITY

Section 4.3, Hydrology and Water Quality, of the 1992 LCSP EIR, Item 5, Hydrology and Water Quality, of the 2001 Supplement to the EIR, and Item 5, Hydrology and Water Quality, of the 2003 EIR Addendum include an analysis of the impacts on hydrology and water resources associated with the implementation of the LCSP.

[18] Placer County Airport Land Use Commission. 2021. Placer County Airport Land Use Compatibility Plans. September 2021, amended May 2023. Website: https://pctpa.specialdistrict.org/files/0a957deab/PLC+ALUCP+2021.pdf (accessed December 5, 2023).

Mitigation measures were recommended in the LCSP EIR, as amended, to reduce significant impacts associated with both construction-related and operational water quality impacts, and with a potential reduction in groundwater supplies. All impacts were determined to be less than significant with implementation of mitigation, with the exception of cumulative impacts to regional flood hazard conditions related to increased stormwater runoff volumes, which was determined to be significant and unavoidable. The LCSP EIR, as amended, recommended the development and implementation of a Drainage Management Plan to help reduce this cumulative impact, but not to a less-than-significant level.

The South Lincoln Master Drainage Plan for Auburn Ravine, Ingram Slough, and Orchard Creek (SLMP-AIO),[19] identified improvements that would provide flood protection to existing and future development in Lincoln by increasing channel capacity, raising bridges, confining and/or redirecting flood water, and providing detention of flood flows. The SLMP-AIO was a comprehensive and coordinated approach that, when total system improvements were completed, were designed to reduce flood hazards in the south Lincoln area, including the LCSP Area. For purposes of developing cost estimates associated with the proposed improvements, the SLMP-AIO estimated future peak flows and runoff volumes based on assumed land uses in southern Lincoln that were anticipated at the time the SLMP-AIO was prepared, including the adopted LCSP. The 2001 Supplement to the LCSP EIR identified Mitigation Measure D-1, which requires that the LCSP area substantially conform to the SLMP-AIO, and that the SLMP-AIO be amended as needed to reflect changes to drainage facilities within the LCSP area. This measure ensured that drainage facilities within the LCSP Area were adequate to accommodate build-out of the LCSP, including the slight increase in flows from the 2001 and 2003 projects.

Ingram Slough is located adjacent to the southwestern boundary of the proposed project site. Under the adopted LCSP, Ingram Slough was realigned throughout the LCSP area into "Nature Preserve Areas," which consist of areas located within the 100-year floodplain for Ingram Slough. These improvements were assumed in the SLMP-AIO. The proposed project would be constructed north of the Nature Preserve Area along Ingram Slough and would not be constructed within the 100-year floodplain. Therefore, there would be no significant impacts resulting from localized flooding along Ingram Slough. In addition, since the proposed project would not increase the amount of impervious surfaces compared to what was previously evaluated in the LCSP EIR, as amended, there would be no new groundwater recharge, storm drain capacity, or drainage pattern impacts as a result of the proposed project.

As discussed in the LCSP EIR, as amended, construction activities, particularly grading, could result in runoff from disturbed areas that contain silt and debris, resulting in short-term increases in the sediment load of runoff discharging into Ingram Slough. The LCSP EIR identified Mitigation Measures 4.3-4 and 4.3-5, as well as Mitigation Measures 4.2-5 through 4.2-9, that would be required to protect water quality during construction by requiring dust control plans, prohibiting disturbed areas that are not actively under construction from being left exposed during the winter season, and requiring revegetation. The LCSP EIR, as amended, found that these measures would reduce the impacts of the prior approved project to a less-than-significant level. Although the proposed project

[19] City of Lincoln. 1998. *South Lincoln Master Drainage Plan for Auburn Ravine, Ingram Slough, and Orchard Creek*. August 1998.

is located in a slightly different location than what was evaluated in the 2003 EIR Addendum, the proposed project would not result in an increased number of disturbed acres compared to what was analyzed in the 1992 LCSP EIR and 2001 Supplement to the EIR. Furthermore, the project would be constructed in compliance with federal, State, and local regulations related to water quality (e.g., preparation of a Storm Water Pollution Prevention Plan and adherence to all PCCP/CARP conditions related to water quality). Therefore, construction impacts on water quality would continue to be less than significant with implementation of the mitigation measures identified in the LCSP EIR, as amended.

Implementation of the proposed project would result in less-than-significant hydrology and water quality impacts with the implementation of Mitigation Measures 4.3-4 and 4.3-5 as well as Mitigation Measures 4.2-5 through 4.2-9 as identified in the LCSP EIR, as amended. Therefore, no new or substantially more severe significant impacts related to hydrology and water quality would occur associated with the proposed project and no additional mitigation measures are required.

3.11 LAND USE AND PLANNING

Section 4.5, Land Use, of the 1992 LCSP EIR, Item 1, Land Use and Planning, of the 2001 Supplement to the EIR, and Item 1, Land Use and Planning, of the 2003 EIR Addendum include an analysis of the land use and planning-related impacts associated with the implementation of the LCSP. Mitigation measures were recommended in the LCSP EIR to reduce significant impacts associated with proximity to increased noise levels along the SR-65 bypass, conversion of agricultural land to non-agricultural uses, and land use incompatibility due to proximity of an existing turkey farming facility. With the exception of the impacts related to conversion of agricultural land, all impacts were determined to be less than significant with implementation of mitigation.

The currently proposed project site is designated as Parks and Recreation (PR) in the City of Lincoln General Plan and is zoned as Park (P). The proposed project would not introduce any new land uses or conflict with the LCSP, convert any agricultural land to non-agricultural uses, physically divide an established community, or cause a significant environmental impact due to a conflict with any land use plan or policy. Therefore, there would be no new or substantially more severe land use or planning impacts associated with the proposed project and no additional mitigation measures are required.

3.12 MINERAL RESOURCES

Section 4.2, Geology, Soils, and Seismicity, of the 1992 LCSP EIR, Item 9, Mineral Resources, of the 2001 Supplement to the EIR, and Item 9, Mineral Resources, of the 2003 EIR Addendum include analysis of the potential impacts to mineral resources associated with implementation of the LCSP. The LCSP EIR, as amended, noted two mineral resource sites in the General Plan planning area: a clay resources extraction operation located north of Ninth Street, and a clay plant in the northeast of the city. The LCSP EIR, as amended, concluded that there would therefore be no impact to mineral resources associated with the implementation of the LCSP.

Both sites identified in the LCSP EIR, as amended, are located approximately 2.5 miles from the proposed project site. As in the LCSP EIR, as amended, the proposed project would not result in the loss of availability of a known mineral resource. No impact would occur. Therefore, no new or substantially more severe significant impacts related to mineral resources would occur associated with the proposed project and no additional mitigation measures are required.

3.13 NOISE

Section 4.9, Noise, of the 1992 LCSP EIR, Item 11, Noise, of the 2001 Supplement to the EIR, and Item 11, Noise, of the 2003 EIR Addendum include analysis of the potential noise impacts associated with implementation of the LCSP. Mitigation measures were recommended in the LCSP EIR, as amended, to reduce impacts associated with the exposure of noise sensitive receptors to construction noise, exposure of noise sensitive receptors to stationary source noise in excess of applicable standards, compatibility of land uses with mobile source noise, and substantial increases in ambient noise levels in the LCSP Area. All impacts were determined to be less than significant with implementation of mitigation. Changes to the LCSP, including the reconfiguration of residential uses in the LCSP Area, required additional analysis in the 2001 Supplement to the EIR, and mitigation measures were recommended to reduce impacts to less than significant.

Activities associated with construction of the proposed park project would elevate noise levels and groundborne vibration within the project area, and could generate noise levels in excess of the City of Lincoln General Plan noise standards or expose adjacent residents to substantial short-term increases in ambient noise levels or groundborne vibration. However, the LCSP EIR identified Mitigation Measures 4.9-1 and 4.9-2, which would limit construction hours and require the use of noise suppression attachments on equipment. Furthermore, as specified in the project plans and specifications, the project would be required to comply with the City's noise ordinance, which specifies that construction of any equipment that is 86 A-weighted decibels (dBA) max at 50 feet from the project site is prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday and between 5:00 p.m. on Saturday and 8:00 a.m. on Sunday. Although the proposed park project is located in a slightly different location than what was evaluated in the 2003 EIR Addendum, construction activities associated with the proposed project would not substantially differ from those evaluated in the LCSP EIR, as amended, and impacts would be less than significant with mitigation. Regarding long-term operational noise increases, the LCSP EIR, as amended, did evaluate a neighborhood park in association with adjacent residential and school uses in the general project area. As a neighborhood park, the proposed project would not generate a significant number of vehicle trips between the operating hours of dawn and dusk, and the multi-purpose field would not be utilized for organized sports. Therefore, operational impacts would be less than significant.

Implementation of the proposed project would result in less-than-significant noise impacts with the implementation of Mitigation Measures 4.9-1 and 4.9-2 as identified in the LCSP EIR, as amended, and compliance with the City's noise ordinance. Therefore, no new or substantially more severe significant impacts related to noise would occur associated with the proposed project and no additional mitigation measures are required.

3.14 POPULATION AND HOUSING

Section 4.6, Population, Employment, and Housing, of the 1992 LCSP EIR, Item 3, Population and Housing, of the 2001 Supplement to the EIR, and Item 3, Population and Housing, of the 2003 EIR Addendum include an analysis of the impacts related to population, housing, and employment associated with the implementation of the LCSP. Impacts were found to be less than significant in the LCSP EIR, as amended, and no mitigation was required. The proposed park project would not introduce any new housing or result in the displacement of housing or any numbers of people. Similarly, the proposed project would not induce substantial growth as development of the project site is consistent with the LCSP and City of Lincoln General Plan. Therefore, no new or substantially more severe significant effects related to population and housing would occur associated with the proposed project and no additional mitigation measures are required.

3.15 PUBLIC SERVICES

Section 4.10, Public Services, of the 1992 LCSP EIR, Item 12, Public Services, of the 2001 Supplement to the EIR, and Item 12, Public Services, of the 2003 EIR Addendum include an analysis of the impacts on public services associated with the implementation of the LCSP. Mitigation measures were recommended in the LCSP EIR, as amended, to reduce impacts associated with an increased demand for library services, public schools, parks, and fire and police protection services. All impacts were determined to be less than significant with implementation of mitigation (e.g., funding for new facilities and staff). The proposed project would not result in any additional housing, and therefore would not result in increased demand for fire protection, police protection, schools, parks, or other public facilities. Implementation of the neighborhood park project would serve the existing demand for recreational facilities in the project area. Therefore, no new or substantially more severe significant effects related to population and housing would occur associated with the proposed project and no additional mitigation measures are required.

3.16 RECREATION

Section 4.10, Public Services, of the 1992 LCSP EIR, Item 16, Recreation, of the 2001 Supplement to the EIR, and Item 16, Recreation, of the 2003 EIR Addendum include an analysis of the impacts on recreation associated with the implementation of the LCSP. Policies in the LCSP were compared to General Plan standards and were found to be adequate to meet the minimum requirements for provision of park space (5 acres for every 1,000 residents) and pedestrian bicycle trails (1 mile per every 2,500 residents). Impacts associated with an increased demand for parks and recreation facilities and services were determined to be less than significant and no mitigation was required.

The proposed neighborhood park project would serve existing demand from adjacent residents and would have a beneficial impact to existing recreational facilities, as use at other existing neighborhood and regional parks or other recreational facilities may be reduced. As the LCSP EIR, as amended, previously evaluated a neighborhood park in the general project area, and as reflected in this EIR Addendum, no new or increase in impacts as a result of the construction of Henry Rood Park would occur, this impact would be less than significant. Therefore, no new or substantially more severe significant effects related to recreation would occur associated with the proposed project and no additional mitigation measures are required.

3.17 TRANSPORTATION

Section 4.7, Transportation and Circulation, of the 1992 LCSP EIR, Item 7, Transportation/Traffic, of the 2001 Supplement to the EIR, and Item 7, Transportation/Traffic, of the 2003 EIR Addendum include analysis of the potential transportation-related impacts associated with implementation of the LCSP. Mitigation measures were recommended in the LCSP EIR, as amended, to reduce impacts associated with intersection and roadway level of service (LOS) impacts. These impacts were determined to be less than significant with implementation of mitigation (i.e., 1992 LCSP EIR Mitigation Measures 4.7-2 through 4.7-6, which would implement roadway and intersection improvements, were superseded in the 2001 Supplement to the EIR by Mitigation Measures T-1 and T-2, which would require fair share contributions to planned improvements to SR-65 and the intersection of Joiner Parkway and Nicolaus Road). In the 1992 EIR, LOS impacts to SR-65 north of First Street were determined to be significant and unavoidable, with no mitigation available. Additional development, approved subsequent to the preparation of the 1992 LCSP EIR, changed traffic assumptions from the previous analysis and required additional analysis in the 2001 Supplement to the EIR, which found that even after the mitigation identified above, impacts to the intersection of SR-65 and First Street would continue to be significant. Though impacts at SR-65/First Street continued to be significant and unavoidable, the LCSP EIR, as amended, found that the 2001 and 2003 projects did not worsen the service level compared to the approved 1992 project.

Since adoption of the LCSP, as amended, traffic conditions in Lincoln and surrounding areas have continued to change. Recent development in the Rocklin, Roseville, and Lincoln areas has increased traffic on local roadways, particularly widening SR-65 to four lanes. Additionally, the LCSP EIR, as amended, did not include an evaluation of potential impacts associated with CEQA Guidelines Section 15064.3(b), which require the evaluation of vehicle miles traveled (VMT) as the criteria for analyzing transportation for land use projects, as these documents were adopted prior to December 2018, when this requirement became effective. As specified by Senate Bill 743 and the CEQA Guidelines, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA (Public Resources Code, Section 21099, subd. (b)(3)) and the LOS mitigation measures identified in the LCSP EIR, as amended, would not be applicable to the proposed project.

The Placer County Transportation Study Guidelines[20] outline VMT Screening Criteria, which are intended to identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study. The proposed park project can be screened from further VMT analysis based on the "Recreational Amenity" criteria, which is defined as a project that provides additional recreational opportunity for existing residents and visitors. The guidelines further explain that recreational amenities supplement existing recreational opportunities, without significantly increasing recreational demand. If the proposed recreational amenity project is not constructed, the resident or visitor would likely substitute a different local recreation opportunity.

[20] Placer County. 2021. County of Placer Transportation Study Guidelines. Website: https://www.placer.ca.gov/DocumentCenter/View/49614/Placer-Traffic-Study-Guidelines-May-2021?bidId= (accessed September 21, 2023).

The proposed project is a new neighborhood park immediately adjacent to an existing recreational trail and open space along Ingram Slough. There are several other neighborhood parks within 0.5 mile of the proposed project, including Aitkin Ranch Park, Robert Jiminez Park, Pete Demas Park, and Nathan Dubin Park. These parks also have playgrounds, picnic areas, and sports facilities for local residents and visitors. As stated above, if the screening-eligible recreational amenity did not exist, the resident or visitor would likely substitute a different local recreation opportunity. In the instance of the proposed project, a visitor looking for a playground or picnic area would have several other options within 0.5 mile of the proposed project. A screened recreational amenity may redistribute existing activities (from nearby parks, for example), but that redistribution results in negligible VMT compared to the amount of existing VMT in the region. Therefore, the proposed project can be screened from VMT analysis under the "Recreational Amenities" criteria and no further VMT analysis is required.

The proposed project would construct a new parking lot to provide vehicle access from Brentford Circle. The lot would include approximately 24 standard parking stalls and 1 ADA-compliant van parking stall and loading zone. The project would also construct bicycle/pedestrian entrances from Caledon Circle, Brentford Circle, Scott M. Leaman Elementary School, and the Brentford Nature Preserve Trail. The project would also construct internal pathways including one large circular paved path and several smaller paved paths to enhance connectivity and activity within the park and to provide connections to the surrounding neighborhoods and uses. The proposed project would not construct new residential or educational uses, nor would it result in an increase in employment in the project area. The proposed project would not construct any new driveways, roadways or intersections that would increase hazards due to geometric design features and would not result in inadequate emergency access. Therefore, the proposed project would not involve new significant impacts or substantially more severe impacts related to transportation and no additional mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

As described in Section 3.5, Cultural Resources, of this EIR Addendum, Section 4.12, Cultural Resources, of the 1992 LCSP EIR, Item 15, Cultural Resources, of the 2001 Supplement to the EIR, and Item 15, Cultural Resources, of the 2003 EIR Addendum include an analysis of the impacts to cultural resources associated with the implementation of the LCSP. Mitigation Measure 4.12-3 was recommended to reduce significant impacts associated with construction-related impacts to undocumented cultural resources and undocumented human remains. Mitigation Measure 4.12-3 requires any work to cease in the event subsurface features (including locally darkened soil ["midden"], which could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains) are encountered until a determination can be made as to the significance of the find. All impacts were determined to be less than significant with implementation of mitigation. As described in Section 3.5 of this Addendum, the proposed park project would implement this mitigation, and the Cultural Resources Study prepared for the project[21] did not identify any cultural resources within or in proximity to the APE. Furthermore, consistent with PCCP/CARP requirements, CARP Condition 23 would be implemented as part of the park project:

[21] LSA. 2023b. op. cit.

> If human remains or cultural artifacts are discovered during construction, the Applicant shall stop work and notify the Local Jurisdiction immediately. Work will not continue in the area until a qualified coroner and archaeologist have evaluated the remains, conducted a survey, prepared an assessment, and required consultations are completed.

AB 52, which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process, and equates significant impacts to "tribal cultural resources" with significant environmental impacts. Public Resources Code (PRC) Section 21074 states that "tribal cultural resources" are:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:
    - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    - Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
    - 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency's notification list for CEQA projects. The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. Tribes have 30 days following notification of a project to request consultation with the lead agency. Although the proposed project is not required to comply with the formal consultation provisions of AB 52 because the project is evaluated in an Addendum to an EIR certified prior to January 1, 2015, the City conducted additional research and outreach to potentially affected Native American tribes for the purposes of full disclosure and to evaluate potential impacts to tribal cultural resources.

As part of the effort to identify any tribal cultural resources that may be within the proposed project area, a Sacred Lands File search was conducted by the NAHC in June 2023. The search found no known tribal cultural resources in or near the proposed project site. The NAHC provided a list of Native American individuals to contact for additional information regarding the potential for cultural resources on the project site. On July 25, 2023, the City sent letters via certified mail to the contacts included on the NAHC's list and to Native American contacts that had previously requested to be contacted by the City for potential consultation. There was one response to the outreach letters from the United Auburn Indian Community (UAIC) requesting to review the Cultural Resources Study and that a UAIC tribal monitor conduct spot check monitoring during initial ground disturbance. While no tribal cultural resources were indicated on the project site as a result of the consultation,

based on the UAIC's registry of cultural resources in the project area and the project site's proximity to water, there is the potential for buried sites.

Therefore, in conjunction with the implementation of CARP Condition 23, as required by the PCCP, Mitigation Measure 4.12-3, as identified in the LCSP EIR, as amended, is revised as reflected below to address unanticipated tribal cultural resources associated with the proposed park project. New text is underlined.

Mitigation Measure 4.12-3:

Unanticipated Cultural Resources and Human Remains

In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil ("midden"), which could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during construction, work within 100 feet of the find will cease and a qualified archaeologist and/or coroner will be contacted for determination of resource significance.

Unanticipated Tribal Cultural Resources Associated with Henry Rood Park

A minimum of 7 days prior to beginning earthwork, clearing and grubbing, or other soil disturbing activities associated with the Henry Rood Park Project, the City shall contact the United Auburn Indian Community (UAIC) with the proposed earthwork start-date and a UAIC Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first 5 days of groundbreaking activity. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on tribal cultural resources (TCRs) and workers awareness brochure.

If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, all work shall be suspended within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from the consulting Tribe or a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment, as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The City, as CEQA Lead Agency, shall implement any measures necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

As Lead Agency, the City has determined that these minor mitigation measure clarifications will not result in substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, as identified under Section 15162 of the CEQA Guidelines. In addition, the City, as lead agency, has agreed to implement the modified mitigation measure when carrying out the project.

3.19 UTILITIES AND SERVICE SYSTEMS

Section 4.10, Public Services, of the 1992 LCSP EIR, Item 13, Utilities and Service Systems, of the 2001 Supplement to the EIR, and Item 13, Utilities and Service Systems, of the 2003 EIR Addendum each include an analysis of the impacts on utilities and energy associated with the implementation of the LCSP. Mitigation measures were recommended in the LCSP EIR, as amended, to reduce impacts associated with increased water demand, the generation of increased wastewater and solid waste, and the increased demand for, and consumption of, natural gas and electrical power (e.g., Mitigation Measures 4.10-1 through 4.10-4, requiring coordination with the gas and electricity supplier; compliance with policies regarding water supply, conservation, distribution, and storage; sanitary sewer services, treatment plants, and line construction responsibilities; and solid waste storage, pick up, and reduction). The proposed project would not introduce new residential or business uses, and evaluations of utilities and service system impacts in the LCSP EIR, as amended, accounted for the proposed park project, albeit at a slightly different location.

The proposed park project would not significantly increase water demand or result in a need for expanded utility or service facilities, as development of the project site is consistent with the LCSP and City of Lincoln General Plan. Any utility connections or upgrades required for the proposed project, as described in Section 2.2.2.4, would be of short duration during construction and would be coordinated with the utility providers in advance of construction work. Implementation of the proposed project would result in the same less-than-significant impacts related to storm drain capacity, as the proposed project would result in a similar amount of impervious surfaces as those assumed in the LCSP EIR, as amended. Additionally, the proposed project would include landscaping and other pervious surfaces (e.g., sand volleyball court, play areas) and biofiltration swales, which would reduce stormwater runoff on the project site.

The proposed project would be required to implement Mitigation Measure 4.10-4 as identified in the LCSP EIR, as amended, which requires implementation of standard solid waste management policies, and would also be required to comply with applicable local recycling and diversion provisions. Project plans provide requirements for construction refuse waste management consistent with the Western Placer Waste Management Authority. These requirements would

collectively ensure that impacts to solid waste facilities, including landfills, would remain less than significant.

Implementation of the proposed project would result in less-than-significant utilities and service system impacts with the implementation of Mitigation Measure 4.10-4 as identified in the LCSP EIR, as amended, and compliance with all local, State, and federal requirements related to solid waste disposal. Therefore, no new or substantially more severe significant impacts related to utilities and service systems would occur associated with the proposed project and no additional mitigation measures are required.

3.20 WILDFIRE

As referenced in Section 3.9, Hazards and Hazardous Materials, and Section 3.15, Public Services, of this Addendum, fire protection services associated with the implementation of the LCSP were addressed in Section 4.10, Public Services, of the 1992 LCSP EIR, Item 10, Hazards and Hazardous Materials, of the 2001 Supplement to the EIR, and Item 10, Hazards and Hazardous Materials, of the 2003 EIR Addendum. The LCSP EIR, as amended, did not include an evaluation of wildfire-associated impacts for projects located in or near State responsibility areas or lands classified as very high fire hazard severity zones, as required under the current CEQA Guidelines.

The wildland fire season in the Sierra foothills to the north and east of the project site typically lasts mid-June through early-October, although drought years or unusual weather may extend the period. Lincoln has a significant amount of dry range grass that is susceptible to wildland fires that can move quickly if accompanied by any winds. In addition, there is a great potential for wildland fires in the more open hillside areas.[22] While the California Department of Forestry and Fire protection (CAL FIRE) has designated the northeastern edge of the City of Lincoln as having a moderate wildland fire potential,[23] this moderate rating does not extend to the project site because the project site is not located within a designated wildfire hazard area and is a Local responsibility area protected by the Lincoln Fire Department. The proposed park project would have a less than significant impact in this area. Therefore, no new or substantially more severe significant effects related to wildfire would occur associated with the proposed project and no additional mitigation measures are required.

22 City of Lincoln. 2008b. General Plan – Background Report. March 2008. Website: http://www.lincolnca.gov/cityhall/departments-divisions/community-development/planning/general-plan-2050 (accessed September 21, 2023).

23 California Department of Forestry and Fire Protection (CAL FIRE). n.d. Fire and Resource Assessment Program, California Fire Hazard Severity Zone Viewer. Website: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414 (accessed October 20, 2023).

4.0 CONCLUSION

On the basis of the evaluation presented in Section 3.0, implementation of the proposed park project and the minor modifications to mitigation measure included in this Addendum would not trigger any of the conditions listed in Section 1.2 of the Addendum requiring preparation of a subsequent or supplemental IS/MND.

Overall, the proposed project would result in similar effects to those analyzed in the LCSP EIR, as amended, with similar uses as those which were originally proposed and would therefore generate comparable effects. The proposed project would not result in new significant effects or effects that would be substantially more severe than those identified in the LCSP EIR, as amended. As stated in Section 3.0, for the topics of aesthetics; agricultural and forestry resources; air quality; biological resources; cultural resources; energy; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation; tribal cultural resources; utilities and service systems; and wildfire, the proposed project would not result in any new or more severe significant environmental impacts. The mitigation measures included in the LCSP EIR, as amended, would remain applicable to the proposed project with the minor clarifying revisions specified in Section 3.4 (Biological Resources) and Section 3.18 (Tribal Cultural Resources) of this EIR Addendum.

The analyses and conclusions in the LCSP EIR, as amended, remain current and valid. The implementation of the proposed park project and minor mitigation measure clarifications would not cause new or substantially more severe significant effects than identified in the LCSP EIR, as amended. No change has occurred with respect to circumstances surrounding the revised project that would cause new or substantially more severe significant environmental effects than identified in the LCSP EIR, as amended, and no new information has become available that shows that the project would cause significant environmental effects not already analyzed in the LCSP EIR, as amended. Therefore, no further environmental review is required beyond this Addendum to the LCSP EIR, and the Addendum satisfies the requirements of CEQA Guidelines Section 15162 and 15164.

This Addendum demonstrates that no major revisions are necessary to the LCSP EIR, as amended, to include the proposed project; none of the conditions described above are triggered by the proposed project, and an Addendum to the LCSP EIR, as amended, is the appropriate CEQA document.

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APPENDIX A

GREENHOUSE GAS EMISSIONS MODELING OUTPUT

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Lincoln Crossing Specific Plan: Henry Rood Park Project Custom Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Lincoln Crossing Specific Plan: Henry Rood Park Project
Construction Start Date	1/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	7.80
Location	1550 Brentford Cir, Lincoln, CA 95648, USA
County	Placer-Sacramento
City	Lincoln
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	469
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

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	4.10	Acre	4.10	0.00	114,443	0.00	—	—
Parking Lot	25.0	Space	0.30	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	57.2	1000sqft	1.00	0.00	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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.62	18.9	14.3	0.02	0.69	0.00	0.69	0.64	0.00	0.64	—	2,398	2,398	0.10	0.02	2,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.13	39.9	29.0	0.05	1.12	7.84	8.96	1.02	3.98	5.00	—	5,472	5,472	0.22	0.10	5,492
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	13.2	10.0	0.02	0.47	0.38	0.85	0.43	0.19	0.62	—	1,720	1,720	0.07	0.02	1,727
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	2.41	1.83	< 0.005	0.09	0.07	0.15	0.08	0.03	0.11	—	285	285	0.01	< 0.005	286

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.62	18.9	14.3	0.02	0.69	0.00	0.69	0.64	0.00	0.64	—	2,398	2,398	0.10	0.02	2,406
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.13	39.9	29.0	0.05	1.12	7.84	8.96	1.02	3.98	5.00	—	5,472	5,472	0.22	0.10	5,492
2025	0.84	18.9	14.3	0.02	0.69	0.15	0.73	0.64	0.04	0.64	—	2,398	2,398	0.10	0.02	2,406
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.43	13.2	10.0	0.02	0.47	0.38	0.85	0.43	0.19	0.62	—	1,720	1,720	0.07	0.02	1,727
2025	0.12	1.90	1.51	< 0.005	0.08	0.01	0.08	0.07	< 0.005	0.07	—	239	239	0.01	< 0.005	240
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.08	2.41	1.83	< 0.005	0.09	0.07	0.15	0.08	0.03	0.11	—	285	285	0.01	< 0.005	286
2025	0.02	0.35	0.27	< 0.005	0.01	< 0.005	0.02	0.01	< 0.005	0.01	—	39.6	39.6	< 0.005	< 0.005	39.8

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.05	0.50	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.19	128	129	0.02	< 0.005	131
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.06	0.40	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.19	118	118	0.02	0.01	120

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.03	0.21	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.19	66.7	66.9	0.02	< 0.005	68.3
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.01	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.03	11.0	11.1	< 0.005	< 0.005	11.3

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.05	0.50	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	121	121	< 0.005	< 0.005	123
Area	0.07	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	—	6.40	6.40	< 0.005	< 0.005	6.46
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Waste	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	0.12	0.05	0.50	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.19	128	129	0.02	< 0.005	131
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.06	0.40	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	110	110	< 0.005	0.01	112
Area	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	6.40	6.40	< 0.005	< 0.005	6.46
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Waste	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00

Total	0.12	0.06	0.40	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.19	118	118	0.02	0.01	120
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.02	0.03	0.21	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	59.1	59.1	< 0.005	< 0.005	60.0
Area	0.07	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	—	6.40	6.40	< 0.005	< 0.005	6.46
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Waste	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	0.10	0.03	0.21	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.19	66.7	66.9	0.02	< 0.005	68.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	0.01	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.79	9.79	< 0.005	< 0.005	9.94
Area	0.01	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	—	1.06	1.06	< 0.005	< 0.005	1.07
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.20	0.20	< 0.005	< 0.005	0.20
Waste	—	—	—	—	—	—	—	—	—	—	0.03	0.00	0.03	< 0.005	0.00	0.11
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	0.02	0.01	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.03	11.0	11.1	< 0.005	< 0.005	11.3

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	—	5,296	5,296	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	1.09	0.78	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	146
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.20	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	24.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.71	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	176	176	< 0.005	0.01	178

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
Hauling	0.00	0.00	0.00	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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.95	4.95	< 0.005	< 0.005	5.02
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.82	0.82	< 0.005	< 0.005	0.83
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
Hauling	0.00	0.00	0.00	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 (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,958	2,958	0.12	0.02	2,969
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	1.27	0.97	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.23	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.61	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	151	151	< 0.005	0.01	153
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
Hauling	0.01	0.66	0.11	0.01	0.01	0.11	0.12	0.01	0.03	0.04	—	451	451	0.01	0.07	472
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	8.61
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
Hauling	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.7	24.7	< 0.005	< 0.005	25.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.41	1.41	< 0.005	< 0.005	1.42

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
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.09	4.09	< 0.005	< 0.005	4.28

3.5. Building Construction (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	10.8	8.20	0.01	0.39	—	0.39	0.37	—	0.37	—	1,375	1,375	0.06	0.01	1,379
Onsite truck	0.00	0.00	0.00	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	0.06	1.97	1.50	< 0.005	0.07	—	0.07	0.07	—	0.07	—	228	228	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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 (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.11	0.84	< 0.005	0.04	—	0.04	0.04	—	0.04	—	141	141	0.01	< 0.005	141
Onsite truck	0.00	0.00	0.00	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	0.20	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.3	23.3	< 0.005	< 0.005	23.4
Onsite truck	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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 (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,517
Paving	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	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	0.03	0.73	0.58	< 0.005	0.03	—	0.03	0.03	—	0.03	—	82.8	82.8	< 0.005	< 0.005	83.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	13.7	13.7	< 0.005	< 0.005	13.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	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
Hauling	0.00	0.00	0.00	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	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.32	8.32	< 0.005	< 0.005	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
Hauling	0.00	0.00	0.00	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	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.38	1.38	< 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
Hauling	0.00	0.00	0.00	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 (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	0.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	7.34
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	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	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	1.22
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Hauling	0.00	0.00	0.00	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.05	0.05	0.50	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	121	121	< 0.005	< 0.005	123
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.05	0.05	0.50	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	121	121	< 0.005	< 0.005	123

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.04	0.06	0.40	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	110	110	< 0.005	0.01	112
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	0.06	0.40	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	—	110	110	< 0.005	0.01	112
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	< 0.005	0.01	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.79	9.79	< 0.005	< 0.005	9.94
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.01	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.79	9.79	< 0.005	< 0.005	9.94

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	6.40	6.40	< 0.005	< 0.005	6.46

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.40	6.40	< 0.005	< 0.005	6.46
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	6.40	6.40	< 0.005	< 0.005	6.46
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.40	6.40	< 0.005	< 0.005	6.46
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06	< 0.005	< 0.005	1.07
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06	< 0.005	< 0.005	1.07

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

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
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

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

Consumer Products	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 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
Total	0.07	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	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 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
Total	0.01	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	1.20
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.20	0.20	< 0.005	< 0.005	0.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.20	0.20	< 0.005	< 0.005	0.20

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	0.66
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.03	0.00	0.03	< 0.005	0.00	0.11
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.03	0.00	0.03	< 0.005	0.00	0.11

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	1/30/2024	2/13/2024	5.00	10.0	—
Grading	Grading	2/14/2024	3/13/2024	5.00	20.0	—
Building Construction	Building Construction	3/14/2024	1/30/2025	5.00	230	—
Paving	Paving	1/31/2025	2/28/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	3/1/2025	3/29/2025	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	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 2	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	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	5.95	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	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	0.00	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

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

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	0.00	0.00	3,398

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	15.0	0.00	—
Grading	950	0.00	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.30

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	0.30	100%
Other Asphalt Surfaces	1.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	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	3.20	8.04	8.98	1,721	49.2	124	138	26,482
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	0.00	0.00	3,398

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	0.00	204	0.0330	0.0040	0.00
Parking Lot	11,448	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	1,316,693
Parking Lot	0.00	0.00
Other 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	0.35	—

Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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)

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would consist of a 5.4 acre park with 25 parking spaces. Approximately 57,207 sq ft would be dedicated to concrete pavement, sport court surfacing, stabilized decomposed granite, and parking lot.
Construction: Construction Phases	No demolition. Assuming a default construction schedule
Construction: Off-Road Equipment	default construction equipment with Tier 2 engines