



Bella Breeze Park Master Plan
Project

CEQA Addendum to the 1997
Subsequent Environmental Impact
Report for the Revised Twelve Bridges
Specific Plan

August 22, 2024

Prepared for:

City of Lincoln
Public Works Department
600 6th Street
Lincoln, CA 95648

Prepared by:

Stantec Consulting Services Inc.
2999 Oak Road, Suite 800
Walnut Creek, CA 94597

BELLA BREEZE PARK MASTER PLAN PROJECT

CEQA Addendum to the 1997 SEIR for the Revised Twelve Bridges Specific Plan
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Acronyms and Abbreviations

Acronyms and Abbreviations

1997 SEIR	1997 Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan
ADWF	Average Dry Weather Flow
BMPs	Best Management Practices
Btu	British thermal units
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CalGreen	California Green Building Code
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of Lincoln
CO	carbon monoxide
dB	decibel
dB(A)	A-weighted decibel
DPM	diesel particulate matter
EIR	Environmental Impact Report
EV	electric vehicle
GHG	greenhouse gas
gpd	gallons per day
HFC	hydrofluorocarbons
lbs/day	pounds per day
mgd	million gallons per day
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NOA	naturally occurring asbestos
NPDES	National Pollutant Discharge Elimination System
OS-R	Open Space - Recreation
PCAPCD	Placer County Air Pollution Control District
PERP	Portable Equipment Registration Program
PG&E	Pacific Gas and Electric
PM _{2.5}	particulate matter 2.5 microns or smaller
PM ₁₀	fugitive dust emissions/particulate matter 10 microns or smaller
PR	Parks and Recreation



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Acronyms and Abbreviations

proposed project	Bella Breeze Park Master Plan Project
RCNM	Road Construction Noise Model
Revised Specific Plan	Revised Twelve Bridges Specific Plan Project
ROG	reactive organic gas
SB	Senate Bill
SEIR	Subsequent Environmental Impact Report
SOPA	Society of Professional Archaeologists
SR	State Route
SRA	State Responsibility Area
Stantec	Stantec Consulting Services Inc.
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
SWQMP	Storm Water Quality Management Program
TAC	toxic air contaminants
USACE	United States Army Corps of Engineers
USFS	United States Forest Service
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
ZEV	zero emission vehicle



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Introduction

1.0 INTRODUCTION

The City of Lincoln (City) is proposing a master plan for a new community park within the Twelve Bridges community identified as the Bella Breeze Park Master Plan Project (proposed project). The project proposes to develop an 18.5-acre site located along Bella Breeze Drive with several active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields, as well as a parking lot and restroom facilities. The new community park would be designed and constructed in accordance with the Bella Breeze Park Master Plan, which the City has prepared to develop the design concepts for the proposed community park as identified in the Revised Twelve Bridges Specific Plan and to outline the uses for the park, including the amenities, infrastructure, and implementation strategies.

This document is an Addendum to the 1997 Subsequent Environmental Impact Report prepared for the Revised Twelve Bridges Specific Plan (1997 SEIR) that was certified by the City in August 1997 (State Clearinghouse No. 97022074). This Addendum has been prepared in accordance with the California Environmental Quality Act (CEQA) to analyze the potential environmental impact(s) of the proposed Bella Breeze Park Master Plan Project and to determine whether any new significant environmental impacts that were not previously identified in the certified 1997 SEIR would occur, or whether previously identified significant impacts would be substantially more severe as a result of the development. As described herein, this evaluation confirms that the impacts from the proposed project would not be more severe than those previously identified in the certified 1997 SEIR, and no new significant impacts would occur.

1.1 PROJECT TITLE

Bella Breeze Park Master Plan Project

1.2 LEAD AGENCY

City of Lincoln
600 6th Street
Lincoln, CA 95648

1.3 LEAD AGENCY CONTACT

Araceli Cazarez, Engineering Manager
Phone: (916) 434-2486
Email: araceli.cazarez@lincolnc.ca.gov

1.4 PROJECT LOCATION

The proposed project is located within the Twelve Bridges Revised Specific Plan Area (Plan Area) in the City of Lincoln, California (Figure 1-1). The overall Plan Area is divided into two subareas identified as Plan Area A and Plan Area B. The project site is within Plan Area A and consists of Assessor Parcel Numbers 329-010-072-000, 329-010-084-000, 329-010-085-000, and 329-072-086-000 (Figure 1-2). The



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site is approximately 18.5 acres and is bordered by Bella Breeze Drive to the south, Orchard Creek and the Rodeo nature preserve to the north, Cabra Street and single-family residences of the Village 25 subdivision to the east, and McCullough Street and the Village 27A subdivision to the southwest. The site is approximately 0.2-mile east of State Route (SR) 65.

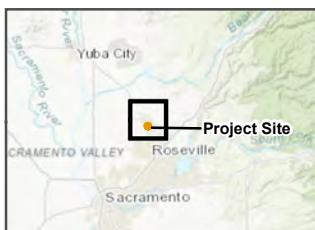
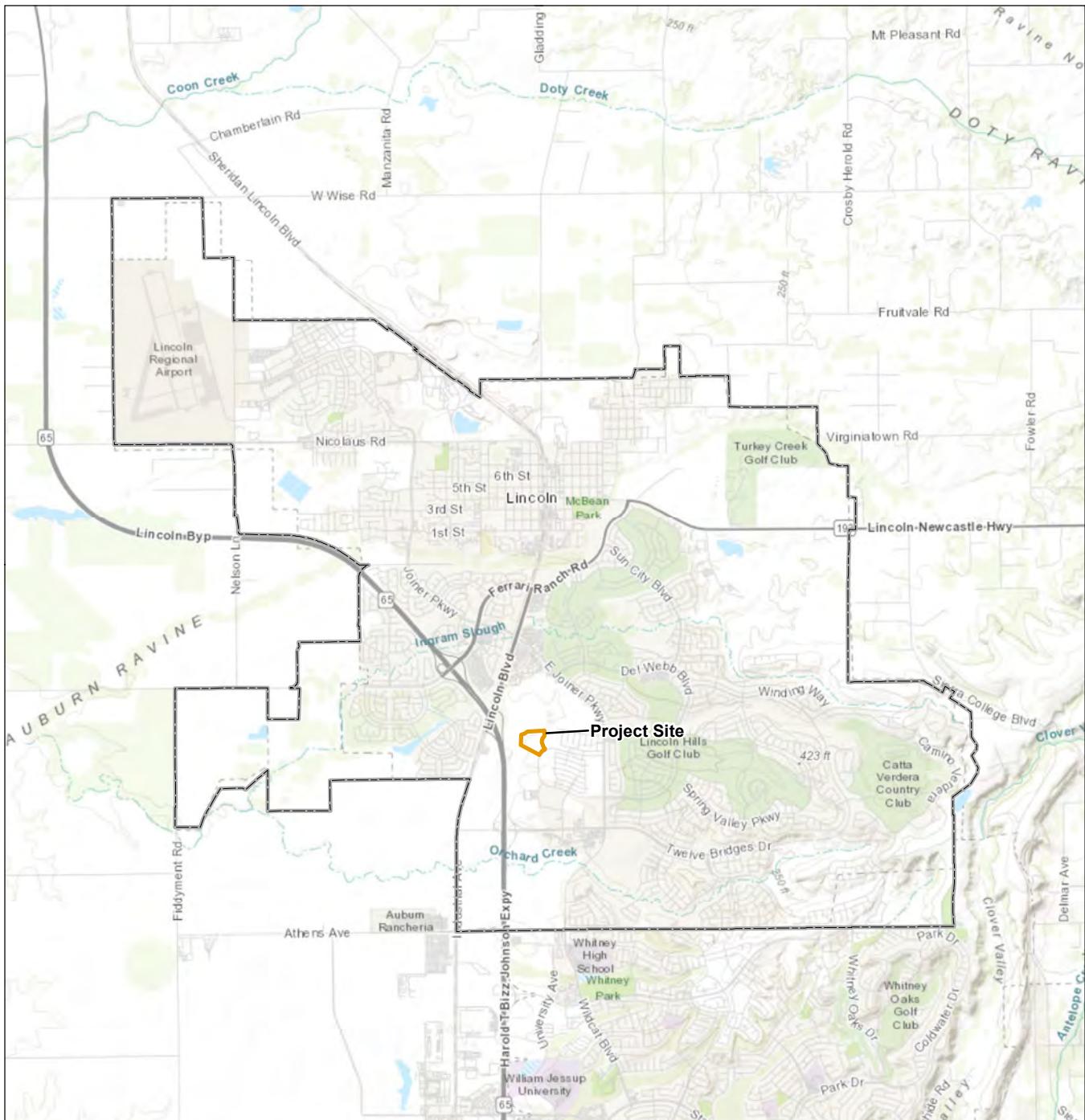
1.5 BACKGROUND

In 1994, the City annexed and approved the original Twelve Bridges Specific Plan for the 4,900 acre area. In 1997, the original Twelve Bridges Specific Plan was expanded to include properties formerly covered by three prior adopted Specific Plans including the original Twelve Bridges Specific Plan, the East Ridge Specific Plan, and the western portion of the East Lake Specific Plan. These areas were combined into a single new Specific Plan named the Revised Twelve Bridges Specific Plan Project (Revised Specific Plan), which was adopted by the City in January 1998.

To evaluate the potential environmental impacts that may result from implementation of the Revised Specific Plan as amended, a SEIR to the Revised Twelve Bridges Specific Plan (1997 SEIR) was prepared in 1997 and certified by City Council in January 1998. The 1997 SEIR compared the impacts of the three separate prior Environmental Impact Reports (EIRs) prepared for the Twelve Bridges Specific Plan, East Ridge Specific Plan, and East Lake Specific Plan to identify any new impacts that would result as the combined Revised Twelve Bridges Specific Plan. In 2000, the balance of the East Lake Specific Plan (378 acres) was added to the Revised Twelve Bridges Specific Plan. Accordingly, a Supplement to the 1997 SEIR was certified in December 2000. Several subsequent addendums to the 1997 SEIR have also been prepared, including in November 1998, May 1999, October 1999, March 2000, December 2000, December 2002, May 2003, May 2004, January 2005, and May 2019.

The purpose of the Revised Specific Plan is to provide for the orderly and systematic development of the overall Plan Area. The Revised Specific Plan provides policies for land uses, allowed densities, and the location and size of streets, water lines, and drainages. The Revised Specific Plan has been amended several times since its certification in 1998. In addition to the Revised Specific Plan, two separate General Development Plans have been adopted for the Plan Area that provide details for the development of each proposed land use. The General Development Plan and Zoning Regulations for Twelve Bridges Plan Area A was last amended in September 2020.





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1:80,000 (at original document size of 8.5x11)



Stantec

Project Location

Lincoln, CA

Client/Project
 City of Lincoln
 Bella Breeze Park Master Plan Project
 Addendum

Figure No.

1-1

Title

Regional Location



Source: Stantec, November 2023



Project Location
Lincoln, CA

Client/Project
City of Lincoln
Bella Breeze Park Master Plan Project
Addendum

Figure No.
1-2
Title

Project Site

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1.6 EXISTING SITE CONDITIONS

The project site is approximately 18.5 acres and primarily vacant, except for the southern portion of the site that has been developed as McCullough Street as part of the Village 27A subdivision improvements. There is also 25-foot-wide sewer easement that extends across the central portion of the project site which contains an 8-inch vitrified clay pipe sewer line. The sewer easement is paved for maintenance access with a 12-foot-wide asphalt path that is protected by vehicular bollards. Other existing site improvements include two manholes along the asphalt path, steel post and cable fencing along the northern boundary of the site, wood post and cable fencing along the northeasterly portion of Cabra Street, a bioretention basin in the northeast portion of the site, public sidewalk with streetlights along Cabra Street, two street lights along Bella Breeze Drive, and various utility boxes/valves (owned by Pacific Gas and Electric [PG&E], AT&T, and the City) within the public utility easement on Bella Breeze Drive. McCullough Street was under construction during preparation of the master plan and was completed in May 2024.

1.7 SURROUNDING LAND USES

The project site is surrounded by the following:

- **North:** Orchard Creek and Rodeo nature preserve
- **East:** Cabra Street and single-family residences part of the Village 25 subdivision
- **South:** Bella Breeze Drive, McCullough Street, and the Village 27A subdivision which is under active construction.
- **West:** Orchard Creek, Rodeo nature preserve, and open space.

1.7.1 General Plan Land Use Designation and Zoning

General Plan Land Use Designation

The General Plan land use designation for the project site is Parks and Recreation (PR). According to the City's General Plan, the purpose of the PR designation is to provide for both public and private improved open space. The primary land uses include existing and future large neighborhood and regional parks, municipal golf courses, athletic fields, and open space areas adjacent to improved parks and trails.¹ The General Plan states non-residential uses (recreation facilities such as community centers, storage facilities, indoor basketball courts, etc.) shall not exceed a floor area ratio of 0.25. The proposed project is not proposing to change the project site's current PR land use designation.

¹ City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnca.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.



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Zoning

The project site is zoned Open Space – Recreation (OS-R). The OS-R zoning district's permitted uses include parks, playgrounds and playfields, public swimming pools, golf courses, country clubs, schools, community centers, and public buildings. The proposed project is not proposing to change the project site's OS-R zoning district.

1.8 PROJECT APPROVALS

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City of Lincoln is the Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by the proposed project. The legislative and discretionary actions to be considered by the City as part of the proposed project include:

- Design Concept Approval
- Park Master Plan Approval
- Addendum Approval

According to CEQA Guidelines Section 15164(c), addenda are not required to be circulated for public review. All documents referenced in this Addendum are available at the City of Lincoln Engineering Department, located at 600 6th Street, Lincoln, CA 95648.



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CEQA Addendum to the 1997 SEIR for the Revised Twelve Bridges Specific Plan
CEQA Authority for the Addendum

2.0 CEQA AUTHORITY FOR THE ADDENDUM

According to CEQA Guidelines Section 15164, an Addendum to a previously certified EIR should be prepared by the lead agency if changes or additions are necessary, and none of the conditions outlined below for the preparation of a subsequent EIR have occurred (CEQA Guidelines Section 15162):

1. *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
3. *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 was certified as complete or the Negative Declaration was adopted, shows any of the following:*
 - a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - c. *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*
 - d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment but, the project proponents decline to adopt the mitigation measure or alternative.*

As stated above, CEQA Guidelines Section 15164 requires a lead agency or a responsible agency to prepare an addendum to a previously certified EIR if changes or additions are necessary. Based on the analysis conducted and provided herein, this Addendum concludes that the proposed project does not warrant subsequent environmental review as required by Section 15162. The proposed project does not include substantial changes to the Revised Specific Plan, and no other circumstances have changed that would meet the criteria set forth in CEQA Guidelines Section 15162, which would require the preparation of a subsequent EIR. Therefore, a subsequent EIR is not required for the proposed project, and preparation of an Addendum to the certified 1997 SEIR is appropriate pursuant to CEQA.



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CEQA Addendum to the 1997 SEIR for the Revised Twelve Bridges Specific Plan
Description of Project Addressed in Certified SEIR for the Revised Specific Plan

3.0 DESCRIPTION OF PROJECT ADDRESSED IN CERTIFIED SEIR FOR THE REVISED SPECIFIC PLAN

The 1997 SEIR, certified by the City Council in January 1998, evaluated the overall impacts related to the implementation of the Revised Specific Plan, which is intended to provide for the orderly and systematic development of residential neighborhoods, schools, parks, and community commercial and business/professional uses. The project site is designated for park use in the Revised Twelve Bridges Specific Plan and analyzed in the associated 1997 SEIR. The Revised Twelve Bridges Specific Plan anticipated the site to be developed as a community sports complex facility with off-street parking, bicycle parking and restrooms, children's play equipment, barbecue/picnic areas, walk/security lighting, sport field lighting, fields for organized sports, and a ball court.

The 1997 SEIR determined that implementation of the Revised Specific Plan would have significant and unavoidable impacts to Air Quality (conflict with Air Quality Plans; cumulative regional air pollutants), Biological Resources (cumulative loss of biological resources), Hydrology and Water Quality (cumulative increases in flood volumes), Land Use (permanent loss of prime agricultural lands; views and scenic quality and cumulative views and scenic quality), Noise (traffic noise from outside the Plan Area; cumulative traffic noise), and Transportation and Circulation (impacts to roadways and intersections, cumulative roadways and increase in traffic volumes at intersections).

The 1997 SEIR determined that all other resource topics would result in a less than significant impact or less than significant impact with mitigation. Specifically, the 1997 SEIR identified mitigation measures for the following:

- **Air Quality:** construction emissions; operational emissions; conflict with Air Quality Plans; and cumulative regional air pollutants.
- **Biological Resources:** plant habitat and wildlife habitat; wetlands; construction impacts on biological resources; and cumulative loss of biological resources.
- **Cultural Resources:** prehistoric and historic resources; and subsurface cultural resources.
- **Hydrology and Water Quality:** water quality; volume of stormwater runoff; construction within a 100-year floodplain; flooding due to dam inundation; cumulative increases in peak flows and flood volumes; and cumulative degradation of water quality.
- **Geology and Soils:** soil constraints and subsurface integrity.
- **Noise:** construction noise; increased generation of noise; traffic noise from outside the Plan Area; unacceptable traffic noise levels in the Plan Area; and cumulative traffic noise.
- **Traffic and Circulation:** roadways and intersections; transit services; circulation systems and safety; cumulative roadways and increase in traffic volumes at intersections.



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Description of Project Addressed in Certified SEIR for the Revised Specific Plan

- **Water Supply:** increase in water demand; impacts to existing and proposed water conveyance facilities; and cumulative increase in water demand and water conveyance/treatment facilities.
- **Wastewater:** increased wastewater generation; and cumulative increased wastewater generation.
- **Solid Waste:** increased solid waste.
- **Public Services:** increased demand for fire protection facilities and police protection services; demand for library services, administrative services, public schools and parks and recreation facilities; cumulative impacts on public services.



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CEQA Addendum to the 1997 SEIR for the Revised Twelve Bridges Specific Plan
Project Description

4.0 PROJECT DESCRIPTION

4.1 PROJECT OVERVIEW

The City has prepared the Bella Breeze Park Master Plan to develop the design concepts for the proposed community park as identified in the Revised Twelve Bridges Specific Plan, as well as to outline the uses for the park, including the amenities, infrastructure, and implementation strategies. The project is proposing the development of a new community park with a parking lot, restroom facilities, and several active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields as further described in the following sections.

The types of activities anticipated at the park include but are not limited to organized and non-organized recreational sports on the fields and courts, including sporting events such as tournaments. Active and passive recreation activities are anticipated throughout the park as provided by the proposed amenities which would include but not be limited to walking, jogging, running, roller blading, picnicking, barbeques, bike riding at the bike park, sitting, movie nights, farmer's markets, craft fairs, community events/celebrations, fitness classes, and concerts. Regular maintenance activities are also anticipated by City employees and/or contractors as needed. City ordinances and permitting would be followed for activities and events as required. The hours of operation for the park would comply with Section 12.20.100 of the Lincoln Municipal Code, which states park facilities are open from 6:00 a.m. to 8:00 p.m. during the months of November through March, and from 6:00 a.m. to 9:00 p.m. during the months of April through October.

4.2 PROPOSED PARK FACILITIES

The proposed project includes the development of a community park. Amenities proposed to be provided include playgrounds, walking loop trails, fitness nodes, picnic areas and shade structures, playfields (including but not limited to baseball, softball, soccer, football, etc.), a basketball court, covered multi-sport field, teen activity area (obstacle course, climbing wall, seating), bike park/pump track, pickleball courts, concession building and restrooms, and an on-site parking lot (Figure 4-1).

4.2.1 Sports Fields/Courts

The proposed project would provide a large baseball field (300 feet depth, 90 feet bases), a smaller dual use baseball/softball field (200 feet depth, 60 feet bases), an open air (uncovered) multi-sport field, and a covered multi-sport field. The baseball field would be provided along the northwestern boundary of the project site while the dual use baseball/softball field would be provided along the northeastern boundary of the project site. Both fields would be developed with natural turf and would include dugouts, bleachers, and a scorer's table.

The open-air multi-sport field would be provided in the center of the project site and would be the central organizing element of the site. The open-air multi-sport field would be developed with natural turf to be utilized for a multitude of sports, including but not limited to, football, soccer, and lacrosse. A smaller,



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covered multi-sport field would be provided to the north of the open-air sport field, between the baseball field and dual use baseball/softball field. All proposed sports fields would be lighted and would include a score board. Please see Section 4.5, Lighting and Security, for a description of the proposed lighting.

The proposed project would provide a basketball court in the eastern portion of the project site. Additionally, the proposed project would provide nine pickleball courts in the northern portion of the project site. The basketball and pickleball courts would be lighted.

4.2.2 Playgrounds

The proposed project would include two children's playgrounds. One children's playground would be for children 2 to 5 years old and would be shaded and fenced and total approximately 3,150 square feet. The second children's playground would be for children 5 to 12 years old and would be shaded and total approximately 6,000 square feet. The children's playgrounds would be in the center of the site, south of the open-air multi-sport field. The project also proposes the development of a teen activity area in the center of the site, north of the open-air multi-sport field. The teen activity area would be shaded and include an obstacle course, climbing wall, ping pong tables, cornhole boards, and/or seating.

4.2.3 Bike Park/Pump Track

The proposed project would develop a 13,800 square foot bike park/pump track along the northern boundary of the project site. The bike park/pump track would be lighted and fenced with entry gates provided for cyclists and maintenance equipment. The bike park/pump track would allow cyclists of all ages to develop skills for off-road biking rather than trying to learn in more difficult terrain such as mountain biking trails. The park layout would consider a mixture of pathways, intersections, and turns to allow riders to develop various ways of traversing the track.

4.2.4 Picnic/Turf Areas

The proposed project would include several picnic and informal turf areas throughout the site. Three picnic areas with shade structures would be provided in the center of the site, near the children's playgrounds. Additionally, informal natural turf areas with shade trees would be provided in the southern portion of the project site, adjacent to the parking areas. Additional informal turf areas with shade trees would be provided near the northern boundary of the project site.

4.2.5 Perimeter Loop Trail

The proposed project would provide a 0.6-mile jogging/walking perimeter loop trail with fitness nodes along the perimeter of the project site. The loop trail would be approximately 8-to-10 feet wide and lighted. Lighting near the open space edge is anticipated to use bollard lighting. The perimeter loop trail would provide visual access to the adjacent Rodeo nature preserve and would include bench seating for passive viewing and rest opportunities. Fitness nodes would be located along the trail in the southwest and northeast areas.



PC**KEY NOTE LEGEND**

- ① Children's Playground 2-5 year old (shaded, fenced)
- ② Children's Playground 5-12 year old (shaded)
- ③ Jogging Walking Perimeter Loop Trail w/ Fitness Nodes**
- ④ Minor Shade Structure/Picnic Area
- ⑤ Large Shade Structure/Picnic Area
- ⑥ Baseball Field (300' depth, 90' bases, natural turf)**
- ⑦ Baseball/Softball Field (200' depth, 60' bases, natural turf)**
- ⑧ Football/Soccer/Lacrosse/etc. Field (natural turf)**
- ⑨ Informal Turf Area with Shade Trees
- ⑩ Basketball Court**
- ⑪ Covered Multi-Sport Field**
- ⑫ Teen Activity Area (obstacle course, seating, shaded)
- ⑬ Bike Park/Pump Track**
- ⑭ Concession Stand with Restroom**
- ⑮ Restroom at/near Play Area**
- ⑯ On-Site Parking Lot (~180-190 stalls)**
- ⑰ Stormwater Basin
- ⑱ Pickleball Courts (9)**
- ⑲ Park Maintenance Yard w/ Athletic Equipment Storage**

**indicates the feature is lighted

GRAPHICAL LEGEND

Structure (Metal Roof)	Shade Tree
Structure (Fabric Roof)	Sport Lighting
Grass (Natural)	Parking Lot Light
Grass (Artificial)	Path Pole Light
Asphalt (Parking/Maint.)	Path Bollard Light
Concrete	Sewer Manhole
Shrub Area (Focal/Regular)	Art Location
Infield Fines/Warning Track	Drinking Fountain
Play Surface (Rubber/Bark)	Bench
Decomposed Granite	Picnic Table
Stormwater Basin	Scoreboard
Fence Tube Steel	Batter's Eye
Fence Post & Cable	Bike Racks
Fence Chain Link	Fire Hydrant
Retaining Wall	Fire Line Double-Check

Source: Stantec, March 2024

Project Location
Lincoln, CA

Client/Project
City of Lincoln
Bella Breeze Park Master Plan Project
Addendum

Figure No.

4-1

Title

Proposed Project Design

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Project Description

4.2.6 Concession Building/Restrooms and Maintenance Yard

A concession building with restrooms would be developed in the center of the project site, adjacent to the covered sports field. Additional restrooms would be provided within the playground area. The concession building would be approximately 1,800 square feet and the restroom building would be approximately 300 square feet. The restrooms and concession building would have a maximum height of 14 feet.

A maintenance yard with storage for athletic equipment would be in the southeastern portion of the project site. The maintenance yard would be screened by fencing, trees, and shrubs.

4.3 STRUCTURES, WALLS, AND FENCES

The proposed project would construct metal- and fabric-roofed structures, retaining walls, and fencing throughout the site. Fencing provided on-site would include three types: chain link, tube steel guard rail, and post-and-cable. Additional fencing types may include wire mesh and other decorative solutions.

The metal-roofed structures include the covered multi-sport field, concession/restroom building, large picnic/shade center, small picnic/shade shelters, restrooms near the playgrounds, dugouts, and various storage structures at the sports fields and maintenance yard. The fabric-roofed structures would provide shade over the playgrounds, ballfield bleachers, ballfield scorer's table, and bike park/pump track shade shelters. Several fabric roofed shade shelters are also proposed along and adjacent to the pickleball courts and informal turf areas near the open space edge and perimeter loop trail. The covered multi-sport field would have a maximum height of 30 feet. The large shade structures would have a maximum height of 18 feet and the small shade structures would have a maximum height of 15 feet.

A 10-foot retaining wall is proposed between the perimeter loop trail and the property line. Other minor retaining walls are anticipated along the western boundary, adjacent to the sport fields, and at the outlet of the stormwater basin.

4.4 LANDSCAPING

Landscape would be provided throughout the project site. Shade trees would be provided along and adjacent to pathways, seating areas, and parking lot to the extent feasible. The proposed project is anticipated to plant approximately 355 new shade trees. Shade trees and landscaping is anticipated to utilize drought-tolerant plants.

4.5 LIGHTING AND SECURITY

The proposed project would provide lighting for the parking lot, sports fields and courts, bike park/pump track, pathways, and the maintenance yard. The lighting provided around the sports fields and courts would range from 40 to 80 feet in height. The parking lot lighting is anticipated to be approximately 20 feet in height. Additionally, pole lighting up to 15 feet in height would be provided along interior pathways and 40-inch bollard lighting would be provided along open space edge pathways.



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Additionally, the proposed project would include power to the EV charging stations, scoreboards, restrooms, shade structures, irrigation, and security. Lighting systems would be designed to have systems and hours of operation that would be consistent with existing City parks with comparable facilities. On-site lighting for the sports fields and bike park/pump track would be programmed with automatic light shutoff that would turn off lights after hours; however, parking lot and bollard lighting would continue to remain on during nighttime hours for security purposes.

The proposed project is anticipated to utilize approximately 10 security cameras to provide a park security system during operation of the park.

4.6 PARKING AND CIRCULATION

An on-site parking lot would be provided in the southern portion of the project site. The parking lot would include approximately 180 parking stalls, 31 of which would be electric vehicle (EV) spaces and 5 would be developed as ADA stalls, as required by the Lincoln Municipal Code. The on-site parking lot would be lighted. Vehicle access to the parking lot would be provided along Cabra Street and McCullough Street. The locations of the driveways align with existing intersections at Tortosa Court, Roebling Street, Strauss Street, and Eiffel Street. Bike parking would be provided at locations throughout the park including the bike park/pump track, pickleball courts, play area near restrooms, large baseball field, and basketball court.

The existing 12-foot access road that currently extends over the sewer easement on-site would be removed and new access roads and pathways would be constructed on-site. The pedestrian circulation concept provides connectivity to the surrounding neighborhoods while discouraging access to the Rodeo nature preserve. Entries to the site would be provided at each neighborhood road intersection.

Fire and emergency vehicle access would be provided by the entry off Cabra Street and would provide access to the southeast portion of the covered multi-use sport field. A 20-foot-wide fire access lane would be provided to the covered multi-sport field and a 12-foot-wide emergency vehicle access lane would extend to the concession building.

4.7 PARK FRONTRAGE IMPROVEMENTS

The proposed project would maintain the existing sidewalk and lighting along Cabra Street (eastern boundary of the project site) as well as the existing lighting along Bella Breeze Drive (southeastern boundary of the project site). The proposed project would construct the following frontage improvements:

- All-way stop control with continental crosswalks and an ADA compliant curb ramp on the south side of Bella Breeze Drive with a connection to the existing sidewalk at the Bella Breeze Drive and Cabra Street intersection.
- All-way stop control with continental crosswalks and an ADA compliant curb ramp on the east side of Bella Breeze Drive with a connection to the existing sidewalk at the Bella Breeze Drive and McCullough Street intersection.



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- Conversion of the existing crosswalk to a continental crosswalk at the Cabra Street and Cordoba Court intersection.
- Construction of a continental crosswalk across Cabra Street with pedestrian crossing signs in each direction at the Cabra Street and Tortosa Court intersection.
- Construction of a continental crosswalk across McCullough Street with pedestrian crossing signs in each direction at the McCullough Street and Strauss Street intersection.

Additionally, the proposed project would construct a new sidewalk along the Bella Breeze Drive frontage (southeastern boundary of the project site). The new sidewalk along Bella Breeze Drive would be constructed to accommodate a future bus stop for Placer County Transit's Lincoln Collector route.

4.8 UTILITY INFRASTRUCTURE

Utilities proposed at the site would include domestic water, fire water, sewer, and stormwater drainage to support the planned improvements. The domestic water system would include water supply lines to serve the restrooms, concession building, drinking fountains, and landscape irrigation. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation as the project site is not located within the boundary of the City's Recycled Water Service Area. A fire water loop, if required, would be constructed to provide fire protection for the multi-use covered field and concession and restroom building. In coordination with the City of Lincoln Fire Department, the project also proposes two on-site fire hydrants to provide fire response at the site. Domestic water service would connect to the existing water main located in Bella Breeze Drive and the fire water loop, if required, would connect to the existing waterline located in Cabra Street and McCullough Street.

The proposed project would connect to the existing on-site sewer system to serve the restrooms, drinking fountains, and concession building. Two new manholes are proposed, and the existing manhole located in the middle of the project site would be retained in place and buried under the field. Stormwater lines would be constructed to route runoff to the new stormwater basin for treatment prior to release.

4.9 STORMWATER BASIN

A stormwater basin would be developed along the northern boundary of the project site. The stormwater basin would be approximately 18,000 square feet and would provide retention and treatment of on-site runoff from pervious and impervious areas prior to release off-site. The proposed stormwater basin would discharge treated runoff to the adjacent open space parcel. The actual treatment area of the new stormwater basin would be approximately 13,000 square feet and would include an approximately 5,000 square foot berm along the perimeter. The pervious areas on-site would be designed to capture, treat, and infiltrate stormwater.

The proposed project would not include improvements to the existing stormwater basin located adjacent to the northeastern portion of the site. Surface improvements such as planting/irrigation around the basin may occur, but its function would not be altered. The proposed project would not use the existing stormwater basin for on-site stormwater drainage.



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4.10 PROJECT CONSTRUCTION

4.10.1 Construction Schedule

It is anticipated the proposed project would be built out over multiple phases, dependent on available funding. The phasing strategy would focus initial development efforts in the southeastern portion of the site. Subsequent phases are anticipated to focus higher priority amenities located in the westerly portion of the site first and develop northeasterly. For the purposes of this CEQA document and to provide conservative assumptions for the construction schedule and analysis provided herein, the proposed project is assumed to be constructed in one phase over an 18-month period starting in January 2025. By modeling construction activities with a shortened, more intense schedule, daily construction emissions would be higher than what would actually occur over a lengthened and less intense construction schedule. Moreover, by assuming the construction phases would occur concurrently, the construction emissions modeling accounts for any overlap that may take place once project construction begins. Project construction activities would include site preparation and grading, paving, building construction, planting, irrigation, and architectural coating.

4.10.2 Construction Equipment and Staging Area

All construction equipment and materials are anticipated to be stored on-site. General construction equipment anticipated to be utilized would include but not be limited to, tractors, loaders, backhoes, excavators, graders, rubber-tired dozers, cranes, forklifts, welders, pavers and paving equipment, rollers, scrapers, and air compressors.

4.10.3 Construction Activities

Construction activities would conform with the City's Construction Noise Ordinance and would take place Monday through Friday, between the hours of 7:00 AM and 7:00 PM. The existing project site generally slopes to the northwest toward the open space area, and therefore to accommodate the proposed facilities and fields, the northwestern portion of the site is planned to be filled using cut materials from the southern portion of the site. Import topsoil and amendments would be required to support park plantings including trees, shrubs, and grass. Construction of the proposed project would require approximately 45,000 cubic yards of cut and approximately 45,000 cubic yards of fill. The maximum depth of excavation required for construction is anticipated to be up to 14 feet to construct the pier footings for the proposed sport field lighting.

The proposed project would provide approximately 12.6 acres of pervious surfaces. These areas would include but are not limited to, grass, shrub planting, infields, decomposed granite, the bike park/pump track, and play area surfaces. These areas would allow stormwater to soak into the soils and support on-site vegetation. The pervious areas would be designed to capture and infiltrate stormwater. The proposed project would include approximately 5.4 acres of impervious surfaces, including but not limited to concrete, asphalt, and roofs. Runoff from these areas would be treated prior to release off-site.



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5.0 CHANGED CIRCUMSTANCES

Section 15162 of the CEQA Guidelines states that a subsequent EIR would be required if substantial changes occur with respect to the circumstances under which the subsequent proposed project is undertaken which would require major revisions of the 1997 SEIR due to the creation of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

To address the potential for other changed circumstances to result in new or substantially more severe cumulative impacts, a review was completed of plans, policies and regulations that apply to the proposed project. Many of the same primary plans and regulations consulted and cited in the 1997 SEIR that relate to land use and the analysis of project impacts under CEQA still apply to the proposed project. Based on this review, no changes in plans, policies, and regulations that would present new conflicts or would result in significant or substantially more severe physical impacts on the environment were identified.

The changes in circumstances that have occurred since preparation of the 1997 SEIR would not result in new significant impacts or substantial increases in the severity of previously identified significant impacts. No other additional information of substantial importance, which would require major revisions to earlier analyses that would warrant preparation of a subsequent EIR pursuant to Section 15162 of the CEQA Guidelines has been found.



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6.0 COMPARATIVE ANALYSIS OF IMPACTS: PROPOSED PROJECT AND CERTIFIED SEIR

Section 15162 of the CEQA Guidelines states that one of the conditions that would warrant preparation of a subsequent EIR is if substantial changes are proposed in the project which would require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. An analysis was conducted to compare the impacts of the Revised Specific Plan analyzed in the 1997 SEIR with the proposed project. The analysis presented in this Addendum confirmed that the proposed project would not result in new or substantially more severe or cumulative impacts in any of the environmental topics addressed in the 1997 SEIR. Therefore, proposed project impacts would be within the envelope of impacts analyzed in the 1997 SEIR.

The 1997 SEIR includes both new mitigation measures and mitigation measures from the three prior EIRs (e.g., Twelve Bridges Specific Plan, East Ridge Specific Plan, and East Lake Specific Plan) to reduce potential impacts. Revisions to some mitigation measures identified in the three prior EIRs were required to ensure applicability to the Revised Specific Plan. Additionally, the 1997 SEIR identified new mitigation measures to be included if the mitigation measures identified in the three prior EIRs were determined to not be adequate to reduce potential impacts. Mitigation measures originally identified in the prior EIRs are identified by the name of the corresponding individual EIR (e.g., Twelve Bridges Mitigation Measures; East Ridge Mitigation Measure, East Lake Mitigation Measure). New mitigation measures identified in the 1997 SEIR do not include a name of any prior plan (e.g., Mitigation Measure S4.1-1). As the project site is located within the prior Twelve Bridges Specific Plan Area, the prior East Ridge and East Lake EIR mitigation measures are not applicable to the proposed project.

No new or substantially more severe impacts would occur as a result of the proposed project; as such, a Subsequent EIR would not be required to address these proposed project changes pursuant to Section 15162 of the CEQA Guidelines.



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6.1 AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

1997 SEIR Analysis

The 1997 SEIR identified that the City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts resulting from substantial alteration of the existing views and character of the Plan Area associated with the three prior specific plans that make up the Revised Specific Plan. The prior Twelve Bridges Specific Plan EIR as well as the East Lake and East Ridge EIRs found that the alteration of views and scenic quality would be a significant and unavoidable impact. The 1997 SEIR identified that implementation of the Revised Specific Plan would result in a less severe impact than the three prior specific plans and would not increase the severity of impacts related to visual resources. The 1997 SEIR identified that implementation of the Revised Specific Plan would not result in new significant visual resource impacts not previously addressed in the prior EIRs and therefore, the 1997 SEIR determined that implementation of the Revised Specific Plan would result in a less than significant impact related to loss of existing views and scenic quality.²

Project Impact Analysis

The project site is currently vacant and located within the Twelve Bridges community. The area surrounding the project site has been substantially built out or is under active construction with new single-family residences, and therefore views of the surrounding foothills is limited. Views to the north and west consist of the Rodeo nature preserve, open space, and Orchard Creek. The proposed project would develop the site with a new community park as designated in the Revised Specific Plan. The proposed park would consist of a parking lot, restroom facilities, and several active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields. On-site structures would be limited to the restroom and concession building, the covered multi-sport field, picnic/shade shelters, restrooms near the playgrounds, dugouts, and various storage structures at the sports fields and maintenance yard. Additionally, the proposed project would provide lighting for the parking lot, sports fields and courts, bike park/pump track, pathways, and the maintenance yard. The proposed structures would have a maximum height of 30 feet, and the lighting provided around the sports fields and courts would range from 40 to 80 feet in height.

While the proposed project would introduce new structures at the site, these structures would be consistent with the current land use designation and the Revised Specific Plan which planned for the site to be developed as a community sports complex facility that contains sport field lighting. Furthermore, the proposed project would consist of public open space and provide amenities, such as a perimeter loop trail, to view the surrounding open space, Orchard Creek, and Rodeo nature preserve. Therefore,

² City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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development of the project site would not result in substantial changes to the views available from the area surrounding the project site and there would no impacts to scenic vistas resulting from development of the proposed project. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to designated state scenic highways. Therefore, the following analysis is provided for informational purposes only.

Project Impact Analysis

The project site is not located adjacent to or near a state designated scenic highway. As identified by the California State Scenic Highway System Map, the closest officially designed state scenic highway is located more than 26 miles southeast of the project site.³ Therefore, development of the proposed project would not result in damage to scenic resources within a state scenic highway and there would be no impacts. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

1997 SEIR Analysis

The 1997 SEIR identified that the General Development Plans prepared for the Revised Specific Plan provide design policies and guidelines that comply with the City's General Plan policies and measures that have been adopted for the purpose of protecting scenic quality and minimizing visual incompatibilities. The 1997 SEIR determined that implementation of measures identified in the General Development Plans would ensure that implementation of the Revised Specific Plan would result in less than significant impacts related to existing regulations governing scenic quality.⁴

³ California Department of Transportation. 2024. California State Scenic Highway System Map. Available online at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa>. Accessed June 2024.

⁴ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

The project site is located within an urbanized area of the City and is zoned OS-R. The proposed project would develop the site with a new community park which is a permitted use under the OS-R zoning district. The new community park would consist of a parking lot, restroom facilities, and several active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, turf playfields, and a bike park/pump track. On-site structures would be limited to the restroom and concession building, the covered multi-sport field, picnic/shade shelters, restrooms near the playgrounds, dugouts, and various storage structures at the sports fields and maintenance yard. All proposed sports fields would be lighted and would include a score board. Additionally, the proposed project would provide lighting for the parking lot, bike park/pump track, pathways, and the maintenance yard.

As discussed, the proposed project would introduce new structures consistent with the OS-R zoning district and the Revised Specific Plan which planned for the site to be developed as a community sports complex facility with sport field lighting. The proposed structures would have a maximum height of 30 feet, and the lighting provided around the sports fields and courts would range from 40 to 80 feet in height. The proposed structures would be consistent with the maximum height development standards for the OS-R zoning district, which permits buildings and structures up to 30 feet in height (Chapter 18.30 of the Lincoln Municipal Code). The Lincoln Municipal Code does not have development standards regarding the maximum height of sport field lighting fixtures; however, the installation of sport field lighting at the site was included in the General Development Plan and Zoning Regulations for Twelve Bridges Plan Area A. The proposed project would be subject to the design guidelines and objectives and policies in the General Development Plan, including 3.12.1 objectives and policies related to lighting, to ensure that the proposed project would not impact scenic quality or result in incompatible uses. As further discussed below in Impact(d), the proposed project has also prepared a lighting plan and designed the lighting for the parking lot and sports fields so that there is no spillover onto adjacent areas (Appendix A).

The proposed project would introduce new structures and amenities typical to a community park and as identified in the Revised Specific Plan which planned for the site to be developed as a community sports complex facility that contains sport field lighting. Furthermore, the proposed project would consist of public open space and provide amenities, such as a perimeter loop trail, to view the surrounding open space, Orchard Creek, and Rodeo nature preserve. The proposed project would also maintain the adjacent wetland areas within the Rodeo nature preserve in accordance with General Plan policies LU-12.3 and LU-12.6.⁵ Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

⁵ City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnc.ca.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.



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d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

1997 SEIR Analysis

The 1997 SEIR identified that the General Development Plans prepared for the Revised Specific Plan contain policies and design guidelines intended to minimize light and glare. These policies and guidelines include, but are not limited to, shielding of exterior lights, use of cut-off luminaries, and discouraging the use of extensively reflective or brightly colored materials in walls, façades, and roofing materials. Therefore, the 1997 SEIR determined that as the General Development Plans contains adequate protection against new sources of light and glare, the Revised Specific Plan's impacts related to light and glare was less than significant.⁶

Project Impact Analysis

The project site is vacant and located within the Twelve Bridges community. The project site does not contain any on-site sources of light or glare but is within a residential neighborhood that contains existing sources of nighttime lighting and glare such as exterior and interior residential lighting, street lighting, and vehicles traveling on adjacent streets and SR 65. Glare is generated in the project area from passing cars and windows on nearby buildings. The proposed project involves the development of a new community park and would not introduce new structures that would create substantial sources of glare at the site. The proposed project would provide lighting for the parking lot, sports fields and courts, bike park/pump track, pathways, and the maintenance yard. The lighting provided around the sports fields and courts would range from 40 to 80 feet in height. The parking lot lighting is anticipated to be approximately 20 feet in height. Additionally, pole lighting up to 15 feet in height would be provided along interior pathways and 40-inch bollard lighting would be provided along open space edge pathways.

As discussed, the Lincoln Municipal Code does not have development standards regarding the height of sport field lighting fixtures; however, the installation of sport field lighting at the project site was included in the General Development Plan and Zoning Regulations for Twelve Bridges Plan Area A. The proposed project would be subject to the design guidelines and objectives and policies in the General Development Plan, including the following policies related to lighting:

- 1. Efficient lighting patterns that minimize glare and avoid light pollution should be utilized.*
- 2. Lighting systems and fixtures should be coordinated throughout the project area with respect to energy conservation, light output, and public safety.*
- 3. Private lighting systems should be designed with cutoff-type luminaries to prevent spillover from one land use area to another.*

⁶ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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4. *Use of accent lighting to highlight such features as entries, pathways, special plantings should be encouraged throughout the plan area.*
5. *Colored or flashing lights are discouraged, except for temporary holiday displays.*
6. *Adequate lighting should be provided to ensure public safety.*
7. *Street lighting should occur at all traffic intersections and at regularly spaced intervals along the roadway to provide safety to motorists and pedestrians.*
8. *High pressure sodium vapor lights with cut-off luminaries should be used on public streets, in parking lots, and along public sidewalks to improve energy efficiency and reduce glare impacts.*
9. *Lighting system performance must meet City of Lincoln Public Work Standards.*
10. *Lighting fixtures should be coordinated throughout the project with architectural and environmental elements.*
11. *Lighting fixtures should be designed so that they are well integrated into the architectural and site elements in which they are used.*
12. *The City shall approve the selection of lighting poles and fixtures prior to Final Map recordation.*
13. *The approved thematic lighting shall be utilized consistently throughout The Oaks and throughout the Main Village. Lighting styles may differ between these two districts.*
14. *In Open Space Areas lighting fixtures shall be placed at reduced mounting heights to minimize impacts of lighting on natural systems and surrounding areas.*

The proposed project would also be required to comply with General Plan Policy LU-11.3 which requires:

All outdoor light fixtures, including street lighting, externally illuminated signs, advertising displays, and billboards, use low- energy, shielded light fixtures that direct light downward (e.g., lighting shall not emit higher than a horizontal level). Up-lighting of architectural features or landscaping can be allowed in compliance with the California Title 24 Energy Standards (as amended) and based on City design review. Additionally, the City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas. Where public safety would not be compromised, the City shall encourage the use of low intensity lighting for all outdoor light fixtures.

In accordance with the policies from the General Development Plan and the General Plan, the proposed project has prepared a lighting plan and designed the lighting for the parking lot and sports fields so that there is minimal spillover onto adjacent areas (Appendix A). The proposed lighting would also be designed to have systems and hours of operation that would be consistent with existing City parks with comparable facilities. The on-site sports field lighting would be programmed with automatic timers to turn off lights after hours (8:00 p.m. during the months of November through March and 9:00 p.m. during the months of April through October). The parking lot lighting and bollard would continue to remain on during



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nighttime hours for security purposes, similar to the sources of nighttime lighting that are currently generated in the neighborhood.

Though the proposed project would introduce new sources of nighttime lighting, the lighting systems would be designed to minimize potential impacts and comply with the policies in the General Development Plan and the General Plan. Therefore, the proposed project would not create a new source of substantial light and glare that would adversely affect day or nighttime views in the area and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

There are no previously identified mitigation measures related to aesthetics that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to aesthetics from what has been identified in the 1997 SEIR, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. No new mitigation measures would be warranted. Furthermore, the proposed project's impacts to aesthetics are within the scope of impacts identified in the 1997 SEIR.



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6.2 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

1997 SEIR Analysis

The City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts resulting from the loss of Prime Farmland associated with the East Lake Specific Plan. Additionally, the 1997 SEIR identified that the prior EIRs found that the loss of grazing land would be a less than significant impact due to the poor quality of the soils. The 1997 SEIR identified that implementation of the Revised Specific Plan would not increase the severity of the prime farmland impact or result in new significant farmland impact not previously addressed in the prior EIRs and therefore, the 1997 SEIR determined that implementation of the Revised Specific Plan would result in a less than significant impact related to loss of important farmland.⁷

Project Impact Analysis

The project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The California Department of Conservation's Important Farmland Finder map identifies the project site as Grazing Land.⁸ Therefore, development of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no mitigation measures would be required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to conflict with existing zoning for agricultural uses or a Williamson Act contract. Therefore, the following analysis is provided for informational purposes only.

Project Impact Analysis

The project site is zoned OS-R and is not zoned for agricultural use nor is it under a Williamson Act contract. The OS-R zoning district's permitted uses include parks, playgrounds and playfields, public

⁷ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁸ California Department of Conservation. 2024. Important Farmland Finder. Available online at: <https://maps.conervation.ca.gov/dlrc/ciff/>. Accessed June 2024.



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swimming pools, golf courses, country clubs, schools, community centers, and public buildings. Agricultural uses are not a permitted use in the OS-R zoning district. Furthermore, the project site is not zoned for agricultural uses or subject to a Williamson Act contract. Therefore, the proposed project would have no impacts related to existing zoning for agricultural uses or Williamson Act contracts. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no mitigation measures would be required.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 [g])?**
- d) Result in the loss of forest land or conversion of forest land to non-forest use?**

1997 SEIR Analysis

(c, d) The 1997 SEIR did not analyze potential impacts related to forest land or timberland. Therefore, the following analysis is provided for informational purposes only.

Project Impact Analysis

The project site is zoned OS-R and is not zoned for agricultural use nor is it under a Williamson Act contract. The OS-R zoning district's permitted uses include parks, playgrounds and playfields, public swimming pools, golf courses, country clubs, schools, community centers, and public buildings. The project site is not zoned forestland or timberland and development of the proposed project would not result in the conversion of forest land to non-forest uses. The proposed project would have no impact related to existing zoning for, or loss of, forestland or timberland and would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No mitigation measures would be required.

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

1997 SEIR Analysis

The 1997 SEIR determined that implementation of the Revised Specific Plan would not have any potentially significant impacts to agriculture and forestry resources and would not result in incompatibility with adjacent land uses.⁹

Project Impact Analysis

The project site is located within an urbanized area of the City and is surrounded by existing residential developments as well as residential development that are currently being constructed. There are no

⁹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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parcels with existing agricultural or forest land uses surrounding the project site. Therefore, the proposed project would not involve other changes in the existing environment that could result in conversion of farmland to non-agricultural uses or conversion of forest land to non-forest uses and there would be no impact. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no mitigation measures would be required.

Mitigation Measures

There are no previously identified mitigation measures related to agriculture and forestry resources that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to agriculture and forestry resources from what has been identified in the 1997 SEIR, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. No new mitigation measures would be warranted. Furthermore, the proposed project's impacts on agriculture and forestry resources are within the scope of impacts identified in the 1997 SEIR.



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6.3 AIR QUALITY

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

1997 SEIR Analysis

Under Impacts S4.8-1 and S4.8-2 of the 1997 SEIR, the 1997 SEIR determined that development under the Revised Specific Plan would generate construction and operational emissions that would exceed the applicable Placer County Air Pollution Control District (PCAPCD) standards. With the implementation of mitigation, construction emissions were reduced to a less than significant level. Operational emissions were determined to remain above PCAPCD standards with mitigation. However, the 1997 SEIR identified that City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts due to increases in air pollution in the Plan Area and the Sacramento Valley Air Basin (SVAB) associated with the prior Twelve Bridges Specific Plan. As the Revised Specific Plan would not increase the severity of the operational emissions impact or result in new significant air quality impacts not previously addressed in the prior EIRs, the 1997 SEIR determined that implementation of the Revised Specific Plan would result in a less than significant impact. Additionally, under Impact S4.8-6, the 1997 SEIR determined that because the project was not assumed in the attainment plans applicable at the time (1994 Sacramento Area Regional Ozone Attainment Plan and 1991 Placer County Air Quality Attainment Plan), a significant and unavoidable impact would occur.¹⁰

Project Impact Analysis

Air districts are required to prepare air quality plans to identify strategies to bring regional emissions into compliance with federal and state air quality standards. Air districts establish emissions thresholds for individual projects to demonstrate the point at which a project would be considered to increase the air quality violations. A project would conflict with the applicable air quality plan if they exceeded any emissions thresholds for which the region is in nonattainment.

The SVAB has been designated nonattainment for the State and federal ozone standards, State particulate matter 10 microns or smaller (PM₁₀) standard, and federal particulate matter 2.5 microns or smaller (PM_{2.5}) standard.¹¹ Accordingly, the districts within the Sacramento Federal Nonattainment Area have collaborated to prepare air quality plans, including the 2015 Ozone National Ambient Air Quality Standards (NAAQS) Plan, to achieve attainment of the applicable ozone and PM standards. Additionally, the Sacramento area is working with California Air Resources Board (CARB) to update the PM_{2.5} maintenance plan. The PCAPCD's adopted thresholds of significance indicate the levels of emissions that projects may emit while the region still moves towards attainments of the California Ambient Air Quality

¹⁰ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

¹¹ Placer County Air Pollution Control District. 2017. CEQA Handbook. Available online at: <https://www.placerair.org/1801/CEQA-Handbook>. Accessed June 2024.



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Standards and NAAQS. Projects that exceed thresholds would be considered to conflict with the 2015 Ozone NAAQS Plan and PM_{2.5} planning efforts.

An Air Quality and Greenhouse Gas Assessment was prepared by Stantec Consulting Services Inc. (Stantec) in June 2024 (Appendix B). As described below in Impact (b), the proposed project would not exceed the thresholds established by the PCAPCD. As a result, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

1997 SEIR Analysis

Under Impacts S4.8-1 and S4.8-2 of the 1997 SEIR, the 1997 SEIR determined that development under the Revised Specific Plan would generate construction and operational emissions that would exceed the applicable PCAPCD standards. With the implementation of mitigation, construction emissions were reduced to a less than significant level. Operational emissions would remain above PCAPCD standards with mitigation. However, the 1997 SEIR identified that City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts due to increases in air pollution in the Plan Area and the SVAB associated with the prior Twelve Bridges Specific Plan. The 1997 SEIR determined that as the Revised Specific Plan would not increase the severity of the operational emissions impacts or result in new significant air quality impacts not previously addressed in the prior EIRs, the Revised Specific Plan would result in a less than significant impact. In addition, under Impact S4.8-7, the 1997 SEIR found that construction and operation of the Revised Specific Plan would result in a significant and unavoidable impact related to cumulative air pollutant emissions.¹²

Project Impact Analysis

In developing thresholds of significance for air pollutants, the PCAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions are considered to result in significant adverse air quality impacts to the region's existing air quality conditions.

Construction Emissions

Construction activities associated with the proposed project would result in criteria pollutant emissions from the use of heavy, off-road equipment as well as construction worker commutes and material deliveries to the site. Construction emissions associated with the proposed project are shown in Table

¹² City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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6-1. As shown in the table, the emissions from construction would be below the applicable PCAPCD thresholds.

Table 6-1: Construction Criteria Pollutant Emissions

Year	Maximum Daily Emissions (lbs/day)		
	ROG	NOx	PM ₁₀
2026	3.38	33.43	21.20
2027	2.40	9.89	0.55
PCAPCD Thresholds	82	82	82
Exceed Thresholds?	No	No	No

Source: Appendix B

Notes: ROG – reactive organic gas; NOx – nitrogen oxides; lbs/day – pounds per day

Operational Emissions

Emissions during operation of the proposed project would be generated primarily from vehicle trips to and from the site, as well as from area sources, which includes landscaping and maintenance equipment. Operational emissions are presented in Table 6-2. As shown therein, the emissions would be below the applicable thresholds of significance.

Table 6-2: Operational Criteria Pollutant Emissions

Source	Maximum Daily Emissions (lbs/day)		
	ROG	NOx	PM ₁₀
Mobile Source	0.15	0.15	0.26
Area Source	0.38	0.00	0.00
Total	0.53	0.15	0.26
PCAPCD Thresholds	55	55	82
Exceed Thresholds?	No	No	No

Source: Appendix B

Notes: lbs/day – pounds per day

As shown in Table 6-1 and Table 6-2, criteria pollutant emissions would not exceed any threshold of significance during project construction or operation. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard, and the impact would be less than significant.

The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.



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c) Expose sensitive receptors to substantial pollutant concentrations?

1997 SEIR Analysis

Under Impact S4.8-3 in the 1997 SEIR, the 1997 SEIR found that project operation would exceed CO levels at some intersections in the Plan Area, resulting in a significant impact. However, the 1997 SEIR identified that City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts due to increases in air pollutants from the prior Twelve Bridges Specific Plan and as development under the Revised Specific Plan would not increase the severity of vehicular emissions or result in new significant air quality impacts not previously addressed in the prior EIRs, the Revised Specific Plan would result in a less than significant impact. In addition, under Impact S4.8-5, the 1997 SEIR found that the Revised Specific Plan would not expose Plan Area residents to stationary sources of air emissions including, criteria air pollutants and toxic air contaminants, and the impact would be less than significant.¹³

Project Impact Analysis

This discussion addresses whether the proposed project would expose sensitive receptors to construction-generated fugitive dust (PM₁₀), naturally occurring asbestos (NOA), construction-generated diesel particulate matter (DPM), or operational related toxic air contaminants (TACs). According to CARB, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site are the single-family residences located to the south and east of the project site. The closest residential receptor lies approximately 50 feet from the project site, across Cabra Street.

Construction Emissions

During construction associated with the proposed project, the potential exists for emissions of fugitive dust, NOA, and DPM to be released. Each TAC is discussed separately below.

Fugitive Dust

Fugitive dust (PM₁₀) would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. However, PCAPCD Rule 228, Fugitive Dust, establishes the minimum dust mitigation and control requirements along with the standards to be met from the activities that generate

¹³ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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fugitive dust. Rule 228 requires that minimum dust mitigation and control measures be used for all construction and grading activities. Additionally, as demonstrated in Table 6-1, PM₁₀ emissions from construction would not exceed the PCAPCD threshold of significance. Thus, emissions of fugitive dust from construction of the proposed project would not adversely affect sensitive receptors.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain NOA could release asbestos to the air and pose a health hazard. PCAPCD requires project that involve ground-disturbing activities in areas that may contain NOA to prepare an Asbestos Dust Mitigation Plan in accordance with their *Asbestos Dust Mitigation Plan (ADMP) Guidance*.¹⁴ However, a review of the map with areas more likely to have rock formations containing NOA in California indicates that there is no asbestos in the immediate project area.¹⁵ Therefore, construction of the proposed project would not expose sensitive receptors to NOA.

Diesel Particulate Matter

Exposure to DPM from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. While the proposed project would involve the use of diesel fueled vehicles and off-road equipment, construction would be temporary and relatively minor. The proposed project would construct 2,100 square feet of building space, a surface parking lot, sport courts, playgrounds, and a perimeter loop trail. The proposed project would not include any major demolition and graded material would be balanced on the site preventing DPM emissions from hauling soil off-site. In addition, the modeled proposed project construction emissions are well below the PCAPCD thresholds for PM₁₀ emissions, which includes DPM (see Table 6-1).

The most emissions-intensive construction activities are anticipated to occur in the northern portion of the site, where the primary and secondary soil stockpiles are located, and the central areas of the project site, where the sport fields, concession and restrooms building, and play structures are proposed. Therefore, the majority of construction activities would occur distanced from the nearest receptors. All equipment used during project construction would be subject to CARB's five-minute idling rule. Additionally, consistent with PCAPCD requirements, all construction equipment greater than 50 horsepower would be required to have a PCAPCD permit or be registered with CARB's Portable Equipment Registration Program (PERP).¹⁶ Finally, the prevailing wind direction in the project area is most often from the south/southeast;¹⁷ as a result, DPM emissions associated with project construction would generally be

¹⁴ Placer County Air Pollution Control District. 2014. Asbestos Dust Mitigation Plan (ADMP) Guidance for Naturally-Occurring Asbestos. Available online at: <https://www.placer.ca.gov/DocumentCenter/View/1226/Naturally-Occurring-Asbestos-Dust-Mitigation-Plan-ADMP-Guidance-PDF>. Accessed June 2024.

¹⁵ County of Placer. 2008. Naturally Occurring Asbestos Hazard Map. Available online at: <https://placercounty.civicplus.com/DocumentCenter/View/1435/Placer-County-Naturally-Occurring-Asbestos-Hazard-Index-Map-PDF>. Accessed June 2024.

¹⁶ Placer County Air Pollution Control District. 2024. Portable Equipment Permitting Registration. Available online at: <https://placerair.org/1767/Portable-Equipment-Permitting-Registration>. Accessed June 2024.

¹⁷ Iowa State University. Iowa Environmental Mesonet, Windrose Plot for [LHM] Lincoln. Available online at: https://mesonet.agron.iastate.edu/sites/windrose.phtml?station=LHM&network=CA_ASOS. Accessed June 2024.



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blown toward the north/northwest and away from the nearest sensitive receptors. Overall, project construction would not expose sensitive receptors to substantial concentrations of DPM.

Operation Emissions

During project operations, the potential exists for emissions of DPM and localized CO to be released. Each TAC is discussed separately below.

Diesel Particulate Matter

The greatest potential for exposure to TACs during long-term operations is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The types of activities anticipated at the park include organized and non-organized recreational sports on the fields and courts, including sporting events such as tournaments. Active and passive recreation is anticipated throughout the park as provided by the proposed amenities which would include, but not be limited to, walking, jogging, running, roller blading, picnicking, barbeques, bike riding at the bike park, sitting, movie nights, farmer's markets, craft fairs, community events/celebrations, fitness classes, and concerts. Therefore, once operational, the majority of vehicle trips to the project site would be from local residents to use the recreational facilities and, as a result, the proposed project would attract very few diesel truck trips. Additionally, the proposed project would not include any permanent stationary generators on-site. Portable generators may be brought and used on-site intermittently for organized and non-organized events by community members. Portable generators would not be provided by the proposed project, but in the event that they are used it would be for limited durations. Moreover, all portable equipment greater than 50 horsepower would be required to have a PCAPCD permit or be registered with CARB's PERP.¹⁸ For these reasons, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of TACs.

Carbon Monoxide

The PCAPCD has adopted a quantitative screening threshold for localized carbon monoxide (CO) impacts of 550 lbs/day. According to the California Emissions Estimator Model (CalEEMod) results, the proposed project would result in maximum daily emissions of 1.3 lbs/day of CO from mobile sources. Therefore, project emissions would be well below the screening level and a localized CO hotspot would not occur.

Conclusion

Based on the analysis above, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

¹⁸ Placer County Air Pollution Control District. 2024. Portable Equipment Permitting Registration. Available online at: <https://placerair.org/1767/Portable-Equipment-Permitting-Registration>. Accessed June 2024.



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d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

1997 SEIR Analysis

Under Impact S4.8-4 in the 1997 SEIR, the 1997 SEIR found that development under the Revised Specific Plan would not expose Plan Area residents to odors due to adequate buffers required for adjacent uses and, therefore, impacts were determined to be less than significant.¹⁹

Project Impact Analysis

While offensive odors rarely cause any physical harm, they can still be unpleasant, leading to distress among the public and often generating citizen complaints. The occurrence and severity of odor impacts depends on numerous factors, including nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor. The nearest sensitive receptors to the project site are the single-family residences located to the south and east of the project site. The closest residential receptor is approximately 50 feet from the project site, across Cabra Street.

Construction activities associated with the proposed project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, particularly associated with controlling fugitive dust emissions. Compliance with the aforementioned regulations would help to minimize emissions, including emissions leading to odors.

Land uses typically considered associated with the production of odors during operations include wastewater treatment facilities, waste disposal facilities, and agricultural operations. The proposed project does not include any land uses that are typically associated with emitting objectionable odors.

Finally, PCAPCD regulates objectionable odors through Rule 205, Nuisance, which dictates that emissions that cause nuisance or annoyance to the public are prohibited.²⁰ Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the PCAPCD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

The proposed project would not result in other emissions, such as those leading to odors, affecting a substantial number of people. Therefore, the impact would be less than significant, and the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

¹⁹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

²⁰ Placer County Air Pollution Control District. 1993. Rule 205 Nuisance. Available online at: <https://www.placerair.org/DocumentCenter/View/2181/Rule-205-PDF>. Accessed June 2024.



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Mitigation Measures

There are no previously identified mitigation measures related to air quality that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to air quality from what has been identified in the 1997 SEIR. No new mitigation measures would be warranted. Furthermore, the proposed project's impacts related to air quality are within the scope of impacts identified in the 1997 SEIR.



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6.4 BIOLOGICAL RESOURCES

Would the Project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

1997 SEIR Analysis

The 1997 SEIR identified that the Revised Specific Plan would result in potentially significant impacts to special-status species and the habitat for such species found in the Plan Area. The 1997 SEIR identified that the prior Twelve Bridges EIR included mitigation measures identified to protect special-status species. However, the prior Twelve Bridges EIR mitigation measures were determined to no longer be applicable as the mitigation measures had been incorporated into the Revised Specific Plan through required permitting. The 1997 SEIR determined that because impacts to special-status species found in the Plan Area would be fully mitigated through site design and the mitigation plans prepared in conjunction with the 404 permits, impacts would be less than significant.

The 1997 SEIR identified that the Revised Specific Plan would result in the loss of and/or damage of native oak trees and associated habitat and would result in potential impacts. However, the 1997 SEIR identified Mitigation Measure S4.4-2 (replacing prior Twelve Bridges Mitigation Measure 4.4-2[a] through 4.4-2[e]) to reduce potential impacts to a less than significant level.

Additionally, the 1997 SEIR identified that development under the Revised Specific Plan would result in the direct loss of nesting raptors. However, any potential impacts were reduced to a less than significant level with implementation of prior Twelve Bridges Mitigation Measures 4.4-8(a) and 4.4-8(b), as revised in the 1997 SEIR.²¹

Project Impact Analysis

A Biological Resources Technical Report was prepared for the proposed project by Stantec in June 2024 (Appendix C). The Biological Resources Technical Report utilized data collected during site visits and reviewed background technical information associated with the area to analyze potential impacts to biological resources that could occur at the project site. The report identified that the project site contains non-annual grassland habitat, a stockpile, a paved access road, and a water quality basin and noted that the Rodeo open space preserve occurs along the northern and western boundaries of the site. There are no oak trees located within the project site and therefore, the proposed project would have no impacts related to oak trees.

²¹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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The report identified that the non-native grassland habitat on-site typically is capable of supporting a wide variety of both resident and transient wildlife species; however, due to the proximity of residential development along with the small size of the site, the non-native annual grassland in the project site may not support as wide a variety of species that similar habitat would in areas more secluded from human activity.

The potential occurrence of special-status plant and wildlife species within the project site and surrounding areas was analyzed in the report based on a review of the California Department of Fish and Wildlife's Natural Diversity Database, the United States Fish and Wildlife Service's online species list database, and a series of field surveys. The report identified 24 special-status species that have the potential to exist within 5 miles of the project site; however, the report determined that all 24 identified special-status species have no potential or low potential to occur at the project site. Therefore, the proposed project is not anticipated to result in significant impacts to special-status wildlife species.

However, the report notes that special-status species such as ground nesting birds and raptors have the potential to utilize the project site. Therefore, the proposed project would be required to implement prior Twelve Bridges Mitigation Measure 4.4-8(a) and 4.4-8(b) which requires pre-construction breeding-season surveys to be completed prior to the start of any construction activities and avoidance of nest sites located within the area. As the occurrence of special-status species at the project site is unlikely and the proposed project would implement previously identified mitigation measures to reduce potential impacts, the proposed project would not have a substantial adverse effect on special-status species and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

1997 SEIR Analysis

(b, c) The 1997 SEIR identified that the Revised Specific Plan would result in impacts to wetland and vernal pool habitats as well as water quality in wetlands; however, with the implementation of previous mitigation measures and Wetland Preservation Guidelines included in the Revised Specific Plan, the impact to water quality within wetlands was reduced to a less than significant level.

Additionally, the 1997 SEIR identified that development under the Revised Specific Plan would fill and/or destroy wetlands and riparian habitats. However, the 1997 SEIR identified that mitigation plans for the Plan Area have been prepared in conjunction with permitting activities for wetland impacts. The mitigation plans were identified to implement most of the mitigation measures identified in the prior EIRs and therefore, implementation of the mitigation plans, compliance with required permits, and implementation



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of prior Twelve Bridges Mitigation Measure 4.4-4(d) was determined to be sufficient to reduce potential impacts to a less than significant level. However, the 1997 SEIR identified that the Revised Specific Plan would result in the loss of population of dwarf downingia and legenere located in vernal pool habitats and could result in significant impacts. Therefore, the 1997 SEIR identified that prior Twelve Bridges Mitigation Measure 4.4-4(g), which requires wetland mitigation plans provide for inoculation of created vernal pools with materials taken from filled vernal pools, would be required. The 1997 SEIR determined that implementation of this measure, in combination with the provisions of wetland permits, would reduce the potential loss of these species and impacts would be less than significant.²²

Project Impact Analysis

As stated under Impact (a), the project site is located in a highly urbanized area and is surrounded by existing developments, roadways, and highways. The Biological Resources Technical Report prepared for the proposed project identified that any wetland habitat that previously occurred within the project site appears to have been graded or filled during previous construction activities within the Plan Area, except for an approximate 140-foot-long section of a perennial tributary to Orchard Creek that occurs at the northern edge of the project site and a seasonal wetland that occurs along the edge of the perennial tributary. However, the proposed project has been designed to avoid direct impact to these adjacent wetland habitats.

The *Natural Resources Mitigation and Monitoring Plan* prepared for the Revised Specific Plan 404 permit (August 1995) includes provisions for protecting wetlands and water quality by directing urban runoff into water quality improvement facilities, before it reaches protected or created wetland areas. The proposed project includes the construction of a stormwater basin that would detain and treat stormwater on-site prior to runoff being discharged into the adjacent open space area. Therefore, the proposed project would be required to comply with the *Natural Resources Mitigation and Monitoring Plan* and 404 permit. As discussed in Section 6.10, Hydrology and Water Quality, of this Addendum, the proposed project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit and implement Twelve Bridges Mitigation Measure 4.3-4(a), which would provide additional protection for water quality in the existing wetlands during construction and operation of the proposed project.

Additionally, the proposed project would comply with the Revised Specific Plan's *Wetland Preservation Guidelines*. The guidelines include, but are not limited to, requirements such as the installation of protective fencing at the boundary of the wetlands prior to the start of any construction activities on the site, buffering along all wetlands, and use of erosion control measures during construction to preserve water quality in the wetlands. The Biological Resources Technical Report identified that the proposed project's design provides enough of a buffer from the edge of the existing wetlands to allow for equipment access during construction and the placement of fencing.

²² City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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The proposed project would be required to comply with all mitigation plans that have been prepared in conjunction with permitting activities for wetland impacts. Twelve Bridges Mitigation Measure 4.4-4(d) was identified to be required in the 1997 SEIR to reduce potential impacts related to modification of wetland habitats. Twelve Bridges Mitigation Measure 4.4-4(d) would not apply to the proposed project as it requires compliance with General Plan policies that have been amended and renumbered since preparation of the 1997 SEIR. However, the identified policy is included in the City's current General Plan as Policy OSC-5.9 and requires all preserved wetlands to be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenant enforceable by the City or other appropriate agencies to ensure their maintenance and survival.²³ The perennial tributary to Orchard Creek that occurs at the northern edge of the project site and the seasonal wetland that occurs along the edge of the perennial tributary are within the boundary of the Rodeo nature preserve area. The Rodeo nature preserve is owned by the City, carries a perpetual conservation easement, and is managed by the Wildlife Heritage Foundation. Therefore, the existing perennial tributary and seasonal wetland would be preserved within the Rodeo nature preserve and the proposed project would not conflict with General Plan Policy OSC-5.9.

The proposed project would be required to comply with all applicable General Plan policies related to protection and preservation of wetlands. Additionally, prior Twelve Bridges Mitigation Measure 4.4-4(g) identified in the 1997 SEIR would not apply to the proposed project as it pertains to inclusion of provisions for inoculation of created vernal pools with materials taken from filled vernal pools into wetland mitigation plans that have been previously prepared. As the requirements of the mitigation measure have been included within the previously prepared wetland mitigation plans, the mitigation measure is no longer required and is not applicable to the proposed project.

Therefore, with implementation of previously prepared mitigation plans, the *Natural Resources Mitigation and Monitoring Plan*, applicable wetland permit requirements, Revised Specific Plan's *Wetland Preservation Guidelines*, and applicable General Plan policies, the proposed project would not result in adverse effects on any riparian habitat, wetlands, or other sensitive natural community and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

1997 SEIR Analysis

The 1997 SEIR identified that development under the Revised Specific Plan would result in fragmentation impacts due to conversion of undeveloped land to urban uses. The 1997 SEIR identified that the Revised Specific Plan, General Development Plans, residential Specific Development Plans, and Vesting

²³ City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnca.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.



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Tentative Maps for the Plan Area designate uninterrupted corridors along drainages which could be used by wildlife to move throughout the area. Additionally, the 1997 SEIR identified that the Revised Specific Plan and the General Development Plans include policies and guidelines to protect undeveloped open space areas and preserves. The 1997 SEIR stated the mitigation measures identified in the prior Twelve Bridges and East Ridge EIRs to reduce potential impacts have been incorporated into the Revised Specific Plan and therefore, are no longer needed; however, prior Twelve Bridges Mitigation Measure 4.4-1(b)(1) has not been implemented into the Revised Specific Plan and would need to continue to be implemented as a mitigation measure. Therefore, with implementation of Revised Specific Plan and General Development Plans policies and prior Twelve Bridges Mitigation Measure 4.4-1(b)(1), impacts related to habitat fragmentation would be less than significant.²⁴

Project Impact Analysis

As stated under Impact (a), the project site is located in an urbanized area and is surrounded by existing developments, roadways, and highways. The project site is unlikely to be utilized as a migratory wildlife corridor or native wildlife nursery site as the existing surrounding developments would limit the use and access of the site. The project site is adjacent to open space lands part of the Rodeo nature preserve, which also includes Orchard Creek. The proposed project would not alter the open space lands part of the Rodeo nature preserve, adjacent wetland areas, or Orchard Creek as required by the policies and guidelines in the General Development Plan and Twelve Bridges Mitigation Measure 4.4-1(b)(1). Therefore, with compliance with policies and guidelines in the General Development Plan and the implementation of Twelve Bridges Mitigation Measure 4.4-1(b)(1), the proposed project would not interfere with the movement of wildlife or impede the use of native wildlife nursery sites and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to the potential conflict with policies or ordinances protecting biological resources.

Project Impact Analysis

There are no existing trees identified within the site and therefore, the proposed project would not require removal of trees that could conflict with the City's Tree Preservation Ordinance. The proposed project would be designed and constructed in accordance with policies in the City's General Plan and the Revised Specific Plan and would not conflict with any local policies or ordinances protecting biological resources. As such, there would be no impact. The proposed project would not result in new or more

²⁴ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to potential conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Project Impact Analysis

The proposed project would be under jurisdiction of the Placer County Conservation Program which is a multi-component program that includes a Habitat Conservation Plan under the Federal Endangered Species Act and a Natural Community Conservation Plan under the California Natural Community Conservation Planning Act. As identified above, the proposed project would not result in substantial impacts to wildlife species or natural habitat and therefore, would not conflict with the provisions of the Placer County Conservation Program. The proposed project would be required to be developed in compliance with the goals and conservation strategies of the Placer County Conservation Program and would not conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to biological resources are applicable to the proposed project. No additional mitigation measures would be required.

Mitigation Measure 4.4-1(b)(1): Wildlife corridors within the Specific Plan Area shall be established and preserved in perpetuity to permit free movement of wildlife and to integrate this free movement with the preservation of Plan Area wetlands resources. Such corridors shall include the floodplain of the major streams (Orchard Creek and associated tributaries, Pleasant Grove Creek and Ingram Slough).

Mitigation Measure 4.4-8(a): Each project proponent, in consultation with the City of Lincoln and California Department of Fish and Game, shall conduct a pre-construction breeding season survey (approximately February 1, to accommodate owls, through August 31) of the project site during the same calendar year that construction is planned to begin. The survey shall be conducted by a qualified raptor biologist to determine if any birds-of-prey are nesting on or directly adjacent to any proposed project site.

- If phased construction procedures are planned for the proposed project, the results of the above survey shall be valid only for the season when it is conducted.



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- A detailed report shall be submitted to the City of Lincoln, following the completion of the raptor nesting survey that includes, at a minimum, the following information:
- A detailed description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
- A map showing the location(s) of any raptor nests observed on the project site.
- If the above survey does not identify any nesting raptor species on the project site, then no further mitigation would be required. However, should any raptor species be found nesting on the project site, the following mitigation shall be implemented.

Mitigation Measure 4.4-8(b): The project proponent, in consultation with the City of Lincoln and California Department of Fish and Game, shall avoid all birds-of-prey nesting sites located in the Plan Area during the breeding season while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified raptor biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and California Department of Fish and Game. The buffer zone shall be delineated by highly visible temporary construction fencing.

Conclusion

In relation to the construction and operational impacts as stated in the 1997 SEIR, the proposed project's potential impacts to biological resources would be less than significant, and no new mitigation measures would be warranted. Implementation of the proposed project would not result in any new significant impacts to biological resources, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. Furthermore, the proposed project's impacts to biological resources are within the scope of impacts identified in the 1997 SEIR.



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6.5 CULTURAL RESOURCES

Would the Project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?**
- b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?**
- c) Disturb any human remains, including those interred outside of dedicated cemeteries?**

1997 SEIR Analysis

(a-c) The prior Twelve Bridges EIR identified prehistoric, historic, and archaeological sites within the Plan Area. The impacts to archaeological sites were determined not to be significant and impacts to historic and prehistoric resources were determined to be less than significant with implementation of mitigation measures. The 1997 SEIR identified that seven potentially significant historic and prehistoric sites have been documented in the Plan Area and indicated that six of the sites would be retained in open space preserves and one would be in an area designated as a golf course in the Revised Specific Plan. The 1997 SEIR identified that a Programmatic Agreement among the United States Army Corps of Engineers (USACE), California State Historic Preservation Officer, and the Advisory Council on Historic Preservation has been developed to guide future management of historic properties in the Plan Area. As the significant sites were identified to be located within the proposed open space areas and the Programmatic Agreement is in place, the 1997 SEIR determined that impacts to previously identified archaeological and historic resources within the area are considered less than significant.

Additionally, the 1997 SEIR determined that development under the Revised Specific Plan could result in impacts to undiscovered subsurface resources, including historical and archaeological resources, and human remains. Therefore, the 1997 SEIR identified prior Twelve Bridges Mitigation Measure 4.12-4(a) through 4.12-4(c) to reduce potential impacts to undiscovered resources.²⁵

Project Impact Analysis

A Cultural Resources Inventory Report was prepared for the proposed project by Stantec on June 11, 2024 (Appendix D). The analysis provided in the Cultural Resources Inventory Report included a records search at the North Central Information Center of the California Historical Resources Information System in Sacramento, California. A search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) was also completed. The records search included a review of records within the project area and a surrounding radius of 0.25-mile. Additionally, Stantec completed a pedestrian survey of the project site to identify the surficial boundaries of any new or previously recorded archaeological sites.

²⁵ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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The records search conducted for the proposed project indicated no known resources exist within the project area and the NAHC Sacred Lands File search was negative. The pedestrian survey conducted for the project area did not identify any cultural, archaeological, or historic resources.

However, as the Plan Area has been identified previously as an area with existing cultural and archaeological resources, construction of the proposed project could have the potential to result in impacts to undiscovered cultural and archaeological resources. Therefore, to reduce potential impacts, the proposed project would be required to implement prior Twelve Bridges Mitigation Measures 4.12-4(a) through 4.12-4(c). Twelve Bridges Mitigation Measure 4.12-4(a) requires construction activities to cease within 100 feet of any subsurface historical or archaeological resources if such resources are discovered during construction. Twelve Bridges Mitigation Measure 4.12-4(b) includes provisions for contacting the appropriate representative if the discovered items could be Native American, and Twelve Bridges Mitigation Measure 4.12-4(c) includes provisions for contacting the County Coroner if human remains are uncovered. With the implementation of these mitigation measures, the proposed project would not result in significant impacts to undiscovered historical or archaeological resources, including human remains, and impacts to cultural resources would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to cultural resources are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.12-4(a): In the event any historic surface or subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bones, shell, obsidian, mortars, or human remains are uncovered during construction, work within 100 feet of the find will cease and a qualified archaeologist shall be contacted to determine if the resource is significant.

If the find is determined to be of significance, resources such as grinding stones and mano fragments shall be donated to an appropriate cultural center.

Twelve Bridges Mitigation Measure 4.12-4(b): When Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Society of Professional Archaeologists (SOPA) or meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of their cultural traditions.

In the event that no such Native American representative is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R. 61 requirements.



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Twelve Bridges Mitigation Measure 4.12-4(c): If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the NAHC who shall notify the person it believes to be the most likely descendent. The most likely descendent shall work with the contractor to develop a program for reinternment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.

Conclusion

In relation to the construction and operational impacts as stated in the 1997 SEIR, the proposed project's potential impacts to cultural resources would remain less than significant, and no new mitigation measures would be warranted. Implementation of the proposed project would not result in any new significant impacts to cultural resources, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. Furthermore, the proposed project's impacts to cultural resources are within the scope of impacts identified in the 1997 SEIR.



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6.6 ENERGY

The requirement that the potential environmental impact of energy resources be analyzed was added to the CEQA Guidelines in 2018. The CEQA Guidelines did not require analysis of energy resources in 1997 and, thus, the 1997 SEIR did not consider project impacts related to energy resources. However, potential impacts to energy resources do not constitute new information that could have not been known at the time the 1997 SEIR was approved. The following analysis evaluates if a new significant impact would occur related to energy.

Would the Project:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Project Impact Analysis

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the calculation worksheets for energy consumption (Appendix B). This impact addresses the energy consumption from both short-term construction and long-term operations, and they are discussed separately below.

Construction Energy Demand

During construction of the proposed project, energy resources would be consumed in the form of diesel and gasoline fuel from the use of off-road equipment (e.g., tractors, excavators, cranes) and on-road vehicles (e.g., construction employee commutes, haul trucks). Temporary electricity may be required to provide as-necessary lighting and electric equipment; such electricity demand is expected to be met by portable generator sets. Natural gas is not anticipated to be required during construction of the proposed project.

Off-Road Equipment

Construction activities associated with the proposed project, including site preparation, grading, structure construction, and paving, were estimated to consume 44,503 gallons of diesel fuel from the use of off-road equipment. For comparison, in 2022, approximately 4.1 billion gallons of diesel fuel (563.8 trillion British thermal units [Btu]) was consumed within California.²⁶ Thus, the diesel fuel required to power the off-road equipment during construction of the proposed project would represent approximately 0.001 percent of the state's annual diesel demand.

²⁶ United States Energy Information Administration. 2024. California State Profile and Energy Estimates. Available online at: <https://www.eia.gov/state/index.php?sid=CA#tabs-1>. Accessed June 2024.



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On-Road Vehicles

On-road vehicles for construction worker commutes and material haul truck trips would require fuel for travel to and from the site during construction. Table 6-3 provides an estimate of the total on-road vehicle fuel usage during construction based on the estimated vehicle miles traveled (VMT).

Table 6-3: Construction On-Road Equipment Fuel Consumption

Project Component	Average Fuel Economy (miles/gallon)	Total VMT	Total Fuel Consumption (gallons)
Worker Trips	26.25	95,453	3,637
Haul Trips	6.07	3,948	650
Total Construction On-Road Trips		99,401	4,287

Notes:

Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.

VMT = vehicle miles traveled

Source: Appendix B

As shown in the table, construction of the proposed project was estimated to consume 4,287 gallons of a combination of gasoline and diesel fuel from on-road vehicles. For comparison, in 2022, approximately 12.3 billion gallons of gasoline for motor vehicles (1,479.7 trillion Btu) and 4.1 billion gallons of diesel fuel (563.8 trillion Btu) was consumed within California.²⁷ Thus, the fuel required to power the on-road motor vehicles during construction of the proposed project would represent approximately 0.00004 or 0.0001 percent of the state's annual gasoline and diesel demand, respectively.

Conclusion

Overall, construction activities associated with the proposed project would result in the consumption of petroleum-based fuels. However, there are no unusual project characteristics that would necessitate the use of construction equipment or vehicles that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operational Energy Demand

During operations of the proposed project, energy would be required for several on-site features and to fuel the vehicles traveling to and from the site. It was assumed that the proposed project would not consume any natural gas because park land uses do not typically require building heating, water heating, or stovetops.

²⁷ United States Energy Information Administration. 2024. California State Profile and Energy Estimates. Available online at: <https://www.eia.gov/state/index.php?sid=CA#tabs-1>. Accessed June 2024.



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On-Site Energy

The proposed project would require electricity for park lighting, EV charging, scoreboards, restrooms, irrigation, and security. Over the course of a year, based on the CalEEMod modeling, operational electricity consumption would total 61,817-kilowatt hour. It is noted that any structures developed on-site, including the concession and restroom building, would be constructed in compliance with the energy efficiency standards set forth in the applicable California Building Standards Code in effect at the time of construction. Therefore, the proposed project's total energy consumption would not result in the inefficient, wasteful, or unnecessary use of energy.

Transportation Energy

Future visitors of the proposed project would travel to and from the site during normal operations. Table 6-4 provides an estimate of the annual fuel consumed by vehicles traveling to and from the project site. These estimates were derived using the same assumptions used in the operational air quality and greenhouse gas (GHG) analysis for the proposed project.

Table 6-4: Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/gallon)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	40.04	27,856	31.44	886
Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV)	48.83	33,966	24.13	1,408
Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT)	7.38	5,136	9.32	551
Motorcycles (MCY)	2.93	2,040	40.33	51
Other (OBUS, UBUS, SBUS, MH)	0.81	566	7.11	80
Total	-	69,564	-	2,975

Notes:

VMT = vehicle miles traveled

Percent of Vehicle Trips and Daily VMT provided by CalEEMod.

"Other" consists of buses and motor homes.

Source: Appendix B

As noted previously, in 2022, California consumed approximately 12.3 billion gallons of gasoline for motor vehicles (1,479.7 trillion Btu) and 4.1 billion gallons of diesel fuel (563.8 trillion Btu).²⁸ The proposed project's anticipated consumption of 2,975 gallons of fuel per year represents approximately 0.00002 or 0.00007 percent of the state's annual demand for gasoline and diesel, respectively. Further, over the project lifetime, vehicle fuel efficiency is anticipated to increase as a result of federal and state laws

²⁸ United States Energy Information Administration. 2024. California State Profile and Energy Estimates. Available online at: <https://www.eia.gov/state/index.php?sid=CA#tabs-1>. Accessed June 2024.



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governing fleet standards as well as the increased adoption of hybrid and electric vehicles. As such, the amount of fuel consumed as a result of vehicular trips to and from the project site during operation would decrease over time. The proposed project would not be any more inefficient, wasteful, or unnecessary than other vehicle uses in the region.

Conclusion

Based on the analysis above, the proposed project would not result in a potential significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources; therefore, the impact would be less than significant. The proposed project would not result in new or greater impacts beyond what was evaluated in the 1997 SEIR, and no additional mitigation measures would be required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Project Impact Analysis

The proposed project would comply with all applicable federal, state, and local regulations aimed at reducing energy consumption. Local regulations have been developed in accordance with federal and state energy regulations, such as the California Building Energy Efficiency Standards (California Code of Regulations [CCR] Title 24, Part 6), the California Green Building Standards Code (CALGreen) Code (CCR Title 24, Part 11), and Senate Bill (SB) 743, which are also aimed at reducing energy consumption.

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, the impact would be less than significant.

Mitigation Measures

There are no previously identified mitigation measures related to energy resources that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

As noted previously, impacts to energy resources were not evaluated in the 1997 SEIR. Nevertheless, based on the analysis presented above, implementation of the proposed project would not result in new significant impacts and no new mitigation measures are warranted.



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6.7 GEOLOGY AND SOILS

Would the Project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to impacts resulting from rupture of a known earthquake fault. However, the 1997 SEIR identified that there are no known active faults located within or in close proximity to the Plan Area.²⁹

Project Impact Analysis

There are no active faults that run through or near the project site and the site is not located within an Alquist-Priolo Fault Zone. Furthermore, the City does not contain any active faults or faults mapped as subject to surface rupture under the Alquist-Priolo Earthquake Fault Zoning Act. The proposed project is not at risk of a rupture of a known earthquake fault and there would be no impact. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

ii. Strong seismic ground shaking?

1997 SEIR Analysis

The 1997 SEIR identified that although the Central Valley where the City is located is generally considered less seismically active than other areas of the State, the Plan Area would be susceptible to seismic ground shaking due to earthquakes resulting from nearby fault activity. The 1997 SEIR identified that as buildings and structures developed within the Plan Area would be designed to meet seismic safety requirements, State regulations, and local ordinances related to seismic safety, impacts from exposure to hazards associated with seismic ground shaking would be minimized and impacts would be less than significant.³⁰

²⁹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

³⁰ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

The proposed project has the potential to experience seismic ground shaking as it is located in a seismically active region. However, the proposed project includes the development of a park and structures constructed on-site would be limited to the restrooms, concession building, storage, shade structures, playground structures, field lighting, and the covered multi-sport field. The proposed park and on-site structures and lighting fixtures would be developed to meet seismic safety requirements, State regulations, and local ordinances related to seismic safety and therefore, impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

iii. Seismic-related ground failure, including liquefaction?

1997 SEIR Analysis

According to the 1997 SEIR, a geotechnical study was completed for the project site in 1986 for the prior Twelve Bridges Specific Plan and determined the potential liquefaction of soils beneath the Plan Area would be insignificant due to the shallow depth of bedrock and the considerable depth of permanent groundwater in the area. Additionally, the 1997 SEIR did not identify any conditions conductive to differential compaction, subsidence, lurching, or ground spreading from seismic activity in the Plan Area.³¹

Project Impact Analysis

The proposed project would be located within the Plan Area where there is very low potential for liquefaction, differential compaction, subsidence, lurching, and ground spreading to occur. Additionally, the City's General Plan EIR identified that the possibility of soil liquefaction within the City is considered to be a low hazard.³² The proposed project involves the development of a community park and on-site structures would be limited to the restrooms, concession building, sport field lighting, storage, shade structures, playground structures, and the covered multi-sport field. The proposed project would be required to be designed and constructed in accordance with California Building Code (CBC) requirements and standards, as well as City requirements for developments, that would reduce potential risks resulting from seismic hazards. With adherence to CBC design standards and compliance with City requirements, the proposed project would not result in substantial adverse effects related to seismic-related ground failure. Impacts from development of the proposed project would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no

³¹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

³² City of Lincoln. 2006. City of Lincoln General Plan Draft Environmental Impact Report, October 2006. Available online at: <https://www.lincolnca.gov/en/business-and-development/general-plan-2050.aspx#General-Plan-2050>. Accessed June 2024.



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additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

iv. Landslides?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to landslides caused by seismic activity. However, the 1997 SEIR identified that areas with potential landslide hazards were delineated early in project design as part of a comprehensive environmental constraints analysis so that they could be avoided.³³

Project Impact Analysis

The project site is relatively flat and is not located within a landslide hazard zone.³⁴ The proposed project is not anticipated to be impacted by seismic related landslides and therefore, no impact would occur. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

b) Result in substantial soil erosion or the loss of topsoil?

1997 SEIR Analysis

The 1997 SEIR identified that there would be a potential for grading and construction activities to increase erosion. However, impacts were mitigated to a less than significant level with implementation of Specific Plan policies and appropriate mitigation measures. The Revised Twelve Bridges Specific Plan Policy 8.5.2 requires that a stormwater quality management program be developed to identify best management practices (BMPs) that would minimize erosion during construction. Additional erosion control guidelines to be followed during construction identified in the 1997 SEIR include Revised Twelve Bridge Specific Plan Resource Management Plan Policies 11.3, 11.4, and 11.5. Additionally, the 1997 SEIR identified that construction activities within the Plan Area would be required to comply with the General Construction Activity Stormwater Permit and would be required to prepare and implement a stormwater pollution prevention plan (SWPPP) to reduce potential erosion impacts. The General Development Plan prepared for the Revised Specific Plan also includes specific grading and erosion control measures to implement. With implementation of the above outlined requirements, the 1997 SEIR determined that erosion related impacts would be less than significant.³⁵

³³ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

³⁴ United States Geological Survey. 2024. United States Landslide Inventory. Available online at: <https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=ae120962f459434b8c904b456c82669d>. Accessed June 2024.

³⁵ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

The proposed project would require earth moving activities such as excavation and grading activities during construction that could result in substantial soil erosion. As identified in the 1997 SEIR, the proposed project would be required to obtain a Construction General Permit and implement a SWPPP that includes BMPs to minimize erosion and sedimentation impacts. Additionally, the proposed project would be required to comply with Revised Specific Plan policies related to the minimization of erosion impacts, including Revised Specific Plan Policies 11.3, 11.4, 11.5, and 8.5.2. The proposed project would also comply with Chapter 13.30, Construction Stormwater Runoff Control, of the Lincoln Municipal Code which outlines requirements and procedures for construction activities to handle polluted stormwater runoff and to minimize erosion. In addition, the proposed project would be required to comply with the grading policies and standards within the General Development Plan to reduce potential impacts. Compliance with existing regulations and requirements related to construction activities would reduce potential erosion related impacts to less than significant.

During operation, the project site would primarily consist of pervious surfaces, such as grass, shrub planting, infields, decomposed granite, the bike park/pump track, and play area surfaces. These areas would allow stormwater to soak into the soils and support on-site vegetation. Additionally, the proposed project would include post-construction stormwater treatment measures to minimize impacts from operation of the proposed project. The proposed project would construct a stormwater basin that would provide retention and treatment of on-site runoff prior to release off-site.

Therefore, with implementation of the requirements of the Construction General Permit, SWPPP, General Development Plan policies and standards, Lincoln Municipal Code requirements, and post-construction storm water treatment measures, the proposed project would not result in substantial soil erosion or loss of topsoil during construction or operation and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks on life or property?**

1997 SEIR Analysis

(c, d) The 1997 SEIR identified that development of the Revised Specific Plan would result in the construction of roads, infrastructure, residential and commercial developments, and other structures or features in areas in which soils constraints could affect development and present a hazard to occupants. Potential soil constraints identified in the 1997 SEIR included moderate shrink-swell potential, slow permeability, and limited ability to support loads; however, liquefaction, subsidence, and ground spreading were not found to be potential constraints within the area. The 1997 SEIR determined that in



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the event buildings or other structures are constructed in such areas, they must be designed and constructed according to CBC requirements to ensure people and property are protected against potential hazards associated with soil constraints. The 1997 SEIR identified that with implementation of Twelve Bridges Mitigation Measures 4.2-1(a) through 4.2-1(f) and Twelve Bridges Mitigation Measure 4.2-4, potential impacts would be reduced to a less than significant level.

Additionally, the 1997 SEIR identified that over 75 percent of Plan Area A is underlain by the Mehrten Formation. The Mehrten Formation itself does not pose risks to the area; however, construction activities required for development could result in impacts to the Mehrten Formation by affecting the hydrology of the surrounding areas by increasing the permeability of the surface and could create unstable soils. Therefore, the 1997 SEIR identified Twelve Bridges Mitigation Measure 4.2-2(a) and 4.2-2(b) to reduce potential impacts to a less than significant level.³⁶

Project Impact Analysis

The proposed project would develop the project site as a community park, and therefore would not result in the permanent placement of people or property in an area with unstable and expansive soils that would create a substantial direct or indirect risk to life or property. However, as the proposed project would develop several small structures on-site, the proposed project would be required to mitigate any potential impacts that could result by implementing prior Twelve Bridges Mitigation Measures 4.2-1(a) through 4.2-1(f). Twelve Bridges Mitigation Measure 4.2-4 identified in the 1997 SEIR would not be applicable to the proposed project as the mitigation only applies to where the slope of the original ground is greater than 15 percent. As the project site is relatively flat, this mitigation measure would not be required for the proposed project.

In accordance with Twelve Bridges Mitigation Measure 4.2-1(a), a Draft Geotechnical Report was prepared for the proposed project by Blackburn Consulting on November 30, 2023. The Draft Geotechnical Report includes design/construction recommendations related to grading, expansive soils, foundations, utility trenches, and soils.³⁷ As required by Twelve Bridges Mitigation Measures 4.2-1(b) through 4.2-1(f), a Final Geotechnical Report would be prepared for the proposed project prior to construction that outlines the construction considerations that would be required to be implemented to reduce potential impacts related to unstable soils. The proposed project would also be designed and constructed in accordance with CBC design standards and Lincoln Municipal Code requirements.

The Draft Geotechnical Report identified that the project site is underlain by the Mehrten Formation, and therefore the proposed project would implement Twelve Bridges Mitigation Measure 4.2-2(a) and 4.2-2(b). The implementation of these mitigation measure would require the preparation of geotechnical assessments to specifically address potential impacts of site preparation techniques on subsurface integrity and to incorporate the recommendations presented in the Final Geotechnical Report into the design of the project. With implementation of Twelve Bridges Mitigation Measure 4.2-2(a) and 4.2-2(b), as

³⁶ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

³⁷ Blackburn Consulting. Draft Geotechnical Report Bella Breeze Park Master Plan. November 30, 2023. PDF.



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well as compliance with the CBC design standards and requirements of the Lincoln Municipal Code, impacts related to unstable and expansive soils would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to the capability of soils to support the use of septic tanks or alternative waste disposal systems.

Project Impact Analysis

The proposed project would connect to the City's wastewater systems and would not require the use of septic tanks or alternative waste disposal systems; therefore, no impact would occur. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts directly related to paleontological resources; therefore, the following analysis is provided for information purposes only.

Project Impact Analysis

The City's General Plan EIR indicates that it is possible to encounter previously undiscovered paleontological deposits in almost any location within the City.³⁸ The proposed project would require construction activities including excavation which could adversely affect and destroy undiscovered paleontological resources if they are encountered during construction. As discussed in Section 6.5, Cultural Resources, the proposed project would implement Twelve Bridges Mitigation Measure 4.12-4(a) which requires that construction activities cease within 100 feet of any subsurface historic or prehistoric resources discovered during construction until a qualified archaeologist determines the significance of the resource. Therefore, implementation of Twelve Bridges Mitigation Measure 4.12-4(a) would ensure that development of the proposed project would not directly or indirectly destroy a unique paleontological resource or site and impacts would be less than significant. The proposed project would not result in new

³⁸ City of Lincoln. 2006. City of Lincoln General Plan Draft Environmental Impact Report, October 2006. Available online at: <https://www.lincolnc.gov/en/business-and-development/general-plan-2050.aspx#General-Plan-2050>. Accessed June 2024.



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or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to geology and soils are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.2-1(a): Prior to approval of improvement plans, the project proponents shall hire a registered professional Geotechnical Engineer or Civil Engineer to provide detailed site-specific geotechnical information for site grading, foundation, structural, and utilities/infrastructure design.

Twelve Bridges Mitigation Measure 4.2-1(b): Based on the results of the geotechnical study, roads, residential, recreational, commercial, and school facilities shall be designed to offset the shrink-swell potential of the soils, the slow permeability, limited ability of the soils to support loads, and/or other identified constraints.

Twelve Bridges Mitigation Measure 4.2-1(c): Adequate drainage shall be incorporated in the project design to divert storm runoff away from foundations to prevent potential damage that could result from shrinking and swelling. Pipelines shall be laid on a stable bed and gravel backfilled to provide adequate drainage to the bed, where such bedding is recommended by the soils engineer.

Twelve Bridges Mitigation Measure 4.2-1(d): Where recommended by a Geotechnical Engineer, surface soils, in particular, soils on the terrace deposits shall be recompacted before structural construction.

Twelve Bridges Mitigation Measure 4.2-1(e): All on-site soils to be used as borrow materials for engineered fill, and construction shall be properly moisture conditioned and processed to remove substantial vegetation or other objects that could result in load shifting.

Twelve Bridges Mitigation Measure 4.2-1(f): In soil areas with identified shrink-swell potential, grading to blend these soils with less expansive soils shall be conducted to reduce shrink-swell potential, where such a procedure is recommended by the soils engineer.

Twelve Bridges Mitigation Measure 4.2-2(a): The project proponent shall have additional geotechnical assessment work conducted to specifically address the impacts of the proposed site preparation techniques on subsurface integrity on and off the site. Recommendations presented in the geotechnical study shall be included in the design of the facilities. Specific recommendations for proper construction on Mehrten formation deposits shall be incorporated into contract specifications for the project.

Twelve Bridges Mitigation Measure 4.2-2(b): Only those site preparation techniques that do not affect the subsurface integrity or hydrology of vernal pools designated for preservation shall be used.

Twelve Bridges Mitigation Measure 4.12-4(a): In the event any historic surface or subsurface archaeological features or deposits, including locally darked soil ("Midden"), that could conceal cultural



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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 shall be contacted to determine if the resource is significant.

If the find is determined to be of significance, resources such as grinding stones and mano fragments shall be donated to an appropriate cultural center.

Conclusion

Based on the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to geology and soils from what has been identified in the 1997 SEIR. Impacts related to geology and soils resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts related to geology and soils are within the scope of impacts identified in the 1997 SEIR.



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6.8 GREENHOUSE GAS EMISSIONS

The requirement that the potential environmental impact of GHG emissions be analyzed was added to the CEQA Guidelines in 2010. The CEQA Guidelines did not require analysis of GHG emissions in 1997 and, thus, the 1997 SEIR did not consider project impacts related to GHG emissions. However, the effects of GHG emissions do not constitute new information that could have not been known at the time the 1997 SEIR was approved. The following analysis relies on the thresholds presented to determine if a new significant GHG impact would occur. However, this analysis is provided for informational purposes only.

Would the Project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Project Impact Analysis

Potential impacts related to GHG emissions resulting from implementation of the proposed project are considered in comparison with the PCAPCD's thresholds of significance below.

Construction Emission Inventory

Construction GHGs would be emitted using off-road construction equipment and vehicle travel by workers and material deliveries to the project site. The estimated construction GHG emissions are shown in Table 6-5. As shown in the table, total emissions from project construction would be well below the PCAPCD's bright-line threshold, and no significant impact would occur.

Table 6-5: Construction Greenhouse Gas Emissions

Year	Annual Emissions (MTCO ₂ e/yr)
2026	361.93
2027	137.53
<i>Total</i>	499.46
PCAPCD Bright-Line Threshold	10,000
Exceeds Threshold?	No

Notes: MTCO₂e - Metric Tons of Carbon Dioxide Equivalents

Operational Emission Inventory

Operational, or long-term, emissions occur over the life of the proposed project. Mobile source GHG emissions would occur from visitor and maintenance staff trips to the project site. Energy, water, and waste GHG emissions refer to the indirect emissions associated with electricity generation and transmission, water/wastewater treatment and conveyance, and solid waste disposal. The proposed project would require electricity for park and sport field lighting, EV charging, scoreboards, restrooms, shade structures, irrigation, and security. CalEEMod assumes that natural gas would not be required at



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park land uses as the buildings on-site would not include building heating, water heating, or stovetops. The domestic water system would include water supply lines to serve the restrooms, concession building, drinking fountains, and landscape irrigation. Operational GHG emissions are shown in Table 6-6. It is noted that the modeling does not account for the provision of approximately 355 shade trees, which would result in carbon sequestration. As shown in the table, the emissions would be below the PCAPCD's de minimis level threshold. Therefore, a significant impact would not occur, and further evaluation using PCAPCD's Efficiency Metric is not warranted.

Table 6-6: Operational Greenhouse Gas Emissions

Source	Annual Emissions (MTCO ₂ e/yr)
Mobile	25.79
Energy	5.78
Water	2.11
Waste	0.42
<i>Total</i>	34.10
PCAPCD De Minimis Level	1,100
Exceeds Thresholds?	No

As demonstrated in Table 6-5 and Table 6-6, the proposed project would not result in GHG emissions that would have a significant impact on the environment, and the impact would be less than significant. Therefore, the proposed project would not result in new or greater impacts beyond what was evaluated in the 1997 SEIR, and no additional mitigation measures would be required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Impact Analysis

Pursuant to Appendix G of the CEQA Guidelines, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. The proposed project would be subject to complying with the CARB's 2022 Scoping Plan and the City's General Plan, both of which include policies and regulations adopted for the purpose of reducing GHG emissions. Project consistency with the plans is evaluated below.

Consistency with the CARB's 2022 Scoping Plan

CARB approved the 2022 Scoping Plan in December 2022. The 2022 Scoping Plan builds upon previous iterations of state scoping plans to achieve carbon neutrality and reduce anthropogenic GHG emissions



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85 percent below 1990 levels no later than 2045, as directed by AB 1279.³⁹ Table 6-7 identifies the Scoping Plan policies that may be relevant to the proposed project.

Table 6-7: Project Consistency with 2022 Scoping Plan Greenhouse Gas Reduction Strategies

Measure	Consistency Determination
Deploy Zero Emission Vehicles (ZEVs) and reduce driving demand	Consistent. While the proposed project would not deploy ZEVs, the proposed project would include pedestrian and bicycle facilities, such as the perimeter loop trail, that would connect to existing infrastructure. In addition, upon full buildout, the proposed project would provide 31 EV charging spaces.
Coordinate supply of liquid fossil fuels with declining CA fuel demand	Not Applicable. This measure is aimed at petroleum refineries and fossil fuel extraction operations. The proposed project would not interfere with this goal.
Generate clean electricity	Not Applicable. The proposed project is a park land use and would not result in significant electricity demands. The proposed project would require electricity for park and sport field lighting, EV charging, scoreboards, restrooms, shade structures, irrigation, and security. Additionally, all project electricity demands would be met by PG&E, which complies with all clean electricity requirements established by the State, including the Renewable Portfolio Standard. The proposed project would not interfere with this statewide goal.
Decarbonize Buildings	Consistent. The only buildings proposed as part of the project include an 1,800 square foot concession building and a 300 square foot restroom. As noted previously, the structures are assumed to be all-electric, would comply with all relevant provisions of CalGreen, and would not contribute substantially to regional carbon emissions.
Decarbonize Industrial Energy Supply	Not Applicable. The proposed project is a park land use and would not affect the industrial sector. The proposed project would not interfere with this goal.
Reduce non-combustion emissions (Methane)	Consistent. The proposed project would not include any land uses that generate significant levels of methane, such as landfills or dairy farms.
Reduce non-combustion emissions (Hydrofluorocarbons [HFCs])	Consistent. The proposed project would comply with all state regulations governing short-lived climate pollutants, including HFCs.
Compensate for remaining emissions	Not Applicable. This measure is aimed at the state government to reduce statewide emissions to meet AB 1279 goals. The proposed project would not interfere with this goal.

Source: Appendix B

This analysis finds the proposed project would be consistent with the applicable strategies recommended in the 2022 Scoping Plan.

³⁹ California Air Resources Board. 2022. 2022 Scoping Plan. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed June 2024.



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Consistency with the City's General Plan

Table 6-8 evaluates the proposed project's consistency with the General Plan policies and actions related to GHG emissions that are applicable to the proposed project.

Table 6-8: Project Consistency with General Plan Greenhouse Gas Reduction Strategies

Measure	Consistency Determination
Policy OSC-3.1: Energy Conservation Measures. The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with state law. New features that may be applied to construction and renovation include: <ul style="list-style-type: none">• Green building techniques (such as use of recycled, renewable, and reused materials; efficient lighting / power sources; design orientation; building techniques; etc.)• Cool roofs.	Consistent. The proposed project buildings would be limited to a small concession building and restrooms. Nevertheless, the structures are assumed to be all-electric, and would be constructed in accordance with the applicable energy conservation measures set forth in the CalGreen Code.
Policy OSC-3.2: Landscape Improvements for Energy Conservation. The City shall encourage the planting of shade trees along all City streets to reduce radiation heating.	Consistent. The proposed project is anticipated to plant approximately 355 new shade trees. Shade trees would be provided along and adjacent to pathways, seating areas, and the parking lot to the extent feasible.
Policy OSC-4.5: Use of Reclaimed Water. The City shall encourage the use of reclaimed water, in place of treated potable water for landscaping and other suitable applications.	Not Feasible. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation. The project site is located outside of the City's recycled water service boundary and, as a result, the required infrastructure is not available to meet the proposed project's irrigation needs. However, shade trees and landscaping are anticipated to utilize native and drought-tolerant plants. As a result, irrigation demands would be reduced to the extent feasible.
Policy OSC-4.7: Landscape Irrigation. The City shall explore the possibility of using reclaimed water to irrigate new commercial developments and new areas with large landscape areas. In areas where reclaimed water can be provided in the future, the City shall require landscape irrigation to be installed so that the system could be used with reclaimed water. The City shall also explore the use of industrial process water for landscape irrigation provided that it meets City standards for irrigation.	Not Feasible. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation. The project site is located outside of the City's recycled water service boundary and, as a result, the required infrastructure is not available to meet the proposed project's irrigation needs. However, shade trees and landscaping are anticipated to utilize native and drought-tolerant plants. As a result, irrigation demands would be reduced to the extent feasible.
Policy OSC-5.4: Encourage Planting of Native Vegetation. The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained.	Consistent. Project shade trees and landscaping would utilize native and drought-tolerant plants.

Source: City of Lincoln 2008.



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This analysis finds the proposed project would be consistent with the feasible GHG reduction policies and actions in the General Plan. Therefore, the proposed project would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions and impacts would be less than significant. The proposed project would not result in new or greater impacts beyond what was evaluated in the 1997 SEIR, and no additional mitigation measures would be required.

Mitigation Measures

There are no previously identified mitigation measures related to GHG emissions that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

As noted previously, impacts related to GHG emissions were not evaluated in the 1997 SEIR. Nevertheless, based on the analysis presented above, implementation of the proposed project would not result in new significant impacts and no new mitigation measures are warranted.



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6.9 HAZARDS AND HAZARDOUS MATERIALS

The 1997 SEIR did not discuss or analyze potential impacts related to hazards and hazardous materials as hazards and hazardous materials impacts were not included as a required resource topic by CEQA at the time of preparation. The following analysis does not constitute new information that could have not been known at the time the 1997 SEIR was approved. Therefore, the following analysis is provided for informational purposes only to discuss the additional standards of significance included in the 2024 CEQA Appendix G Checklist.

Would the Project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Project Impact Analysis

(a, b) The proposed project would construct a new community park and would not construct new hazardous materials facilities. Construction of the proposed project would require the use of hazardous materials typical to construction such as solvents, paints, and diesel fuels. The proposed project would disturb more than 1 acre of land and therefore, would be required to manage soil and hazardous materials during construction activities in accordance with the requirements of the Construction General Permit. As required by the Construction General Permit, the proposed project would implement a SWPPP that includes hazardous materials storage requirements and requirements to reduce the risk of spills or leaks into the environment, including procedures to address minor spills of hazardous materials.

Additionally, the proposed project would comply with Chapter 13.30, Construction Stormwater Runoff Control, of the Lincoln Municipal Code which outlines requirements and procedures for construction activities to handle polluted stormwater runoff from construction sites. Section 13.30.060 of the Lincoln Municipal Code requires all construction BMPs utilized during construction to be designed and implemented in accordance with either the requirements of the California Stormwater Quality Association (CASQA) Construction BMP Handbook or California Department of Transportation's Construction Site BMP Manual. The CASQA and Caltran's handbook and manual includes guidelines to prevent the release of hazardous materials during construction activities including hazardous materials/waste management, spill prevention and control, and practices to control site runoff.

The project site is vacant, and construction would not require demolition of structures that could contain hazardous building materials, such as lead based paints and asbestos containing materials. The 1997 SEIR identified that because of past uses, the Plan Area has the potential for existing soil contamination in only limited areas, such as the former ranch complexes and in cultivated areas. The project site is not anticipated to have existing soil or groundwater contamination. Therefore, with implementation of the requirements of the Construction General Permit, implementation of a SWPPP, and compliance with



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Lincoln Municipal Code Section 13.30.060, construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Hazardous materials used during operation would be limited to those typically utilized for park maintenance and landscaping, such as cleaning products and pesticides. The use of these materials would not pose a significant risk to people or the environment and as such, this impact would be less than significant. Additionally, the proposed project would include construction of a stormwater basin that would provide retention and treatment of on-site runoff from pervious and impervious areas prior to release off-site. Treatment of runoff by the on-site stormwater basin would ensure that polluted runoff from operation of the proposed project would not be released into the environment. The proposed project would be constructed and operated in accordance with all applicable policies and safety requirements related to the handling of hazardous materials, and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Project Impact Analysis

There are no schools located within 0.25-mile of the project site. The nearest schools include John Adams Academy and Twelve Bridges High School located approximately 0.4-mile and 0.9-mile south of the project site, respectively. Twelve Bridges Middle School is also approximately 1.25 miles south of the project site and the Twelve Bridges Elementary School is approximately 1.6 miles southeast of the project site. The Revised Specific Plan originally sited the area east of the project site to be developed with an elementary school. However, the area was rezoned in May 2019 to allow development of the single-family homes in the Village 25 subdivision. There are no other sites adjacent to the project site or within 0.25-mile that contain a proposed or existing school. Furthermore, the proposed project does not involve the development of a use that would emit hazardous materials, substances, or waste during operation. The construction of the proposed project would comply with all applicable federal, state and local laws and regulations pertaining to the transport, use, disposal, handling and storage of hazardous materials. Therefore, the proposed project would have no impact related to the emission or handling of hazardous materials near a school. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.



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- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Project Impact Analysis

A review of the Department of Toxic Substance's EnviroStor database⁴⁰ and State Water Resources Control Board's GeoTracker database⁴¹ confirmed that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the proposed project would not create a significant hazard to the public or the environment and no impact would occur. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Project Impact Analysis

The project site not located within 2 miles of a public airport. The closest airport to the project site is the Lincoln Regional Airport, located approximately 4 miles northwest of the project site.⁴² The project site is not located within the Airport Influence Area for the Lincoln Regional Airport, and therefore the proposed project would have no impacts related to safety hazards or excessive noise from nearby airports. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Project Impact Analysis

Construction of the proposed project could require temporary lane and roadway closures and therefore, would be required to obtain required traffic permits and prepare and implement a traffic control plan to ensure construction would not impair or interfere with emergency response. The proposed project would provide fire and emergency vehicle access via the entry off Cabra Street to access the southeast portion of the covered multi-use sport field. A 20-foot-wide fire access lane would provide access to the covered

⁴⁰ Department of Toxic Substances. 2024. EnviroStor Database. Available online at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=laurel+road%2C+antioch%2C+ca>. Accessed June 2024.

⁴¹ State Water Resources Control Board. 2024. GeoTracker Database. Available online at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=laurel+road%2C+antioch%2C+ca>. Accessed June 2024.

⁴² Placer County. 2023. Placer County Airport Land Use Compatibility Plans. Available online at: <https://pctpa.specialdistrict.org/files/0a957deab/PLC+ALUCP+2021.pdf>. Accessed June 2024.



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multi-sport field and a 12-foot-wide emergency vehicle access lane would extend to the concession building. The proposed project would design and construct all proposed driveways in accordance with City requirements to allow for proper ingress and egress for fire apparatus and emergency vehicles. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Project Impact Analysis

The California Department of Forestry and Fire Protection (CAL FIRE) publishes maps identifying State Responsibility Areas (SRA) and Fire Hazard Severity Zones. The latest maps were published by CAL FIRE on June 15, 2023, and according to the Placer County map, the project site is not located within an SRA, or a very high fire hazard severity zone.⁴³ Additionally, United States Forest Service's (USFS) Wildfire Hazard Potential Map identifies the project site as having moderate wildfire hazard potential.⁴⁴ As the proposed project includes development of a new community park, the proposed project would not place substantial number of people or structures in an area at risk of wildfires. The proposed project would be required to be reviewed for consistency with applicable State Building and Fire Codes and would be designed to include fire safety measures which would reduce potential impacts. If required, the proposed project would construct a fire water loop on-site to provide fire protection for the multi-use covered field and concession and restroom buildings. In coordination with the City of Lincoln Fire Department, the project proposes two on-site fire hydrants to provide fire response at the site. The proposed project would provide a defensible space landscaping approach along the northern edge, where there is no perimeter wall, to create a fire break. The inclusion of fire safety measures would ensure that the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

⁴³ California Department of Forestry and Fire Protection. 2023. State Responsibility Area Fire Hazard Severity Zones – Placer County, published June 15, 2023. Available online at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map-2022/fire-hazard-severity-zones-maps-2022-files/fhsz_county_sra_11x17_2022_placer_2.pdf. Accessed June 2024.

⁴⁴ United States Forest Service. 2024. Wildfire Hazard Potential. Available online at: <https://usfs.maps.arcgis.com/apps/mapviewer/index.html?layers=55226e8547f84aae8965210a9801c357>. Accessed June 2024.



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Mitigation Measures

There are no previously identified mitigation measures related to hazards and hazardous materials that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

As noted previously, impacts related to hazards and hazardous materials were not evaluated in the 1997 SEIR. Nevertheless, based on the analysis presented above, implementation of the proposed project would not result in new significant impacts and no new mitigation measures are warranted.



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6.10 HYDROLOGY AND WATER QUALITY

Would the Project:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

1997 SEIR Analysis

The 1997 SEIR identified that development under the Revised Specific Plan would result in increased runoff and could generate increased amounts of sediments and urban contaminants that could degrade water quality. The 1997 SEIR identified that to control potential urban contaminants in surface water runoff, policies and guidelines outlined in the Revised Specific Plan as well as General Plan policies would be incorporated into the project design to reduce potential impacts to water quality. The 1997 SEIR determined that with incorporation of policies and guidelines from the General Plan and Revised Specific Plan, as well as the implementation of prior Twelve Bridges Mitigation Measures 4.3-4(a) through 4.3-4(c), impacts to water quality would be reduced to a less than significant level.⁴⁵

Project Impact Analysis

Construction

The proposed project would require construction activities including excavation and grading which would increase the potential for erosion and sedimentation and polluted runoff from the site. As discussed in Section 6.4, Biological Resources, the project has been designed to avoid direct impact to the adjacent wetland areas. The proposed project would comply with the NPDES Construction General Permit which requires the preparation of a SWPPP and the incorporation of BMPs to control sedimentation, erosion, and hazardous materials from contacting stormwater, with the intent of keeping all products of erosion from moving off-site into the adjacent wetlands. Additionally, the proposed project would comply with Chapter 13.30, Construction Stormwater Runoff Control, of the Lincoln Municipal Code which outlines the requirements and procedures for construction activities to handle polluted stormwater runoff and to minimize erosion. As such, construction impacts to water quality would be less than significant with compliance with the NPDES Construction General Permit and the Lincoln Municipal Code.

Operation

The proposed project would involve the operation of a new community park that consists of approximately 12.6 acres of pervious surface and approximately 5.4 acres of impervious surface. Impervious surfaces would include but not be limited to concrete, asphalt, and roofs. Operation of the proposed project would be subject to Twelve Bridges Mitigation Measure 4.3-4(a), which requires the preparation of a Storm Water Quality Management Program (SWQMP) and would provide additional protection for water quality in the existing wetlands. The proposed project would develop a new stormwater basin on-site that would

⁴⁵ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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treat stormwater runoff prior to it being discharged off-site into the adjacent open space parcel. In accordance with General Plan Policy PFS-4.11, the proposed on-site drainage system would be designed in accordance with the Stormwater Management Manual of the Placer County Flood Control District unless alternative methods are approved by the City Engineer.⁴⁶

Compliance with existing regulations, applicable General Plan policies, and previously identified mitigation measures would ensure that operation of the proposed project would not degrade water quality and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

1997 SEIR Analysis

The 1997 SEIR identified that development under the Revised Specific Plan would result in increased urbanization and development of impervious surfaces within the area that would reduce the potential area available for infiltration for groundwater recharge. The 1997 SEIR determined that though potential groundwater recharge potential would be reduced through development under the Revised Specific Plan, the creation of impervious surfaces would not represent a significant reduction in total recharge because the Plan Area represents less than two percent of the total recharge in the Sacramento Valley groundwater basin. Therefore, the 1997 SEIR determined that impacts to groundwater supplies and recharge would be less than significant.⁴⁷

Project Impact Analysis

The proposed project would connect to the City's municipal water supply system and would not utilize groundwater; therefore, the proposed project would have no impact on groundwater supplies.

Development of the proposed project would increase impervious surfaces at the site which could decrease the potential for groundwater recharge; however, as the proposed project would develop a community park, impervious surfaces would be limited to parking lot areas, roofs, and walkways throughout the park. The proposed project would provide approximately 12.6 acres of pervious surfaces and 5.4 acres of impervious surfaces. Pervious areas on-site would include but not be limited to, grass, shrub planting, infields, decomposed granite, the bike park, and play area surfaces. These areas would be designed to allow stormwater to soak into the soils and support on-site vegetation as well as to capture and infiltrate stormwater.

⁴⁶ City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnca.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.

⁴⁷ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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As the project site is not located in an area identified with substantial groundwater recharge potential and most of the project site would be constructed as pervious surfaces that would allow infiltration, development of the proposed project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that it would impede groundwater management of the basin and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
 - i. Result in a substantial erosion or siltation on- or off-site;**
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
 - iv. Impede or redirect flood flows?**

1997 SEIR Analysis

The 1997 SEIR identified that with compliance with existing State and local regulations, General Plan and Revised Specific Plan policies, and implementation of identified mitigation measures, development under the Revised Specific Plan would have a less than significant impact related erosion and polluted runoff, increased rate and amount of runoff, local stormwater system drainage capacity, and flooding.⁴⁸

Project Impact Analysis

As described under Impact (a), construction activities required for the proposed project would include excavation and grading activities that would expose soil to potential erosion. As discussed in Section 6.4, Biological Resources, the project has been designed to avoid direct impact to the adjacent wetland areas. The proposed project would comply with the NPDES Construction General Permit and Lincoln Municipal Code Chapter 13.30, to control sedimentation, erosion, and hazardous materials from contacting stormwater, with the intent of keeping all products of erosion from moving off-site into the adjacent wetlands.

The proposed project would develop impervious surfaces on-site which could increase the rate and volume of stormwater runoff. However, most of the project site would be developed with pervious surfaces that would allow stormwater to soak into the soils and infiltrate stormwater. Additionally, the

⁴⁸ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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proposed project includes the development of an on-site stormwater basin that would provide retention and treatment of on-site runoff from pervious and impervious areas prior to release off-site. The proposed project would be required to implement prior Twelve Bridges Mitigation Measure 4.3-2 which requires preparation of detailed drainage plans to confirm that the proposed stormwater facilities are adequate to reduce peak flows to identified standards. Additionally, the proposed project would comply with Twelve Bridges Mitigation Measure 4.3-4(a) which requires the implementation of a SWQMP. With implementation of the identified mitigation measure and development of on-site stormwater management systems, the proposed project would not result substantially increase the amount and rate of runoff in a manner that would result in erosion, flooding, or exceeds the capacity of stormwater drainage systems and impacts would be less than significant.

The project site is adjacent to open space lands which consists of the Rodeo nature preserve and Orchard Creek. As a result, the northwestern portion of the project site is designated a special flood hazard area.⁴⁹ Orchard Creek and its surrounding banks are identified as Zone AE, a regulatory floodway and therefore, is identified within a 100-year floodplain. The proposed project involves the development of a new community park and would not develop any permanent habitable structures within the 100-year floodplain. According to Revised Specific Plan Policy 8.3.1, recreational activities that do not conflict with habitat uses would be permitted within the floodplain. The 1997 SEIR also identifies that any features located within a flood area would be designed to accommodate anticipated flows and the design plans would be submitted to the City as part of the project permitting and approval process. The proposed project would also be required to implement Mitigation Measures S4.3-5(a) and S4.3-5(c). Mitigation Measure S4.3-5(a) requires recreational amenities be designed, located, and/or securely fastened to allow for water to easily flow through and around them during flood events and to minimize the potential for floodwaters to flow toward unprotected areas or areas not within the floodplain. Mitigation Measure S4.3-5(c) requires the project applicant to develop and place appropriate signage within designated floodplains for Orchard Creek to identify potential flood hazard and emergency procedures. Mitigation Measure S4.3-5(b) identified in the 1997 SEIR does not apply to the proposed project as it requires the City to develop a flood warning plan and does not pertain to individual development projects proposed under the Revised Specific Plan. Therefore, with implementation of existing regulations and policies in addition to identified mitigation measures, impacts related to flood hazards would be less than significant.

Overall, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

⁴⁹ Federal Emergency Management Agency. 2018. Flood Insurance Rate Map #06061C0931H. Available online at: <https://msc.fema.gov/portal/search>. Accessed June 2024.



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d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

1997 SEIR Analysis

The 1997 SEIR identified that portions of the Plan Area are at risk of flood hazards but impacts would be reduced to a less than significant level with implementation of mitigation measures. Additionally, the 1997 SEIR identified that portions of the Plan Area along the Auburn Ravine could be subject to impacts due to failure of the proposed Auburn Ravine Detention Basin dam; however, impacts were reduced to a less than significant level with implementation of mitigation measures.⁵⁰ The 1997 SEIR did not analyze potential impacts related to tsunamis and seiches.

Project Impact Analysis

As discussed, the northwestern portion of the project site is designated a special flood hazard area due to proximity to Orchard Creek.⁵¹ The proposed project involves the development of a new community park and would not develop any permanent habitable structures within the 100-year floodplain. According to Revised Specific Plan Policy 8.3.1, recreational activities that do not conflict with habitat uses would be permitted within the floodplain and reviewed by the City as part of the project permitting and approval process. The proposed project would be required to implement Mitigation Measure S4.3-5(a) identified in the 1997 SEIR, which requires recreational amenities to be designed, located, and/or securely fastened to allow for water to easily flow through and around them during flood events and to minimize the potential for floodwaters to flow toward unprotected areas or areas not within the floodplain. With implementation of existing regulations and mitigation measures, the proposed project would be designed to handle potential flood volumes and would reduce the potential for inundation to occur at the project site. Additionally, as the proposed project would develop recreational uses, the risk of release of pollutants due to project inundation is considered low. Therefore, though the project site is located within a special flood hazard area, the proposed project is not anticipated to release pollutants due to project inundation and impacts would be less than significant.

The 1997 SEIR identified potential impacts related to the potential failure of the Auburn Ravine Detention Basin dam. However, this impact was identified for the Del Webb portion of the Revised Specific Plan and does not apply to Plan Area A where the project site is located. Therefore, the proposed project would not be located within an area at risk of potential dam failure. The City's General Plan EIR identified that the City is not located within any area subject to potential inundation by seiches or tsunamis.⁵² Therefore, the proposed project is not located in a tsunami or seiche zone and no impact would occur. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no

⁵⁰ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁵¹ Federal Emergency Management Agency. 2018. Flood Insurance Rate Map #06061C0931H. Available online at: <https://msc.fema.gov/portal/search>. Accessed June 2024.

⁵² City of Lincoln. 2006. City of Lincoln General Plan Draft Environmental Impact Report, October 2006. Available online at: <https://www.lincolncia.gov/en/business-and-development/general-plan-2050.aspx#General-Plan-2050>. Accessed June 2024.



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additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

1997 SEIR Analysis

The 1997 SEIR did not analyze whether development under the Revised Specific Plan would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, the following analysis is provided for informational purposes only.

Project Impact Analysis

As described above under Impact (a) and Impact (c), the proposed project would comply with all requirements of the Construction General Permit to reduce potential water quality impacts that may occur during construction. Additionally, the proposed project would comply with all applicable General Plan and Revised Specific Plan policies and the requirements of the Lincoln Municipal Code for the protection of water quality. The proposed project would also implement Twelve Bridges Mitigation Measure 4.3-4(a) which would reduce potential impacts related to water quality and would not conflict with or obstruct implementation of a water quality control plan. As the proposed project is not anticipated to result in impacts to groundwater quality as described above under Impact (b) and would not impact groundwater quality or recharge, the proposed project would not conflict with any groundwater management plan. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to hydrology and water quality are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.3-4(a): The project proponent shall prepare and implement a SWQMP prior to approval of the first final map. The SWQMP shall include a combination of the following BMPs, or equally effective measures.

- i) Oil and grease separators shall be used to control parking lot contaminants at gas stations and restaurants.
- ii) Streets and parking lots shall be cleaned and swept on a regular basis.
- iii) Peak flow reduction and infiltration practices, such as grass swales, infiltration trenches and grass filter strips shall be incorporated.



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- iv) Landscape areas, including borders and medians, shall use drought-tolerant vegetation wherever possible.
- v) Mulch or other appropriate ground cover shall be used in all non-lawn landscaped areas to a minimum depth of two (2) inches.
- vi) Existing trees and shrubs shall be preserved and protected where feasible, because established plants are often adapted to low-water-using conditions.
- vii) Efficient irrigation systems, such as drip irrigation, soil moisture sensors and automatic irrigation systems, shall be installed in parks and the proposed golf courses to minimize runoff and evaporation and maximize the water that will reach the plant roots.
- viii) Seasonal, climatical and dosage fertilizer application restrictions shall be followed, as recommended by manufacturer.
- ix) Slow release fertilizers shall be used wherever possible.
- x) The use of plastic or other impervious materials to control weed growth in landscaped areas shall not be permitted.
- xi) Storm drain inlets shall be labeled to warn the public of the impacts associated with dumping on receiving waters (i.e., “don’t dump, drains to creek”).

Twelve Bridges Mitigation Measure 4.3-2: Improvement Plans for each portion of the Plan Area shall include a detailed drainage plan. The calculations shall be conducted by a civil engineer, who shall confirm that the design (size) and location of the drainage facilities are adequate to reduce post-project peak flows to standards required by the City’s Stormwater Management Plan for storms up to and including the 100-year storm event. Final drainage facility designs recommended as part of this plan shall be implemented as part of the project. The plan shall be prepared in coordination with the City and the Placer County Flood Control and Water Conservation District.

Mitigation Measure S4.3-5(a): Recreational amenities, including but not limited to, pedestrian and bicycle/golf cart bridges, barbeques and picnic tables, large freestanding signs, and litter receptacles, shall be designed, located, and/or securely fastened to allow for water to easily flow through or around them so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow towards unprotected areas or areas not within the floodplain.

Mitigation Measure S.3-5(c): The Project Applicant shall develop and place appropriate signage within designated floodplains for Ingram Slough, Orchard Creek, and Auburn Ravine in the Plan Area to identify potential flood hazards and emergency procedures, consistent with the flood warning plan.



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Conclusion

Based on the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to hydrology and water quality from what has been identified in the 1997 SEIR. Impacts related to hydrology and water quality resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts to hydrology and water quality are within the scope of impacts identified in the 1997 SEIR.



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6.11 LAND USE AND PLANNING

Would the Project:

a) Physically divide an established community?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to division of an established community. However, when the 1997 SEIR was prepared, the area within the Plan Area was undeveloped and there were no established communities located within the area. Roadways proposed and constructed within the Plan Area were designed to connect the area to existing nearby communities and did not result in development that would physically divide an established community.

Project Impact Analysis

The project site is located in an area that has been built out and become urbanized since the preparation of the 1997 SEIR. The project site is surrounded by existing residential development or planned residential development that is currently under construction. The proposed project would construct a new community park to support these surrounding residential developments as envisioned by the Revised Specific Plan. The proposed project would not include changes to the existing circulation system in the area or result in development that would physically divide an established community. Therefore, implementation of the proposed project would not physically divide an established community and there would be no impact. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

b) Cause a significant environment impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

1997 SEIR Analysis

The 1997 SEIR identified that development under the Revised Specific Plan would be consistent with the intent and direction of the City's General Plan. Additionally, the 1997 SEIR determined that the Revised Specific Plan's policies and objectives refine the development goals and policies of the City's General Plan and have been designed consistent with the General Plan, including with any policies and regulations adopted for the purposes of avoiding or mitigating an environmental effect. Therefore, the 1997 SEIR determined that implementation of the Revised Specific Plan would not result in a conflict with a land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect and impacts were less than significant.⁵³

⁵³ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

The Revised Specific Plan designated the project site for park use and planned for the project site to be developed as a community sports complex facility with off-street parking, bicycle parking and restrooms, children's play equipment, barbecue/picnic areas, walk/security lighting, sport field lighting, fields for organized sports, and ball courts. The proposed project would maintain the existing PR land use designation and OS-R zoning for the site to construct a new community park with a parking lot, restroom facilities, and several active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields. The proposed project would comply with applicable policies related to the protection of environmental resources of the General Plan and Revised Specific Plan and would be designed and constructed in accordance with any policies or regulation adopted for the purposes of avoiding or mitigating an environmental effect. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and there would be no impact. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

There are no previously identified mitigation measures related to land use that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

Based on the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to land use from what has been identified in the 1997 SEIR. Impacts related to land use resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts to land use are within the scope of impacts identified in the 1997 SEIR.



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6.12 MINERAL RESOURCES

The 1997 SEIR did not discuss or analyze potential impacts related to mineral resources. Therefore, the following analysis is provided for informational purposes only to discuss the additional standards of significance included in the 2024 CEQA Appendix G Checklist.

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Project Impact Analysis

(a, b) The project site is currently vacant and is not utilized as a mineral extraction site. The proposed project would develop the site as a community park and would not include any mineral extraction activities. According to the City's General Plan EIR, the City is designated as Mineral Resource Zone (MRZ)-4, which are areas considered inadequate for mineral resource potential classification due to a lack of available information.⁵⁴ Though the site is located within an area designated MRZ-4, it is designated by the City's General Plan as PR for the development of existing and future large neighborhood and regional parks, municipal golf courses, athletic fields, and open space areas adjacent to improved parks and trails. The project site is not identified as a locally important mineral recovery site, and therefore would not result in the loss of a locally important mineral resource recovery site or the availability of a known mineral resource that would be of value to the region and residents of the State. The proposed project would result in a less than significant impact to mineral resources. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

There are no previously identified mitigation measures related to mineral resources that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

As noted previously, impacts to mineral resources were not evaluated in the 1997 SEIR. Nevertheless, based on the analysis presented above, implementation of the proposed project would not result in new significant impacts and no new mitigation measures are warranted.

⁵⁴ City of Lincoln. 2006. City of Lincoln General Plan Draft Environmental Impact Report, October 2006. Available online at: <https://www.lincolnc.gov/en/business-and-development/general-plan-2050.aspx#General-Plan-2050>. Accessed June 2024.



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6.13 NOISE

Would the Project:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Construction Phase

1997 SEIR Analysis

The 1997 SEIR determined development under the Revised Specific Plan would cause temporary increases in noise levels in and around the Plan Area over the entire period of construction due to earthmoving and general construction activities. The 1997 SEIR identified that construction under the Revised Specific Plan would be similar to the prior Specific Plans and the Revised Specific Plan would implement prior Twelve Bridges Mitigation Measures 4.9-1(a) through 4.9-1(d), modified to better reflect the development process. These mitigation measures were determined to reduce construction noise impacts to a less than significant level.⁵⁵

Project Impact Analysis

The construction of the proposed project would involve similar equipment and activities as previously analyzed in the 1997 SEIR. Each construction stage would have its own mix of equipment, and consequently, its own noise characteristics. The various construction operations would change the character of the noise generated at the project site and therefore, the noise level as construction progresses. The loudest stages of construction typically involve earthmoving and grading equipment.

The construction of the proposed project was assumed to be conducted in one phase with five construction stages and each stage would use different construction equipment. A worst-case condition for construction activity would assume all noise-generating equipment were operating at the same time and at the same distance from the closest noise-sensitive receptor. Using this assumption, the Federal Highway Administration Road Construction Noise Model (RCNM) program calculated the following combined Leq noise levels from each stage of construction as shown in Table 6-9.

Construction noise modeling prepared for the proposed project is provided as Appendix E to this Addendum.

⁵⁵ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Table 6-9: Calculated Noise Level from Each Construction Stage

Construction Phase	Distance to Closest Noise Sensitive Receptor	Calculated Equivalent Sound Level, dB(A)
Site Preparation	50 feet	86.4 dB(A)
Grading	50 feet	87.7 dB(A)
Building Construction	50 feet	87.0 dB(A)
Paving	50 feet	81.6 dB(A)
Architectural Coating	50 feet	73.7 dB(A)

Source: Appendix E

Notes: dB(A) – A-weighted decibel

The proposed project would comply with prior mitigation measures listed in the 1997 SEIR and the prior Twelve Bridges EIR, which would limit construction hours, require placement of stationary noise sources away from noise-sensitive land uses, make use of specified noise control measures, and use truck routes that minimize impacts on noise sensitive receptors. Implementation of prior Twelve Bridges Mitigation Measures 4.9-1(a) through 4.9-1(d) listed below would reduce the construction noise impact to a less than significant level.

Therefore, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

Operational Phase

1997 SEIR Analysis

The 1997 SEIR determined residents of the Revised Specific Plan who live near schools, parks, golf courses, fire stations, and churches could experience noise associated with those land uses and facilities. In particular, noise would be generated from lawn maintenance activities, sports activities, and community or special events. These noise sources would be intermittent and of short duration and would operate during the daylight hours when receptors are less sensitive. The Revised Specific Plan would implement prior Twelve Bridges Mitigation Measure 4.9-3(a) requiring use of construction materials that would provide interior noise levels of 45 dB(A) Ldn or lower and Twelve Bridges Mitigation Measure 4.9-3(b), modified, which requires the use of site design, sound attenuation, and/or noise barriers between residential areas to reduce exterior noise levels in residential areas below 70 dB(A) Ldn. With implementation of these measures, exposure to these noise sources were determined to have a less than significant impact.⁵⁶

⁵⁶ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

The proposed project has uses typical to a park, including sport fields, playgrounds, pickleball courts, parking lots, and a maintenance yard area. The uses in the park would generate noise from sporting activities, play, and lawn maintenance. Activities generating higher levels of noise, including the pickleball courts and covered multi-sport field, are located central to the park, further removed from the neighboring residential homes. All noise sources generated by the proposed project would be intermittent and of short duration and would operate during the daylight hours when receptors are less sensitive.

The proposed project would comply with prior mitigation measures listed in the 1997 SEIR and the prior Twelve Bridges EIR, which would require the use of site design, sound attenuation and/or noise barriers between the park and residential areas to reduce exterior noise levels in residential areas below 70 dB(A) Ldn. Implementation of prior Twelve Bridges Mitigation Measures 4.9-3(a) and 4.9-3(b) listed below would reduce the operational noise impact to a less than significant level.

Therefore, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

Traffic Noise Outside Plan Area

1997 SEIR Analysis

The 1997 SEIR determined the Revised Specific Plan development would generate off-site traffic noise similar to those of the prior Specific Plans. Traffic noise at off-site receptors is considered significant if it would cause noise levels at sensitive receptors to exceed the applicable standards if the “without project” noise levels already exceed the standard, the Revised Specific Plan would increase noise levels by more than 3 dB(A). The 1997 SEIR determined the Revised Specific Plan would increase noise levels by more than 3 decibels (dB) only along Twelve Bridges Drive. For the Revised Specific Plan, existing and future residential areas along Sierra College Boulevard and SR 65 would be beyond the 70 dB(A) contour, so they could be exposed to unacceptable noise levels. The prior Twelve Bridges EIR concluded that prior Twelve Bridges Mitigation Measure 4.9-6, which required the City to identify noise attenuation measures for affected properties on SR 65 and Sierra College Boulevard would reduce the increase in traffic noise to a less than significant level. The 1997 SEIR determined Twelve Bridges Mitigation Measure 4.9-6 was infeasible because its implementation could not be guaranteed by the City. The measure would require the cooperation of and coordination with residents in another jurisdiction, the potential effectiveness of retrofitting the existing residential homes with new noise attenuation measures is not known, and noise barriers may be considered visually unacceptable, create safety hazards, and may be costly. Therefore, this was considered a significant and unavoidable impact in the 1997 SEIR.⁵⁷

⁵⁷ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

Up to 190 parking stalls would be provided at the proposed project and the park would attract visitors from throughout the community. Therefore, the proposed project would generate off-site traffic from patrons traveling to the park to use the amenities, similar to those analyzed in prior plans. Twelve Bridges Mitigation Measure 4.9-6 would still be infeasible due to implementation challenges.

However, the proposed project would not result in greater impacts than identified in the 1997 SEIR and the proposed project does not include any new information or components that would result in an increase in impacts.

Therefore, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

Traffic Noise Inside Plan Area

1997 SEIR Analysis

The 1997 SEIR determined the Revised Specific Plan would generate additional traffic on the existing and proposed roadways within the Plan Area. This traffic could result in unacceptable noise levels at sensitive land uses in the Plan Area. Portions of the Plan Area along SR 65 would have the highest traffic noise levels, but the increase with the Revised Specific Plan would not be over 3 dB(A). The projected noise levels along proposed internal roadways would not exceed the noise standard for any proposed residential areas. However, noise levels adjacent to the two proposed park areas would exceed the 67.5 dB(A) exterior noise standard for parks. The prior Twelve Bridges EIR identified specific setbacks and barriers to reduce noise levels at parks, residences, and schools in the Plan Area that would be subject to unacceptable noise levels (Twelve Bridges Mitigation Measures 4.9-7[a], [b], and [c]). Because of changes in project design and traffic levels, Twelve Bridges Mitigation Measure 4.9-7(a) was determined to no longer be required. With the implementation of a modified Twelve Bridges Mitigation Measure 4.9-7(b) and Twelve Bridges Mitigation Measure 4.9-7(c), the impact of traffic noise within the Plan Area was determined to be less than significant.⁵⁸

Project Impact Analysis

The proposed project would be part of the proposed park areas identified in the 1997 SEIR where noise levels would exceed the 67.5 dB(A) noise standard. The proposed project would comply with prior mitigation measures listed in the 1997 SEIR and the prior Twelve Bridges EIR, which would require minimum setbacks and/or additional noise mitigation measures for park facilities and structures (including benches, playgrounds, and ballfields). For example, the current design of the park has a minimum setback of approximately 256 feet between the playgrounds and Bella Breeze Drive, about 174 feet between park benches and Cabra Street, approximately 150 feet between park

⁵⁸ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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benches and McCullough Street, and about 950 feet from the centerline of SR 65 and the closest property line of the park. Implementation of prior Mitigation Measures S4.9-7 listed below would reduce the traffic noise impact to a less than significant level. Therefore, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to groundborne vibration or noise levels. Therefore, the following analysis is provided for informational purposes only.

Project Impact Analysis

In addition to noise generated from construction activities, the proposed project would also cause temporary increases in ground vibration levels on and around the site over the entire period of construction due to earthmoving and general construction activities. During construction of the proposed project, equipment such as trucks, bulldozers, and rollers may be used as close as 50 feet from the nearest sensitive receptor. Equipment used during project construction could generate vibration levels between 0.001 peak particle velocity (PPV; in/sec) and 0.074 PPV (in/sec) at 50 feet. All groundborne vibration levels are below the Federal Transit Administration vibration threshold at which human annoyance could occur of 0.10 PPV (in/sec). Additionally, construction activities would follow the time restrictions and other measures listed in Twelve Bridges Mitigation Measure 4.9-1(a) through (d) below. Therefore, the impacts from construction vibration would be less than significant.

No additional mitigation measures would be required. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to noise hazards resulting from nearby airports. Therefore, the following analysis is provided for information purposes.

Project Impact Analysis

The closest airport or private airstrip to the project site is the Lincoln Regional Airport, approximately 4 miles northwest of the project site. The project site is not within the airport influence area, or the 55 Community Noise Level Equivalent noise contour for the Lincoln Regional Airport listed in Figure 9



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“Airport Noise Contours – 2033” in the City of Lincoln General Plan. There are also no private airstrips or helipads close to the project site. Therefore, the proposed project would not expose people using the park facilities to excessive noise levels from airports, and impacts would be less than significant.

No additional mitigation measures would be required. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to noise are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.9-1(a) (as revised in the 1997 SEIR): The contractor shall limit construction to 7 a.m. to 7 p.m. Monday through Saturday and prohibit construction on Sunday and federal holidays in order to minimize disruption to residences adjacent to and near the construction site, unless the City of Lincoln grants a special permit or special conditions on Improvement Plans and/or building permits.

Twelve Bridges Mitigation Measure 4.9-1(b): The contractor shall locate stationary noise sources away from noise sensitive land uses.

Twelve Bridges Mitigation Measure 4.9-1(c): The contractor shall have the option, at his or her own cost, to provide and maintain feasible noise control measures identified in Table 4.9-3 in the 1997 SEIR. If limits are exceeded, then feasible noise control measures shall be required. Feasible noise control measures could include barriers, enclosures, shrouds, maintaining material stockpiles, earthwork, construction trailers, or other solid objects to the extent that such relocation does not interfere with construction operations, except for compressors, which must meet federal requirements. Wood fencing is allowed to make these temporary construction barriers and shrouds. If mitigation is not feasible, the construction shall be scheduled during hours when residents will be least affected.

Twelve Bridges Mitigation Measure 4.9-1(d): The contractor shall choose truck haul routes that minimize impacts on noise sensitive land uses.

Twelve Bridges Mitigation Measure 4.9-3(a): The developer shall employ adequate construction noise attenuation materials for the homes so that the interior noise level is 45 dB(A) Ldn or lower.

Twelve Bridges Mitigation Measure 4.9-3(b) (as revised in the 1997 SEIR): The developer shall use site design, sound attenuation measures, and/or construct noise barriers (e.g. berms, masonry walls) along shared perimeter boundaries between residential areas and fire or police stations or commercial areas to reduce the residential exterior noise levels to 70 dB(A) Ldn or lower.

Twelve Bridges Mitigation Measure 4.9-7(b) (as revised in the 1997 SEIR): Developers shall install any park facilities or structures (including benches, playgrounds, or ballfields) beyond the setbacks identified below. The setbacks may be reduced with the construction of noise attenuation measures,



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including berms, necessary to ensure that the noise levels are less than 67.5 dB(A) Ldn for any park facility. The setbacks shall be measured from the centerline of the roadways. Park areas do not include parking areas and similar uses where traffic noise is not considered a significant detriment.

- The setback for the park on Twelve Bridges Drive under the proposed project would be 150 feet from the centerline of the roadway without additional noise attenuation measures.
- The setback for the park on Twelve Bridges Drive under the Conventional Housing Option would be 155 feet from the centerline length of the roadway without additional noise attenuation measures.

Twelve Bridges Mitigation Measure 4.9-7(c): See Mitigation Measures 4.9-3.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 1997 SEIR and the Twelve Bridges Specific Plan EIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to noise and vibration from what has been identified in the 1997 SEIR, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. No new mitigation measures would be warranted. Furthermore, the proposed project's impacts to noise and vibration are within the scope of impacts identified in the 1997 SEIR.



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6.14 POPULATION AND HOUSING

Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

1997 SEIR Analysis

The 1997 SEIR identified that implementation of the Revised Specific Plan would result in an increase in population in the City resulting from the development of approximately 10,075 new residential units. However, the increase in population was determined to result in a less than significant impact as the resulting increase from implementation of the Revised Specific Plan was less than projected under the original prior specific plans (East Ridge, East Lake, and Twelve Bridges). The 1997 SEIR determined that as the population increases associated with implementation of the Revised Specific Plan are within the City's growth projections for the area, impacts were less than significant.⁵⁹

Project Impact Analysis

The proposed project would include development of a community park and would not result in the construction of new residential units or new businesses; therefore, the proposed project would not result in a direct population increase. Additionally, the project site is located within an urbanized area and would not result in the extension of roads or other infrastructure that would result in an indirect population increase. Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth in the area and there would be no impacts. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts resulting from displacement of existing people or housing. Therefore, the following analysis is provided for informational purposes.

Project Impact Analysis

The project site is vacant and there are no existing people or housing on-site. Therefore, the proposed project would not displace existing people or housing and there would be no impacts. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no

⁵⁹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

There are no previously identified mitigation measures related to population and housing that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

Based on the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to population and housing from what has been identified in the 1997 SEIR. Impacts related to population and housing resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts to population and housing are within the scope of impacts identified in the 1997 SEIR.



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6.15 PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i. Fire Protection?

1997 SEIR Analysis

The 1997 SEIR identified that implementation of the Revised Specific Plan would increase demand for fire protection services through increased population growth in the Plan Area. However, the Revised Specific Plan provided for the development of two new fire stations, with a third possible station. Additionally, the 1997 SEIR identified that the Revised Specific Plan would include implementation of policies ensuring adequate fire flow service and fire protection measures such as emergency access and automatic sprinklers. The 1997 SEIR included Mitigation Measure S4.10-7 which requires demonstration that the fire station locations and operations would be adequate to serve the new development according to the Fire Department's and/or City fire standards prior to final map approval. The 1997 SEIR determined that with inclusion of provision of new fire stations in the Revised Specific Plan and implementation of fire protection policies included in the City's General Plan and identified mitigation measure, potential impacts resulting from increased fire protection demands would be less than significant.⁶⁰

Project Impact Analysis

Fire Station No. 35 is the nearest fire station to the project site and is located approximately 0.9-mile southeast of the project site. The proposed project includes development of a community park at the project site in accordance with the Revised Specific Plan and would not result in development of new residential uses that would result in a population increase in the area. As the project site is located in an area developed with existing residential uses, the proposed project is not anticipated to result in substantial increased demand for fire protection services to the area. The existing fire services in the area would continue to maintain its existing service ratios and response times and would not require the provision of new or physically altered fire service facilities. Any structures included in the proposed project would be required to comply with applicable State Building and Fire Codes and would be designed to include required fire safety measures which would reduce potential impacts. The proposed project would be designed to allow for proper ingress and egress for fire apparatus and emergency vehicles to access the site as required by the City of Lincoln Fire Department. Additionally, if required, the proposed project would construct a fire water loop on-site to provide fire protection for the multi-use covered field and

⁶⁰ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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concession and restroom buildings. These fire safety measures would reduce the demand for fire protection services at the site. The proposed project would not result in changes to the Revised Specific Plan that would result in substantial increased demand for fire protection services beyond what was identified in the 1997 SEIR. Implementation of the proposed project would not result in the need for the provision of new or physically altered fire protection facilities and impacts would be less than significant. Mitigation Measure S4.10-7 identified in the 1997 SEIR is not applicable to the proposed project and would not be required. As the proposed project would result in less than significant impacts, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

ii. Police Protection?

1997 SEIR Analysis

The 1997 SEIR identified that the Revised Specific Plan would comply with Twelve Bridges Mitigation Measures 4.10-7(a) and 4.10-7(b) included in the prior Twelve Bridges Specific Plan EIR. Twelve Bridges Mitigation Measure 4.10-7(a) requires General Plan policies related to police services to be incorporated into the Twelve Bridges Specific Plan. Twelve Bridges Mitigation Measure 4.10-7(b) requires the Revised Specific Plan to provide adequate facilities through participation in the City's General Plan. Additionally, the 1997 SEIR identified that a financing plan would be developed as part of the individual Development Agreements which outlines capitol and maintenance costs associated with new development to be paid to the City which would enable the City to acquire land and pay for the construction and operation of new public facilities. The 1997 SEIR determined that though the Revised Specific Plan would increase demand for police protection services, impacts would be less than significant with implementation of mitigation measures.⁶¹

Project Impact Analysis

The closest police station to the project site is located approximately 2.3 miles north of the project site. The proposed project includes development of a community park at the project site and would not result in the development of new residential uses that would result in a population increase in the area. As the project site is located in an area developed with existing residential uses, the proposed project is not anticipated to result in substantial increased demand for police protection services to the area. The proposed project would be required to implement General Plan Policy PFS-8.9, Building Design and Security, which require the use of site planning and building design as a means to decrease crime.⁶² The proposed project would incorporate safety lighting throughout the project site including the parking areas and walking trails to reduce the potential for crime and would also install security cameras throughout the site. The existing police services in the area would continue to maintain its existing service ratios and

⁶¹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁶² City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnc.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.



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response times and would not require the provision of new or physically altered police service facilities. Twelve Bridges Mitigation Measure 4.10-7(a) and 4.10-7(b) are no longer applicable to the proposed project as applicable General Plan policies related to police services have been incorporated into the Revised Specific Plan.

The proposed project would not result in changes to the Revised Specific Plan that would result in substantial increased demand for police protection services beyond what was identified in the 1997 SEIR. Implementation of the proposed project would not result in the need for the provision of new or physically altered police protection facilities and impacts would be less than significant. As the proposed project would result in less than significant impacts, the proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

iii. Schools?

1997 SEIR Analysis

The 1997 SEIR identified that the Revised Specific Plan would result in substantial increased demands to schools as implementation of the Revised Specific Plan would result in population growth in the area. However, the Revised Specific Plan allocated 75 acres of land within the Plan Area for development of two elementary schools, a middle school, and a joint community college/high school site. These proposed schools were determined to be adequate to accommodate the projected demand from implementation of the Revised Specific Plan. Additionally, the 1997 SEIR identified the Revised Specific Plan would be required to implement Twelve Bridges Mitigation Measure 4.10-9(a) identified in the prior Twelve Bridges Specific Plan EIR, which requires development within the Western Placer Unified School District to either join the existing financing district or form another financing district prior to recordation of any final maps. This mitigation was identified to only apply to Plan Area A. The 1997 SEIR also identified that the Revised Specific Plan would be required to implement applicable General Plan policies requiring coordination with appropriate school districts for planning, siting, and construction of new schools and working with the school district to develop a financing mechanism to fund all school facility costs that are not dependent upon external funding sources. The 1997 SEIR determined that with the inclusion of the proposed school facilities in combination with Twelve Bridges EIR Mitigation Measure 4.10-9(a) and applicable General Plan policies, impacts to schools would be less than significant.⁶³

Project Impact Analysis

As identified previously, the proposed project involves the construction of a community park and would not include a residential component that would generate new school aged children to the area. Therefore, the proposed project would have no impact on schools. Twelve Bridges Mitigation Measure 4.10-9(a) is not applicable to the proposed project as it does not propose residential development or a use that would increase demand for schools in the area. The proposed project would not result in new or more severe

⁶³ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

iv. Parks?

1997 SEIR Analysis

The 1997 SEIR identified that as implementation of the Revised Specific Plan would result in substantial population growth in the area, it would increase demand for parks and recreation facilities. However, the Revised Specific Plan included provision of new parks and recreation facilities throughout the Plan Area to satisfy the increased demand from population growth. The 1997 SEIR identified that Plan Area A does not provide adequate facilities to satisfy the increased growth and therefore, would be required to comply with Twelve Bridges Mitigation Measure 4.10-11(b) to pay their fair share of the estimated cost to construct a multipurpose center through fee requirements. With the implementation of the identified mitigation measure, the 1997 SEIR determined that implementation of the Revised Specific Plan would have a less than significant impact to parks.⁶⁴

Project Impact Analysis

The proposed project includes the development of a new 18.5-acre community park within the Plan Area. The community park would provide active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields. The new recreation amenities would support the Twelve Bridges community and reduce the demand on existing parks in area, resulting in a beneficial impact. Twelve Bridges Mitigation Measure 4.10-11(b) is not applicable to the proposed project and no additional mitigation measures would be required. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. As such, the impact finding would remain unchanged from the 1997 SEIR.

v. Other public facilities?

1997 SEIR Analysis

The 1997 SEIR identified that implementation of the Revised Specific Plan would result in substantial increased demand to library facilities and could result in a significant impact. However, the 1997 SEIR identified Twelve Bridges Mitigation Measure 4.10-8, which requires the Revised Specific Plan proponents to provide through participation in the City's funding requirements for additional librarians and library facilities as part of the project. With implementation of Twelve Bridges Mitigation Measure 4.10-8, the 1997 SEIR determined that impacts to library facilities would be less than significant.⁶⁵

⁶⁴ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁶⁵ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

The proposed project does not include a residential component, which would result in an increase in population growth. Therefore, the proposed project would not increase demand for other public facilities in the City, including library facilities. The proposed project would not require the provision of new or physically altered public facilities and there would be no impact. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

There are no previously identified mitigation measures related to public services that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

Based on 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to public services from what has been identified in the 1997 SEIR. Impacts related to public services resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts to public services are within the scope of impacts identified in the 1997 SEIR.



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6.16 RECREATION

Would the Project:

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

1997 SEIR Analysis

(a, b) As identified in Section 6.15, Public Services, the 1997 SEIR identified that as implementation of the Revised Specific Plan would result in substantial population growth in the area, it would increase demand for parks and recreation facilities. However, the Revised Specific Plan included provision of new parks and recreation facilities throughout the Plan Area to satisfy the increased demand from population growth to reduce potential impacts. The Revised Specific Plan included the development of up to three golf courses, two community parks, various neighborhood parks, and approximately 1,711 acres designated for open space uses. The 1997 SEIR identified Plan Area A does not propose adequate facilities to satisfy the increased growth and therefore, would be required to comply with Twelve Bridges Mitigation Measure 4.10-11(b) identified in the prior Twelve Bridges Specific Plan EIR. Twelve Bridges Mitigation Measure 4.10-11(b) required Placer Holdings, Inc. to pay their fair share of the estimated cost to construct a multipurpose center through fee requirements. With the implementation of the identified mitigation measures, the 1997 SEIR determined that implementation of the Revised Specific Plan would have a less than significant impact to parks.⁶⁶

Project Impact Analysis

The proposed project involves the development of a new 18.5-acre community park within the Plan Area. The proposed project would reduce the demand on existing parks in the area by providing additional opportunities for parks and recreation activities. The proposed project would have a beneficial impact to the area and would be designed and constructed in accordance with City standards and requirements to ensure that construction would not have an adverse physical effect on the environment. The proposed project would be designed to provide an adequate buffer between the 140-foot-long section of a perennial tributary to Orchard Creek that occurs at the northern edge of the project site and a seasonal wetland that occurs along the edge of the perennial tributary to reduce potential impacts to the environment. Therefore, there would be no impact to parks and recreation facilities. Twelve Bridges Mitigation Measure 4.10-11(b) is not applicable to the proposed project and no additional mitigation measures would not be required. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. As such, the impact finding would remain unchanged from the 1997 SEIR.

⁶⁶ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Mitigation Measures

There are no previously identified mitigation measures related to recreation that are applicable to the proposed project. No additional mitigation measures would be required for the proposed project.

Conclusion

Based on the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to recreation from what has been identified in the 1997 SEIR. Impacts related to recreation resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts to recreation are within the scope of impacts identified in the 1997 SEIR.



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6.17 TRANSPORTATION

Would the Project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to conflicts with a program plan, ordinance, or policy addressing the circulation system. However, the 1997 SEIR identified significant and unavoidable impacts related to increased traffic volumes and roadway service levels, intersection level of service, and cumulative traffic volumes. City Council previously adopted Statements of Overriding Considerations for these impacts.⁶⁷

Project Impact Analysis

The proposed project does not conflict with the City of Lincoln General Plan Transportation and Circulation Element or any other program plan, ordinance or policy addressing the circulation system. Vehicle access to the project site would be provided through driveways located along Cabra Street and McCullough Street. The locations of the driveways align with existing intersections at Tortosa Court, Roebling Street, Strauss Street, and Eiffel Street. The proposed project does not propose to amend or adjust roadway classifications, the roadway network, transit routes, or the bicycle network as identified in the General Plan.

The proposed project would maintain the existing sidewalk and lighting along Cabra Street (eastern boundary of the project site). Frontage improvements would include an all-way stop control with continental crosswalks and an ADA compliant curb ramp on the south side of Bella Breeze Drive with a connection to the existing sidewalk at the Bella Breeze Drive and Cabra Street intersection; an all-way stop control with continental crosswalks and an ADA compliant curb ramp on the east side of Bella Breeze Drive with a connection to the existing sidewalk at the Bella Breeze Drive and McCullough Street intersection; conversion of the existing crosswalk to a continental crosswalk at the Cabra Street and Cordoba Court intersection; construction of a continental crosswalk across Cabra Street with pedestrian crossing signs in each direction at the Cabra Street and Tortosa Court intersection; and construction of a continental crosswalk across McCullough Street with pedestrian crossing signs in each direction at the McCullough Street and Strauss Street intersection. Additionally, the proposed project would construct a new sidewalk along the Bella Breeze Drive frontage (southeastern boundary of the project site). The new sidewalk along Bella Breeze Drive would be constructed to accommodate a future bus stop for Placer County Transit's Lincoln Collector route.

Site access improvements would be constructed in accordance with City standards and would not conflict with other improvements planned for the area. The proposed project would include amenities and site

⁶⁷ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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improvements for bicyclists and pedestrians such as on-site bicycle parking spaces. By complying with City standards, the proposed project would not create hazards or barriers for pedestrians, bicyclists, or local transit service.

Existing bicycle lanes are provided on Bella Breeze Drive adjacent to the project site. Placer County Transit provides public transit service to stops located near the project site.⁶⁸ The closest bus stop is located 0.35-mile south of the project site on Dresden Drive, off Bella Breeze Drive, adjacent to the Kaiser facility. The stop is utilized by Placer County Transit Route 80. Additionally, a stop is provided at the Lincoln Public Library, located 0.75-mile south of the project site, that is served by Placer County Transit Routes 80, 20, and 70. During construction, activities would be anticipated to be confined to the project site. Any road closures would be required to obtain required traffic permits and prepare and implement a traffic control plan to ensure construction would not interfere with transit, bicycle, or pedestrian facilities. Therefore, the proposed project would not modify or interfere with the bicycle and bus facilities adjacent to the project site during construction or operation.

As the project site is proposed to be developed with recreational uses as planned in the Revised Specific Plan and would not include development of new residential or commercial developments, the proposed project is not anticipated to generate significant new daily trips in the area compared to what was anticipated in the 1997 SEIR. Due to the lack of increase in trips generated by the proposed project, there would be no significant change to forecasted traffic volumes in the area that would adversely affect the circulation system. Additionally, in accordance with General Plan Policy T-2.2, the proposed project has prepared a traffic study that identifies potential off-site street improvements and recommended enhancements to address the safety of pedestrian routes to and from the project site.

The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

1997 SEIR Analysis

In accordance with SB 743, the CEQA Guidelines Section 15064.3(b) was adopted in December 2018 by the California Natural Resources Agency. Therefore, the 1997 SEIR did not analyze potential impacts related to inconsistencies or conflicts with CEQA Guidelines Section 15064.3, subdivision (b). However, the 1997 SEIR identified that development under the Revised Specific Plan would result in increased traffic volumes along roadways and intersections that would result in unacceptable service levels. The 1997 SEIR determined that the increase in traffic volumes resulting from the Revised Specific Plan would

⁶⁸ South Placer Transit Information. 2024. Routes and Schedules. Available online at: <https://www.southplacertransitinfo.com/routes-and-schedules>. Accessed June 2024.



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result in significant and unavoidable impacts and City Council adopted a Statement of Overriding Considerations.⁶⁹

Project Impact Analysis

The proposed project includes development of a new locally serving community park. The proposed project would be developed in accordance with the land use designation of the site under the Revised Specific Plan and does not propose development of components that were not proposed in the Revised Specific Plan. Therefore, the proposed project would not result in new information or new project characteristics that would increase traffic related impacts identified in the 1997 SEIR.

Due to the developed nature of the area surrounding the project site and nature of the proposed project, development of the new community park is not anticipated to result in substantial increases in VMT in the area compared to existing conditions. The proposed project would generate more people traveling to the project site; however, as the proposed project would be a locally serving community park, most of the people traveling to the project site would be from nearby neighborhoods. Therefore, the proposed project is not anticipated to increase traffic volumes or VMT in the area in a way that would result be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) and impacts would be less than significant.

As identified in the 1997 SEIR, City Council previously adopted a Statement of Overriding Considerations for impacts related to increased traffic volumes. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

1997 SEIR Analysis

The 1997 SEIR did not analyze impacts regarding the increase in hazards due to design features or incompatible uses. However, the 1997 SEIR did analyze potential impacts related to bicycle and pedestrian safety impacts under Impact S4.7-5. The 1997 SEIR identified that potential conflicts between automobiles and pedestrians/bicyclists/golf carts could occur; however, impacts were reduced to a less than significant level with implementation of prior Twelve Bridges Mitigation Measure 4.7-7 and appropriate street design.⁷⁰

⁶⁹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁷⁰ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Project Impact Analysis

An Off-Site Pedestrian Access Study and Recommendations Memorandum was prepared for the proposed project by Stantec in May 2024 (Appendix F). The memorandum identified potential off-site street improvements and recommended enhancements to address the safety of pedestrians in the area.

The memorandum states that as the park is expected to attract pedestrians from the neighborhoods south of Bella Breeze Drive, including children that may or may not be accompanied by adults, and given the wide width of Bella Breeze Drive, enhanced pedestrian crossings are recommended to be developed. The memorandum provides examples of enhanced pedestrian crossing that include, but are not limited to, crosswalk visibility enhancements, raised crosswalks, pedestrian hybrid beacons, and rectangular rapid flashing beacons. The memorandum recommends the use of high-visibility crosswalks on the roadways in the immediate vicinity of the project site and development of all-way stop controls is recommended for the Bella Breeze Drive/Cabra Street intersection and the Bella Breeze Drive/McCullough Street intersection.

As identified in Section 4.7, Park Frontage Improvements, of this Addendum, the proposed project would include new crosswalks and crossing signage/warnings and modifications to existing sidewalks to construct the proposed driveway entrances on all three frontage streets. Additionally, the proposed project would include an all-way stop control with continental crosswalks and an ADA compliant curb ramp on the south side of Bella Breeze Drive with a connection to the existing sidewalk at the Bella Breeze Drive and Cabra Street intersection; an all-way stop control with continental crosswalks and an ADA compliant curb ramp on the east side of Bella Breeze Drive with a connection to the existing sidewalk at the Bella Breeze Drive and McCullough Street intersection; conversion of the existing crosswalk to a continental crosswalk at the Cabra Street and Cordoba Court intersection; construction of a continental crosswalk across Cabra Street with pedestrian crossing signs in each direction at the Cabra Street and Tortosa Court intersection; and construction of a continental crosswalk across McCullough Street with pedestrian crossing signs in each direction at the McCullough Street and Strauss Street intersection. Additionally, the proposed project would construct a new sidewalk along the Bella Breeze Drive frontage (southeastern boundary of the project site). The new sidewalk along Bella Breeze Drive would be constructed to accommodate a future bus stop for the Placer County Transit's Lincoln Collector route.

The proposed project would be designed and constructed in accordance with City guidelines for pedestrian safety and would include construction of safety improvements along existing roadways. The proposed project would be required to implement prior Twelve Bridges Mitigation Measure 4.7-7 which requires roadways improvements to be designed and implemented in accordance with City standards to ensure safe and efficient movement of bicyclists, golf carts, and pedestrians. Therefore, the proposed project would not increase hazards due to a geometric design feature or incompatible uses. Additionally, there would be no incompatible uses introduced to the project area which could cause vehicle conflicts (e.g., farm equipment). The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.



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d) Result in inadequate emergency access?

1997 SEIR Analysis

The 1997 SEIR did not analyze potential impacts related to emergency access. Therefore, the following analysis is provided for informational purposes only.

Project Impact Analysis

Vehicle access to the project site would be from driveways located along Cabra Street and McCullough Street. The locations of the driveways align with existing intersections at Tortosa Court, Roebling Street, Strauss Street, and Eiffel Street. The project driveways are designed to comply with turning radius requirements for emergency vehicles and would not cause hazardous driving conditions.

The project's design would be completed in compliance with California Fire Code requirements and not impair emergency vehicle access in the vicinity of the proposed project during construction or operation. Compliance with the California Fire and Building Codes would be mandated through the plan check and approval process. This process would also ensure that adequate access for emergency services is provided, and the City's emergency response plan would be upheld during construction. Fire and emergency vehicle access would be provided by the entry off Cabra Street to access the southeast portion of the covered multi-use sport field. A 20-foot-wide fire access lane would be provided to the covered multi-sport field and a 12-foot-wide emergency vehicle access lane would extend to the concession and restrooms building. Development of the project site would not alter or impede emergency response routes or plans set in place by the City. As such, the proposed project would not result in inadequate emergency access. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measure related to transportation are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.7-7: Design and implement roadway improvements to ensure safe and efficient movement of bicyclists, golf carts, and pedestrians, including sidewalk paths, golf cart/bicycle lanes, and signalized crosswalks at major intersections, in accordance with City standards.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 1997 SEIR, implementation of the proposed project would not result in any new significant impacts related to transportation, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. No new mitigation measures would be warranted. Furthermore, the proposed project's impacts related to transportation are within the scope of impacts identified in the 1997 SEIR.



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6.18 TRIBAL CULTURAL RESOURCES

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
 - i. Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or**
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?**

1997 SEIR Analysis

The 1997 SEIR's analysis of impacts to tribal resources were contained within the Cultural Resources analysis for the 1997 SEIR.

The 1997 SEIR identified that several prehistoric and historic sites are located within the proposed open space areas of Plan Area A. The 1997 SEIR identified that a Programmatic Agreement among the USACE, California State Historic Preservation Officer, and the Advisory Council on Historic Preservation has been developed to guide future management of historic properties in the Plan Area. As the significant sites were identified to be located within the proposed open space areas and the Programmatic Agreement is in place, the 1997 SEIR determined that impacts to previously identified prehistoric resources within the area are considered less than significant. Additionally, the 1997 SEIR determined that development under the Revised Specific Plan could result in impacts to undiscovered subsurface resources, including tribal cultural resources. Therefore, the 1997 SEIR identified prior Twelve Bridges Mitigation Measure 4.12-4(a) through 4.12-4(c) to reduce potential impacts to undiscovered resources.⁷¹

Project Impact Analysis

A Cultural Resources Inventory Report was prepared for the proposed project by Stantec on June 11, 2024 (Appendix D). The analysis provided in the Cultural Resources Inventory Report included a records search at the North Central Information Center of the California Historical Resources Information System in Sacramento, California. A search of the Sacred Lands File maintained by the NAHC was also completed. The records search included a review of records within the project area and a surrounding radius of 0.25-mile. Additionally, Stantec completed a pedestrian survey of the project site to identify the surficial boundaries of any new or previously recorded archaeological sites. The records search conducted for the proposed project indicated no known resources exist within the project area and the

⁷¹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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NAHC Sacred Lands File search was negative. The pedestrian survey conducted for the project area did not identify any cultural, archaeological, or historic resources.

On September 14, 2023, Stantec sent an email with a map depicting the project area to the NAHC, requesting a review of their sacred lands files for any Native American cultural resources that might be affected by the proposed project. On October 31, 2023, Stantec received a negative result from the NAHC, but their reply included a list of tribes who may have more information. On November 8, 2023, Stantec mailed outreach letters, requesting information relating to tribal cultural resources in the project vicinity and requesting input in park design, to the listed tribal representatives. On November 15, the City sent letters to the representatives as well. Stantec made follow up phone calls on November 20, 2023. As of May 31, 2024, conversations between the City and tribal groups were ongoing to coordinate a site visit.

There are no known tribal cultural resources at the site; however, this does not eliminate the potential for the discovery of previously unknown tribal cultural resources during individual project construction. In the event that potential tribal cultural resources are discovered during construction, the proposed project would be required to comply with Twelve Bridges Mitigation Measures 4.12-4(b) and 4.12-4(c). Adherence with these mitigation measures would ensure that impacts related to undiscovered tribal resources would remain less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to tribal cultural resources are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.12-4(b): When Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the SOPA or meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of their cultural traditions.

In the event that no such Native American representative is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R. 61 requirements.

Twelve Bridges Mitigation Measure 4.12-4(c): If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the NAHC who shall notify the person it believes to be the most likely descendent. The most likely descendent shall work with the contractor to develop a program for reinternment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.



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Conclusion

In relation to the construction and operational impacts as stated in the 1997 SEIR, the proposed project's potential impacts to tribal cultural resources would remain less than significant, and no new mitigation measures would be warranted. Implementation of the proposed project would not result in any new significant impacts to tribal cultural resources, nor would it result in a substantial increase in the severity of impacts compared to those identified in the 1997 SEIR. Furthermore, the proposed project's impacts to tribal cultural resources are within the scope of impacts identified in the 1997 SEIR.



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6.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water Distribution Facilities

1997 SEIR Analysis

The 1997 SEIR identified that specific water supply objectives and policies included in the General Development Plans for the Revised Specific Plan require development of the area to be compatible with existing and future development. The Revised Specific Plan included proposals for construction of new water transmission and distribution systems within the Plan Area. The 1997 SEIR identified that proposed water transmission and distribution systems constructed under the Revised Specific Plan would be designed in accordance with City standards and would connect to existing and planned infrastructure and with implementation of Mitigation Measure S4.10-2, on-site and off-site infrastructure would have adequate capacity to serve development under the Revised Specific Plan and impacts would be less than significant.⁷²

Project Impact Analysis

The proposed project would include construction of water lines throughout the site to serve the proposed restrooms, concession building, drinking fountains, and landscape irrigation. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation as the project site is not located within the City's Recycled Water Service Area boundary. A fire water loop, if required, would be constructed to provide fire protection for the multi-use covered field and the concession and restroom building. Domestic water service would connect to the existing water main located in Bella Breeze Drive and the fire water loop, if required, would connect to the existing waterline located in Cabra Street and McCullough Street. The proposed project would construct a new community park and is not anticipated to require substantial amounts of water during operation. The proposed project would be required to comply with Mitigation Measure S4.10-2 identified in the 1997 SEIR which require project proponents demonstrate that the water conveyance system is adequate to convey water to the area to be developed. As discussed below in Impact (b), Stantec prepared an estimated potable water and wastewater memorandum for the proposed project which determined there would be adequate water supply available (Appendix G). Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water facilities, and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional

⁷² City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Wastewater Treatment Facilities

1997 SEIR Analysis

The Revised Specific Plan included proposals for construction of new wastewater conveyance system within the Plan Area. The 1997 SEIR identified that proposed water conveyance systems constructed under the Revised Specific Plan would be designed and sized according to City standards and would be adequate to serve the Plan Area and therefore, impacts were determined to be less than significant.⁷³

Project Impact Analysis

The proposed project includes construction of a sewer system to serve the restrooms, drinking fountains, and concession building by connecting to the existing on-site sewer line. Two new manholes are proposed, and the existing manhole located in the middle of the project site would be retained in place and buried under the field.

Stantec prepared an estimated potable water and wastewater memorandum to determine the estimate water and wastewater generated by the proposed project (Appendix G). Based on the duty factors for parks and recreation facilities in the City's Wastewater Collection System Master Plan, the California Plumbing Code, and the peak wet weather flow outlined in the City's design criteria, it is estimated the proposed project would generate approximately 4,247 gallons per day (gpd) of wastewater (Appendix G). The proposed project's wastewater system would be designed and constructed in accordance with City standards. As identified in the City's Urban Water Management Plan (UWMP), the City's wastewater treatment plant has a treatment capacity of 5.9 million gallons per day (mgd) and currently treats an average of 3.4 million gallons per day.⁷⁴ The City is in the process of expanding the wastewater treatment and reclamation facility's average dry weather flow (ADWF) capacity by 1.2 mgd to accommodate future growth, for a future planned ADWF capacity of 7.1 mgd. The proposed project's anticipated wastewater generation of 4,247 gpd would represent less than 1 percent of the wastewater treatment plant's total capacity. Therefore, the wastewater treatment plant would have sufficient capacity to serve the proposed project. Therefore, as the City's wastewater treatment plant would have sufficient capacity to serve the proposed project, impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

⁷³ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁷⁴ City of Lincoln. 2021. 2020 Urban Water Management Plan, June 2021. Available online at: <https://www.lincolnc.ca.gov/en/business-and-development/resources/Documents/Urban-Water-Management-Plan-UWMP.pdf>. Accessed June 2024



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Stormwater Facilities

1997 SEIR Analysis

The 1997 SEIR did not indicate that stormwater facilities would require expansion or relocation in a manner that could create a new impact as a result of the Revised Specific Plan.

Project Impact Analysis

The proposed project would include construction of a new on-site stormwater system that would consist of storm drain lines and a stormwater basin. The stormwater basin would be approximately 18,000 square feet and would provide retention and treatment of on-site runoff from pervious and impervious areas prior to release off-site into the adjacent open space parcel. The actual treatment area of the new stormwater basin would be approximately 13,000 square feet and would include an approximately 5,000 square foot berm along the perimeter. The pervious areas on-site would be designed to capture, treat, and infiltrate stormwater. The proposed on-site stormwater system would be designed and constructed in accordance with City guidelines and requirements. Additionally, in accordance with General Plan Policy PFS-4.11, drainage designs and practices would be completed in accordance with the Stormwater Management Manual of the Placer County Flood Control District unless alternative methods are approved by the City Engineer.⁷⁵

With adherence to City design standards and implementation of applicable General Plan policies, impacts related to stormwater facilities would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Other Facilities

1997 SEIR Analysis

The 1997 SEIR did not indicate that any other service facilities, including electric power, natural gas or telecommunications would require expansion or relocation in a manner that could create a new impact because of the Revised Specific Plan.

Project Impact Analysis

The proposed project would include power to EV parking, scoreboards, restrooms, shade structures, irrigation, lighting, and security. Lighting systems would be designed to have systems and hours of operation that would be consistent with existing City parks with comparable facilities. Electricity for the proposed project would be provided by PG&E and the proposed project would connect to existing systems in the area. As the proposed project includes development of a community park, natural gas facilities are not anticipated to be required. The park security system may require AT&T fiber/data

⁷⁵ City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnc.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.



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connection, depending on the final design selected. If required, the proposed project would be served by the existing fiber network within Bella Breeze Drive. The proposed project would not require or result in the relocation or construction of new or expanded natural gas, electric, or telecommunication facilities, and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

1997 SEIR Analysis

The 1997 SEIR identified the buildup of the Revised Specific Plan would generate an average daily domestic water demand of approximately 7.1 mgd and the maximum daily demand would be 16.3 mgd. The 1997 SEIR stated that the City could supply 16.3 mgd of water to meet the Revised Specific Plan's maximum daily demand under its existing contract. The 1997 SEIR determined that with implementation of prior Twelve Bridges Mitigation Measures 4.10-1(a), 4.10-1(b.ii), 4.10-1(c.ii) and Mitigation Measure S4.10-1(c) identified in the 1997 SEIR, impacts related to water supplies would be less than significant.⁷⁶

Project Impact Analysis

The proposed project would develop a community park and would not be anticipated to demand substantial amounts of water supplies. The City has prepared an UWMP to analyze the projected future water demands in the City and determine if sufficient supplies would be available to serve the City. To ensure the analysis was based on the anticipated growth in the City, the City's UWMP included future planned developments and study areas in the City's water service area in the calculations for anticipated projected water demands for the City in the future.

The City's UWMP determined that the City would have adequate water supplies available to meet the City's demands during normal, dry, and multiple dry years. As discussed, Stantec prepared an estimated potable water and wastewater memorandum to determine the estimated water and wastewater generated by the proposed project (Appendix G). Based on the duty factor of 3.73 acre-feet per year per acre, the average day demand equates to approximately 61,633 gpd. This value is the total potable demand inclusive of domestic water and landscape irrigation demands; however, is considered to be too high for the preferred park master plan concept and would be more suitable to account for any future or additional water use features, such as a splash pad or assembly buildings. To estimate a more reasonable domestic water demand for the preferred concept, the estimated persons per day was applied to estimated uses per person with estimated duration of use per fixture. The average daily number of persons visiting the park was estimated to be 938 persons per day, which would generate an average day demand of 4,331 gpd. Using the maximum day demand factor of 2.2 from the City's 2017 Water Master Plan, the maximum

⁷⁶ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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day demand would be approximately 9,525 gpd.⁷⁷ Additionally, it is estimated the average day demand for landscape irrigation would be 33,890 gpd with a maximum day demand of 86,051 gpd. The total average day water demand for the project (domestic and irrigation) would be 38,221 gpd with a maximum day demand of 95,576 gpd.

The City's UWMP identified that in 2020, the City's potable water demand was 10,567-acre-feet per year and 2,522-acre-feet per year for recycled water for a total water demand of 13,089-acre-feet.⁷⁸ The proposed project's maximum day water demand of 95,576 gpd (107.06-acre-feet per year) would represent 1 percent of the 2020 demand. As the UWMP identified that there were sufficient water supplies available to meet the City's demand during normal, dry, and multiple dry years, the proposed project is not anticipated to result in an increase in demand in such a way that the City would not have adequate supplies available to serve the proposed project. Additionally, the proposed project would incorporate the use of water-efficient, drought-tolerant plant materials, as well as water-efficient irrigation to promote water conservation. Therefore, there would be sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years and impacts would be less than significant.

Twelve Bridges Mitigation Measures 4.10-1(a) and 4.10-1(b.ii) would no longer be applicable to the proposed project as it requires compliance with General Plan policies that have been amended and renumbered since preparation of the 1997 SEIR. However, the identified policies are included in the City's current General Plan. Twelve Bridges Mitigation Measure 4.10-1(a) requires compliance with General Plan Policy PFS-2.3 which requires the availability of adequate water supply to be demonstrated before approving new development. The proposed project would be developed in compliance with this policy. Twelve Bridges Mitigation Measure 4.10-1(b.ii) requires compliance with General Plan policies identified in the current General Plan as Policies PFS-2.9, PFS-2.16, PFS-2.17, and PFS-2.18. General Plan Policies PFS-2.9 and PFS-2.16 are not applicable as the policies outlines requirements for the City to establish conditions for new development and an active water conservation program. However, the proposed project would be developed in compliance with General Plan Policies PFS-2.17 and PFS-2.18 which require new development to use the best available technology for water conservation such as water conserving irrigation systems and requirements for meters for all new water connections. Additionally, the proposed project would implement Twelve Bridges Mitigation Measure 4.10-1(c.ii) which requires written confirmation from the service provider that adequate water would be provided to the site. Mitigation Measure S4.10-1(b) identified in the 1997 SEIR would not be applicable to the proposed project as the mitigation applies only to the Del Webb portion of the Plan Area and the project site is not located within this area.

The proposed project would not result in substantial increased demands for water and the City would have sufficient supplies available to serve the proposed project and reasonably foreseeable developments. There is no new information that would result in increased impacts from what was

⁷⁷ Stantec Consulting Services Inc. 2024. Bella Breeze Park – Estimated Potable Water and Wastewater Demand, June 19, 2024. PDF.

⁷⁸ City of Lincoln. 2021. 2020 Urban Water Management Plan. Available online at: <https://www.lincolnca.gov/en/business-and-development/resources/Documents/Urban-Water-Management-Plan-UWMP.pdf>. Accessed June 2024.



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analyzed in the 1997 SEIR and impacts of the proposed project would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

1997 SEIR Analysis

The 1997 SEIR identified that implementation of the Revised Specific Plan would generate an ADWF of 2.6 mgd of wastewater and peak wet weather flows of 6.1 mgd of wastewater. The 1997 SEIR identified that at the time of preparation of the SEIR, the Revised Specific Plan would generate more wastewater than the City's existing wastewater treatment plant has the capacity to treat under dry weather conditions. However, the City anticipated being able to provide an increase in wastewater treatment at a new treatment plant that was proposed to be constructed under buildout of the General Plan. The 1997 SEIR identified that the development under the Revised Specific Plan would be required to comply with Twelve Bridges Mitigation Measures 4.10-3(b) and 4.10-3(c.ii), as well as Mitigation Measure S4.10-3(b) identified in the 1997 SEIR. With implementation of the identified mitigation measures, the 1997 SEIR determined that impacts related to wastewater would be less than significant.⁷⁹

Project Impact Analysis

The proposed project would develop a new community park and therefore, is not anticipated to result in generation of substantial amounts of wastewater. The estimated wastewater generation for the proposed project is approximately 4,247 gpd. The City's UWMP identifies that in 2020, the City collected approximately 4,950-acre-feet of wastewater, or 4.4 mgd.⁸⁰ The City's current daily ADWF capacity at the wastewater treatment plant is 5.9 mgd, with the City in the process of expanding the capacity to accommodate future growth for a future planned ADWF capacity of 7.1 mgd. The proposed project's anticipated wastewater generation of 4,247 gpd would represent less than 1 percent of the City's wastewater treatment plant's total daily capacity. Therefore, the City would have sufficient capacity to serve the proposed project.

Twelve Bridges Mitigation Measure 4.10-3(b) would no longer be applicable to the proposed project as it requires compliance with General Plan policies that have been amended and renumbered since preparation of the 1997 SEIR. However, the identified policy is included in the City's current General Plan. Twelve Bridges Mitigation Measure 4.10-3(b) requires compliance with General Plan Policy PFS-3.2 which requires minimization of wastewater flows through water conservation efforts. The proposed project

⁷⁹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.

⁸⁰ City of Lincoln. 2021. 2020 Urban Water Management Plan. Available online at: <https://www.lincolnca.gov/en/business-and-development/resources/Documents/Urban-Water-Management-Plan-UWMP.pdf>. Accessed June 2024.



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would be developed in compliance with this policy. The proposed project would implement Twelve Bridges Mitigation Measure 4.10-3(c.ii) which requires written confirmation from the applicable wastewater treatment plant that the wastewater treatment plant would accept the wastewater from the project site. Mitigation Measure S4.10-3(b) identified in the 1997 SEIR would no longer be applicable as the payment of fees to fund the construction of a new wastewater treatment plant or expansion of an existing plant has been completed with approval of the Revised Specific Plan.

The proposed project would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the proposed project's projected demands and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

- d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

1997 SEIR Analysis

(d, e) The 1997 SEIR identified that buildout under the Revised Specific Plan would result in solid waste generation of 17,153 tons per year; however, if a 50 percent source reduction standard is achieved, it would result in 8,577 tons per year of solid waste. The 1997 SEIR identified that the solid waste generation factors do not apply to recreational areas, including parks and golf courses, and that the amount of waste generated under these uses would be relatively small due to low use levels. However, the parks and golf courses were assumed to include large areas of grass, which would be mowed on a regular basis, and identified that consistent with current practices in the City, the grass clippings would be required to be disposed of through composting and mulching during mowing. The 1997 SEIR determined that though buildout under the Revised Specific Plan would contribute to an increase in solid waste generated, implementation of Twelve Bridges Mitigation Measures 4.10-5(a) and 4.10-5(b) would reduce impacts to a less than significant level.⁸¹

Project Impact Analysis

As identified in the 1997 SEIR, proposed park facilities are anticipated to generate small amounts of solid waste due to low use levels. However, the proposed project's community park site would be developed with large areas of grass and would require regular mowing resulting in generation of grass clippings. The proposed project would be required to comply with Twelve Bridges Mitigation Measure 4.10-5(a) which requires the use of mulching mowers or other methods of reducing the quantity of grass clipping shipped to the landfill for the maintenance of lands designated for city parks. Twelve Bridges Mitigation Measure 4.10-5(b) would no longer be applicable to the proposed project as it requires compliance with General

⁸¹ City of Lincoln. 1997. Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, SCH No. 97022074, August 1997. PDF.



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Plan policies that have been amended and renumbered since preparation of the 1997 SEIR. However, the current General Plan includes solid waste management policies that the proposed project would be required to implement. This includes General Plan Policy PFS-5.2, which requires maximum use of solid waste reduction, recycling and composting of waste, and General Plan Policy PFS-5.4 which requires all new buildings and facilities to have proper facilities for solid waste storage, handling, and collection pickup prior to issuance of building permits.⁸² Additionally, the proposed project would comply with federal, State, and local statutes and regulations related to solid waste. Therefore, the proposed project would not generate solid waste in excess of standards or in excess of the capacity of local infrastructure and would comply with existing statutes and regulations related to solid waste and impacts would be less than significant. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no additional mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

The following previously identified mitigation measures related to utilities and service systems are applicable to the proposed project. No additional mitigation measures would be required.

Twelve Bridges Mitigation Measure 4.10-1(c.ii): Written confirmation from the service provider that adequate potable and raw water will be provided to the site.

Twelve Bridges Mitigation Measure 4.10-3(c.ii): The project applicant shall demonstrate that adequate wastewater treatment facilities will be available to the future land uses on the project site. To demonstrate adequate wastewater treatment capacity, the applicants shall provide the following:

- Written confirmation from applicable wastewater treatment plants that the proposed wastewater treatment facilities will accept the wastewater from the buildup of the land uses on the project site.

Twelve Bridges Mitigation Measure 4.10-5(a): The future operation of the golf courses shall either compost and/or mulch the grass clippings and other vegetation waste or shall use mulching mowers or other methods of reducing the quantity of grass clippings shipped to the landfills. Similarly, the City of Lincoln shall use mulching mowers or other methods of reducing the quantity of grass clipping shipped to the landfill for the maintenance of the lands designated for city park in the Plan Area.

Conclusion

Based on the 1997 SEIR, implementation of the proposed project would not result in new significant or substantially greater impacts related to utilities and service systems from what has been identified in the 1997 SEIR. Impacts related to utilities and service systems resulting from the proposed project would be less than significant and no new mitigation measures are warranted. Furthermore, the proposed project's impacts related to utilities and service systems are within the scope of impacts identified in the 1997 SEIR.

⁸² City of Lincoln. 2008. City of Lincoln General Plan, March 2008. Available online at: <https://www.lincolnca.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>. Accessed June 2024.



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6.20 WILDFIRE

The 1997 SEIR did not discuss or analyze potential impacts related to wildfires as wildfire impacts were not included as a required resource topic by CEQA at the time of preparation. Therefore, the following analysis is provided for informational purposes only to discuss the additional standards of significance included in the 2024 CEQA Appendix G Checklist.

If located in or near an SRA or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Project Impact Analysis

(a-d) CAL FIRE publishes maps identifying SRA Fire Hazard Severity Zones. The latest maps were published by CAL FIRE on June 15, 2023, and according to the Placer County map, the project site is not located within an SRA, or a very high fire hazard severity zone.⁸³ Additionally, USFS's Wildfire Hazard Potential Map identified the project site as having moderate wildfire hazard potential.⁸⁴

The proposed project involves the development of a new community park and would not include any permanent habitable structures. The project site is relatively flat and not in an area subject to landslides or flooding. The proposed project would install new infrastructure; however, it would not exacerbate fire risk as all associated infrastructure would be constructed in accordance with City standards and applicable State Building and Fire Codes. As outlined in Section 4.6 of this Addendum, fire and emergency vehicle access would be provided by the entry off Cabra Street to access the southeast portion of the covered multi-use sport field. A 20-foot-wide fire access lane would be provided to the covered multi-sport field and a 12-foot-wide emergency vehicle access lane would extend to the concession and restroom building. Additionally, if required, the proposed project would construct a fire

⁸³ California Department of Forestry and Fire Protection. 2023. State Responsibility Area Fire Hazard Severity Zones – Placer County, published June 15, 2023. Available online at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map-2022/fire-hazard-severity-zones-maps-2022-files/fhsz_county_sra_11x17_2022_placer_2.pdf.

⁸⁴ United States Forest Service. 2024. Wildfire Hazard Potential. Available online at: <https://usfs.maps.arcgis.com/apps/mapviewer/index.html?layers=55226e8547f84aae8965210a9801c357>.



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water loop on-site to provide fire protection for the multi-use covered field and concession and restroom building. In coordination with the City of Lincoln Fire Department, the project proposes two on-site fire hydrants to provide fire response at the site. The proposed project would provide a defensible space landscaping approach along the northern edge, where there is no perimeter wall, to create a fire break. The inclusion of fire safety measures would ensure that the proposed project would not exacerbate wildfire risk thereby exposing project occupants to pollutant concentrations from wildfires or the uncontrolled spread of a wildfire. The proposed project would result in less than significant impacts related to wildfire. The proposed project would not result in new or more severe impacts than those evaluated in the 1997 SEIR, and no mitigation measures would be required. As such, the impact finding would remain unchanged from the 1997 SEIR.

Mitigation Measures

There are no previously identified mitigation measures related to wildfire that are applicable to the proposed project. No additional mitigation measures would be required.

Conclusion

As noted previously, impacts related to wildfires were not evaluated in the 1997 SEIR. Nevertheless, based on the analysis presented above, implementation of the proposed project would not result in new significant impacts and no new mitigation measures are warranted.



BELLA BREEZE PARK MASTER PLAN PROJECT

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List of Preparers

7.0 LIST OF PREPARERS

Report Preparers

Principal-in-Charge	Trevor Macenski
Project Manager.....	Kaela Johnson
Air Quality Specialist.....	Kaitlyn Heck
Air Quality and Climate Change Consultant	Briette Shea
Environmental Planner.....	Jennifer Webster
Senior Associate, Acoustics.....	Tracie Ferguson
Principal, Transportation Planning & Traffic Engineering.....	Daryl Zerfass
Archaeologist	Jenna Santy
Quality Reviewer.....	Anna Radonich



APPENDICES

APPENDIX A

Lighting System

Pole/Fixture Summary

Pole ID	Pole Height	Mtg Height	Fixture Qty	Luminaire Type	Load	Circuit
A1-A2	70'	70'	4	TLC-LED-1200	4.68 kW	A
		60'	1	TLC-LED-550	0.54 kW	I
		16'	1	TLC-BT-575	0.57 kW	A
A3-A4	60'	60'	3	TLC-LED-900	2.64 kW	C
		50'	1	TLC-LED-550	0.54 kW	I
		16'	1	TLC-BT-575	0.57 kW	C
B1	80'	80'	2	TLC-LED-1200	2.34 kW	A
		80'	1	TLC-LED-900	0.88 kW	A
		80'	2	TLC-LED-1500	2.82 kW	A
		50'	2	TLC-LED-900	1.76 kW	B
		16'	1	TLC-BT-575	0.57 kW	A
B2	80'	80'	1	TLC-LED-900	0.88 kW	A
		80'	2	TLC-LED-1200	2.34 kW	A
		80'	2	TLC-LED-1500	2.82 kW	A
		16'	1	TLC-BT-575	0.57 kW	A
B3-B4	80'	80'	2	TLC-LED-1200	2.34 kW	C
		80'	3	TLC-LED-900	2.64 kW	C
		16'	1	TLC-BT-575	0.57 kW	C
		80'	4	TLC-LED-1200	1.17 kW	A
C1-C2	80'	80'	1	TLC-LED-900	3.52 kW	A
		80'	4	TLC-LED-900	1.15 kW	A
		16'	2	TLC-BT-575	1.15 kW	A
P1	50'	50'	2	TLC-LED-900	1.76 kW	B
P2	50'	50'	2	TLC-LED-550	1.08 kW	E
P3	50'	50'	2	TLC-LED-550	1.08 kW	E
P4	50'	50'	2	TLC-LED-550	1.08 kW	F
P5-P6	50'	50'	2	TLC-LED-550	1.08 kW	G
P7	50'	50'	2	TLC-LED-550	1.08 kW	F
P8	50'	50'	2	TLC-LED-550	1.08 kW	G
P9	50'	50'	2	TLC-LED-550	1.08 kW	E
P10-P11	40'	40'	2	TLC-LED-900	1.76 kW	H
P12-P13	50'	50'	2	TLC-LED-550	1.08 kW	H
S1-S4	70'	70'	1	TLC-LED-1200	1.17 kW	D
		70'	4	TLC-LED-1500	5.64 kW	D
		16'	2	TLC-BT-575	1.15 kW	D
27			124		109.12 kW	

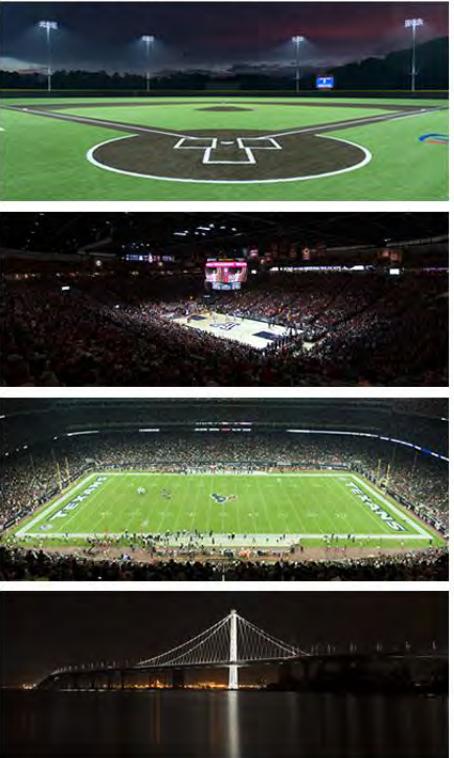
Circuit Summary

Circuit	Description	Load	Fixture Qty
A	Baseball	35.42 kW	36
B	Basketball	3.52 kW	4
C	Softball	17.54 kW	20
D	Football	31.84 kW	28
E	Pickleball 1-3	4.32 kW	8
F	Pickleball 4-6	4.32 kW	8
G	Pickleball 7-9	4.32 kW	8
H	Pump Track	5.68 kW	8
I	Egress	2.16 kW	4

Fixture Type Summary

Type	Source	Wattage	Lumens	L90	L80	L70	Quantity
TLC-BT-575	LED 5700K - 75 CRI	575W	52,000	>120,000	>120,000	>120,000	20
TLC-LED-1200	LED 5700K - 75 CRI	1170W	150,000	>120,000	>120,000	>120,000	22
TLC-LED-1500	LED 5700K - 75 CRI	1410W	181,000	>120,000	>120,000	>120,000	20
TLC-LED-550	LED 5700K - 75 CRI	540W	67,000	>120,000	>120,000	>120,000	32
TLC-LED-900	LED 5700K - 75 CRI	880W	104,000	>120,000	>120,000	>120,000	30

From Hometown to Professional



Single Luminaire Amperage Draw Chart

Driver Specifications (.90 min power factor)	Line Amperage Per Luminaire (max draw)						
	208 (60)	220 (60)	240 (60)	277 (60)	347 (60)	380 (60)	480 (60)
Single Phase Voltage							
TLC-BT-575	3.3	3.2	2.9	2.5	2.0	1.8	1.5
TLC-LED-1200	6.9	6.5	6.0	5.2	4.2	3.8	3.0
TLC-LED-1500	8.4	7.9	7.3	6.3	5.0	4.6	3.6
TLC-LED-550	3.2	3.0	2.8	2.4	1.9	1.8	1.4
TLC-LED-900	5.2	4.9	4.5	3.9	3.1	2.9	2.3

Light Level Summary

Calculation Grid Summary

Grid Name	Calculation Metric	Illumination					Circuits	Fixture Qty
		Ave	Min	Max	Max/Min	Ave/Min		
Baseball (Infield)	Horizontal Illuminance	50.31	40.71	58.04	1.43	1.24	A	36
Baseball (Outfield)	Horizontal Illuminance	30.25	19.60	39.67	2.02	1.54	A	36
Baseball Security	Horizontal	7.43	0.49	17.22	34.90	15.06	I	4
Basketball	Horizontal Illuminance	33.16	25.25	38.57	1.53	1.31	B	4
Football	Horizontal Illuminance	31.38	24.48	37.43	1.53	1.28	D	28
Pickleball 1-3	Horizontal Illuminance	34.43	28.48	40.52	1.42	1.21	E	8
Pickleball 4-6	Horizontal Illuminance	35.58	27.61	44.14	1.60	1.29	F	8
Pickleball 7-9	Horizontal Illuminance	34.95	29.07	43.10	1.48	1.20	G	8
Property Spill	Horizontal Illuminance	0.0347	0.0000	0.2722	-	-	A,B,C,D,E,F,G	124
Property Spill	Max Candela Metric	931.4043	7.6746	4202.2695	547.558	121.362	A,B,C,D,E,F,G	124
Property Spill	Max Vertical Illuminance Metric	0.0644	0.0000	0.3987	-	-	A,B,C,D,E,F,G	124
Pump Track	Horizontal Illuminance	27.10	16.61	38.24	2.30	1.63	H	8
Soccer	Horizontal Illuminance	32.03	24.49	37.42	1.53	1.31	D	28
Softball (Infield)	Horizontal Illuminance	50.86	37.10	58.49	1.58	1.37	C	20
Softball (Outfield)	Horizontal Illuminance	30.84	20.04	44.93	2.24	1.54	C	20
Softball Security	Horizontal	9.65	2.75	18.44	6.72	3.52	I	4

Bella Breeze Park

Lincoln, CA

Grid Summary

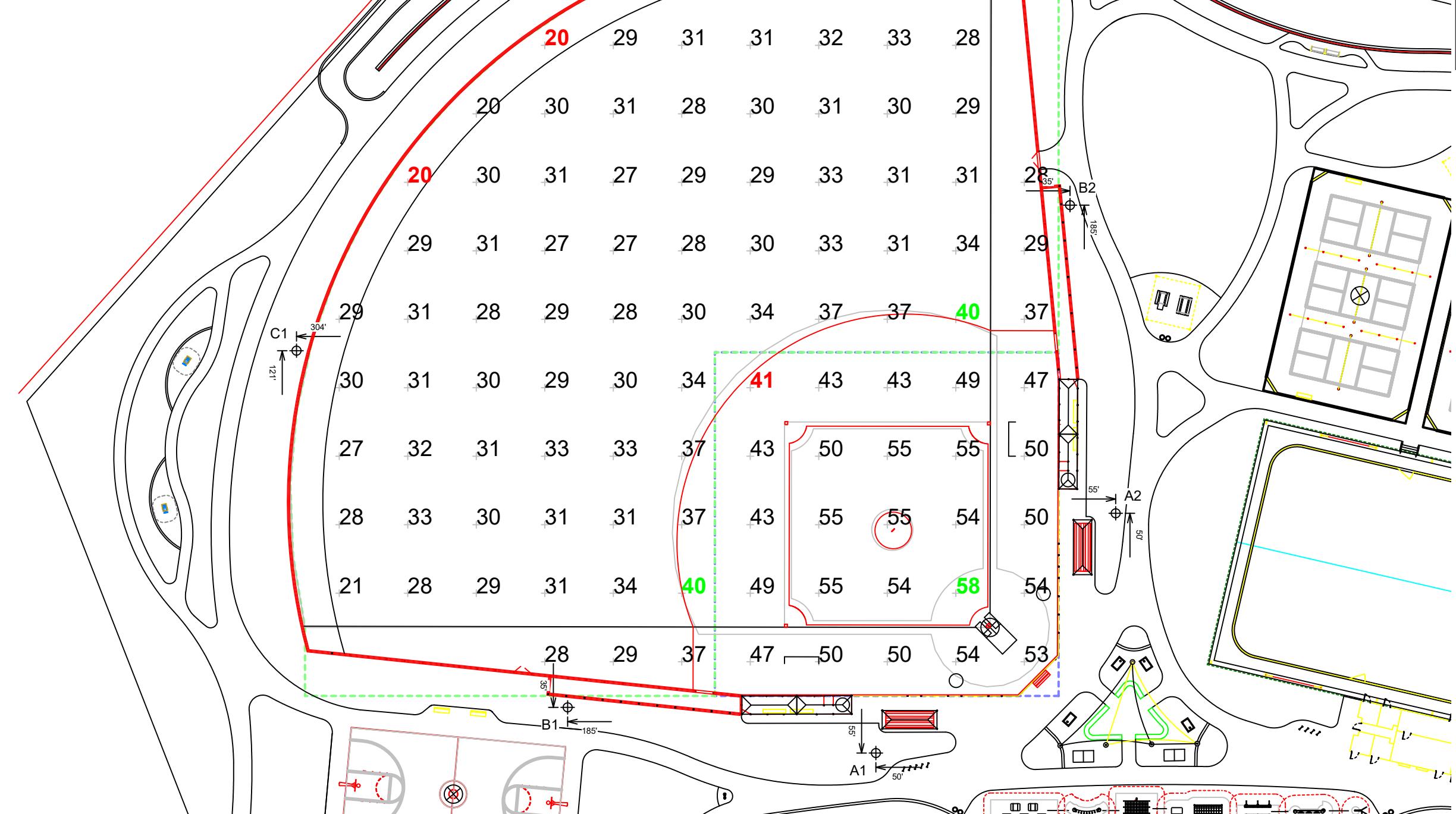
Name	Baseball
Size	300'x330'x300' - basepath 90'
Spacing	30.0' x 30.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Infield	Outfield
Guaranteed Average	50 30
Scan Average	50.31 30.25
Maximum	58.04 39.67
Minimum	40.71 19.60
Avg/Min	1.24 1.54
Guaranteed Max/Min	2 2.5
Max/Min	1.43 2.02
UG (adjacent pts)	1.27 1.54
CU	0.76
No. of Points	25 78
LUMINAIRE INFORMATION	
Applied Circuits	A
No. of Luminaires	36
Total Load	35.42 kW

Equipment List For Areas Shown			
Pole		Luminaires	
QTY	LOCATION	SIZE	GRADE ELEVATION
2	A1-A2	70'	-
		70'	70'
		60'	60'
		15.5'	15.5'
1	B1	80'	-
		80'	80'
		80'	80'
		50'	50'
		15.5'	15.5'
1	B2	80'	-
		80'	80'
		80'	80'
		15.5'	15.5'
2	C1-C2	80'	-
		80'	80'
		15.5'	15.5'
6	Totals		
		40	36
		36	4

*Above Grade level relative to the field



SCALE IN FEET 1 : 50

0' 50' 100'

ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) \oplus dimensions are relative to 0,0 reference point(s) \otimes



We Make It Happen

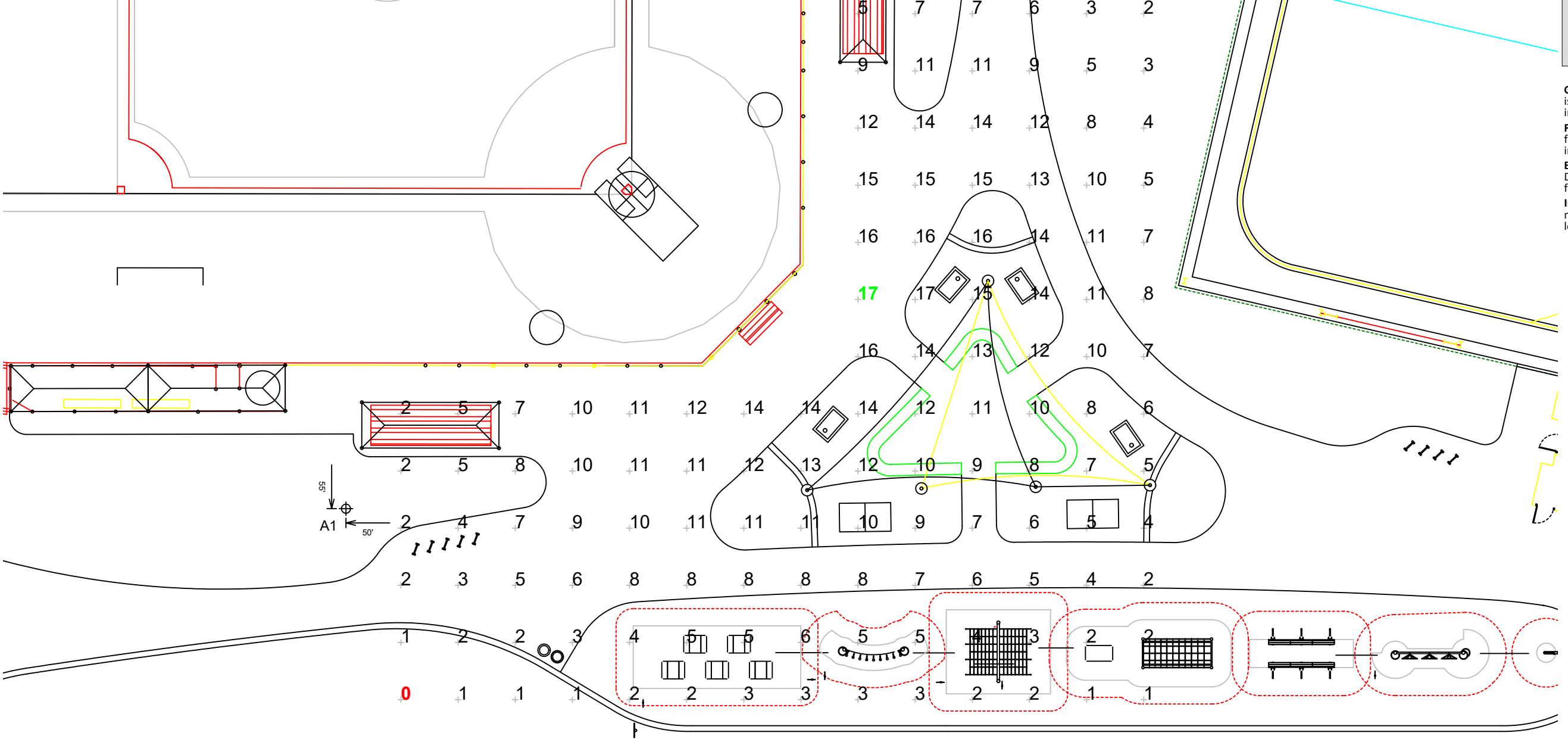
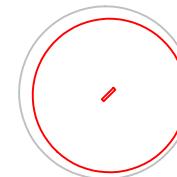
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ILLUMINATION SUMMARY

Equipment List For Areas Shown

Pole		Luminaires						
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	A1-A2	70'	-	70' 60' 15.5'	TLC-LED-1200 TLC-LED-550 TLC-BT-575	4 1 1	0 1 0	4 0 1
2	A3-A4	60'	-	60' 50' 15.5'	TLC-LED-900 TLC-LED-550 TLC-BT-575	3 1 1	0 1 0	3 0 1
4	Totals					22	4	18

*Above Grade level relative to the field



SCALE IN FEET 1 : 20



ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) \oplus dimensions are relative
to 0,0 reference point(s) \otimes

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Baseball Security
Size	300'x330'x300' - basepath 90'
Spacing	10.0' x 10.0'
Height	0.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	Scan Average 7.43
Maximum	17.22
Minimum	0.49
Avg/Min	15.06
Max/Min	34.90
UG (adjacent pts)	2.23
CU	0.38
No. of Points	132
LUMINAIRE INFORMATION	
Applied Circuits	1
No. of Luminaires	4
Total Load	2.16 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



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ILLUMINATION SUMMARY

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Basketball
Size	94' x 50'
Spacing	10.0' x 10.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	30
Guaranteed Average	30
Scan Average	33.16
Maximum	38.57
Minimum	25.25
Avg/Min	1.31
Guaranteed Max/Min	3
Max/Min	1.53
UG (adjacent pts)	1.25
CU	0.52
No. of Points	50
LUMINAIRE INFORMATION	
Applied Circuits	B
No. of Luminaires	4
Total Load	3.52 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

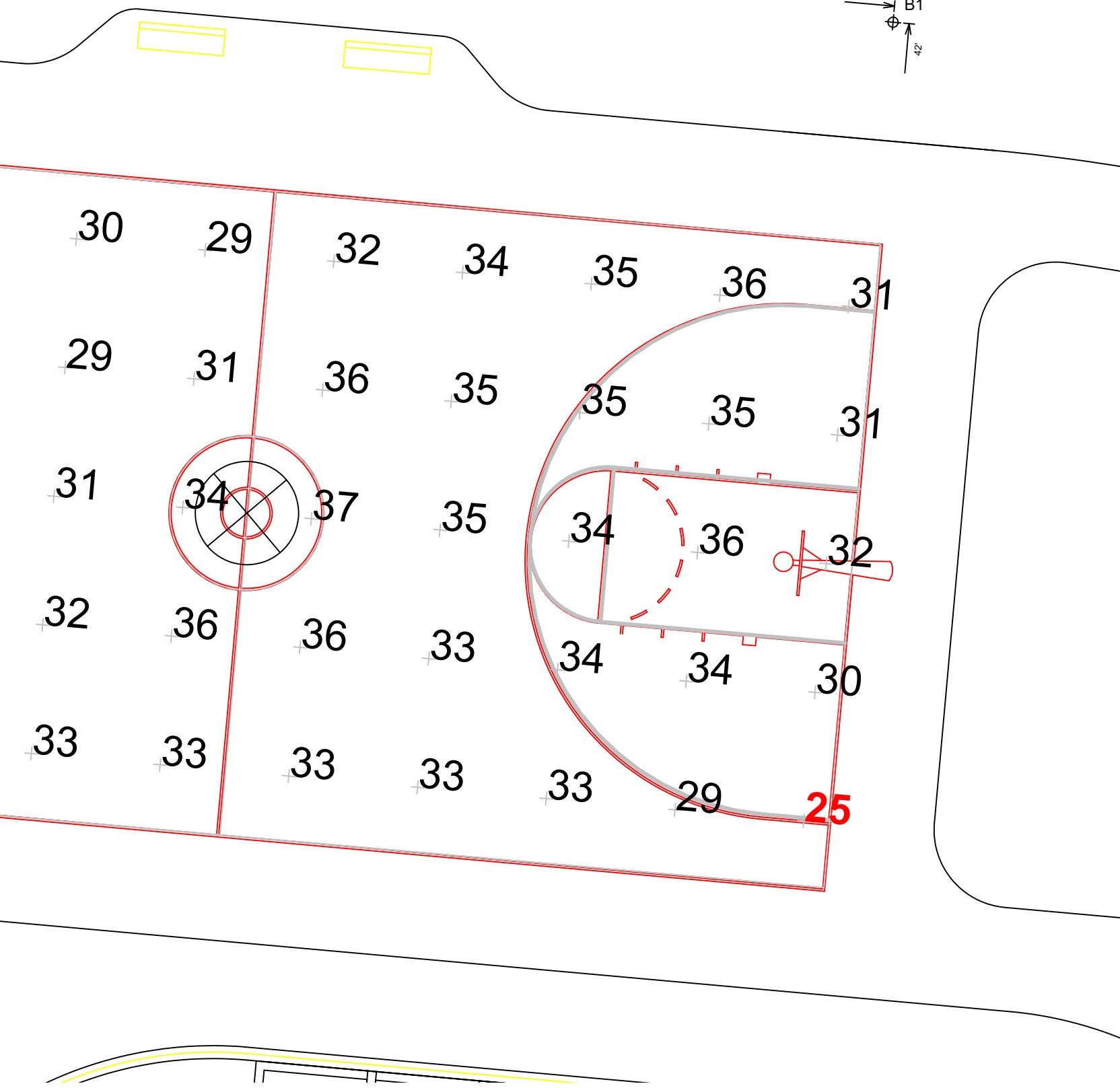
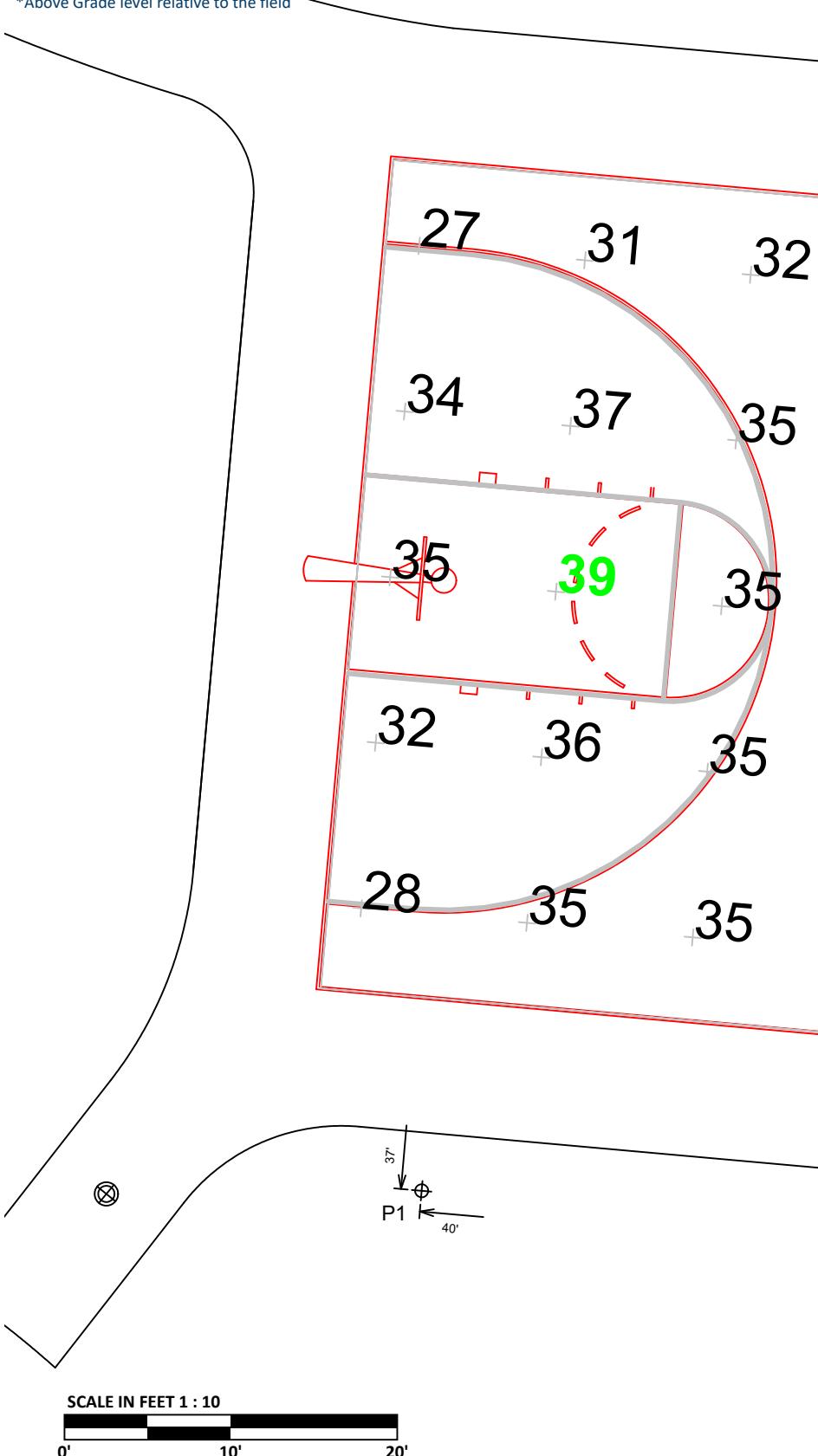
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Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

Equipment List For Areas Shown								
Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	B1	80'	-	80'	TLC-LED-1200	2	0	2
				80'	TLC-LED-1500	2	0	2
				80'	TLC-LED-900	1	0	1
				50'	TLC-LED-900	2	2	0
				15.5'	TLC-BT-575	1	0	1
1	P1	50'	-	50'	TLC-LED-900	2	2	0
2	Totals					10	4	6

*Above Grade level relative to the field

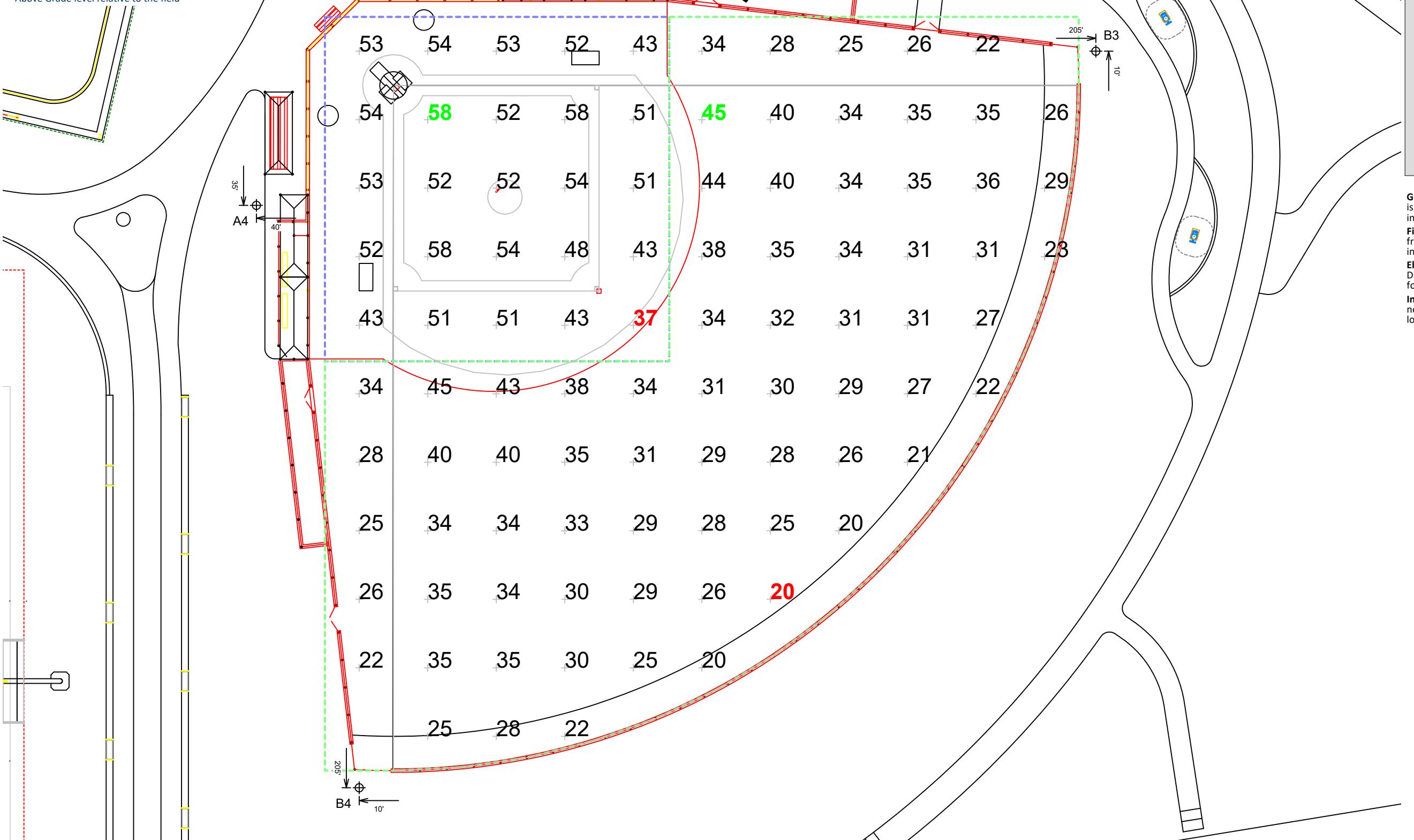


Pole location(s) \oplus dimensions are relative to 0,0 reference point(s) \otimes

Equipment List For Areas Shown

Pole				Luminaires			
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID
2	A3-A4	60'	-	60'	TLC-LED-900	3	3
				50'	TLC-LED-550	1	0
				15.5'	TLC-BT-575	1	1
2	B3-B4	80'	-	80'	TLC-LED-1200	2	2
				80'	TLC-LED-900	3	3
				15.5'	TLC-BT-575	1	1
4	Totals					22	20

*Above Grade level relative to the field



SCALE IN FEET 1 : 30

0' 30' 60' **ENGINEERED DESIGN** By A. Ross - File #2222122B - 18 Jun 2024

Pole location(s) \oplus dimensions are relative
to 0,0 reference point(s) \otimes

Bellla Breeze Park

Lincoln, CA

Grid Summary

Name Softball
Size 200'x200'x200' - basepath 60'
Spacing 20.0' x 20.0'
Height 3.0' above grade

Illumination Summary

		MAINTAINED HORIZONTAL FOOTCANDLES	
		Infield	Outfield
Guaranteed Average	50	30	
Scan Average	50.86	30.84	
Maximum	58.49	44.93	
Minimum	37.10	20.04	
Avg/Min	1.37	1.54	
Guaranteed Max/Min	2	2.5	
Max/Min	1.58	2.24	
UG (adjacent pts)	1.21	1.56	
CU	0.70		
No. of Points	25	71	
LUMINAIRE INFORMATION			
Applied Circuits	C		
No. of Luminaires	20		
Total Load	17.54 kW		

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



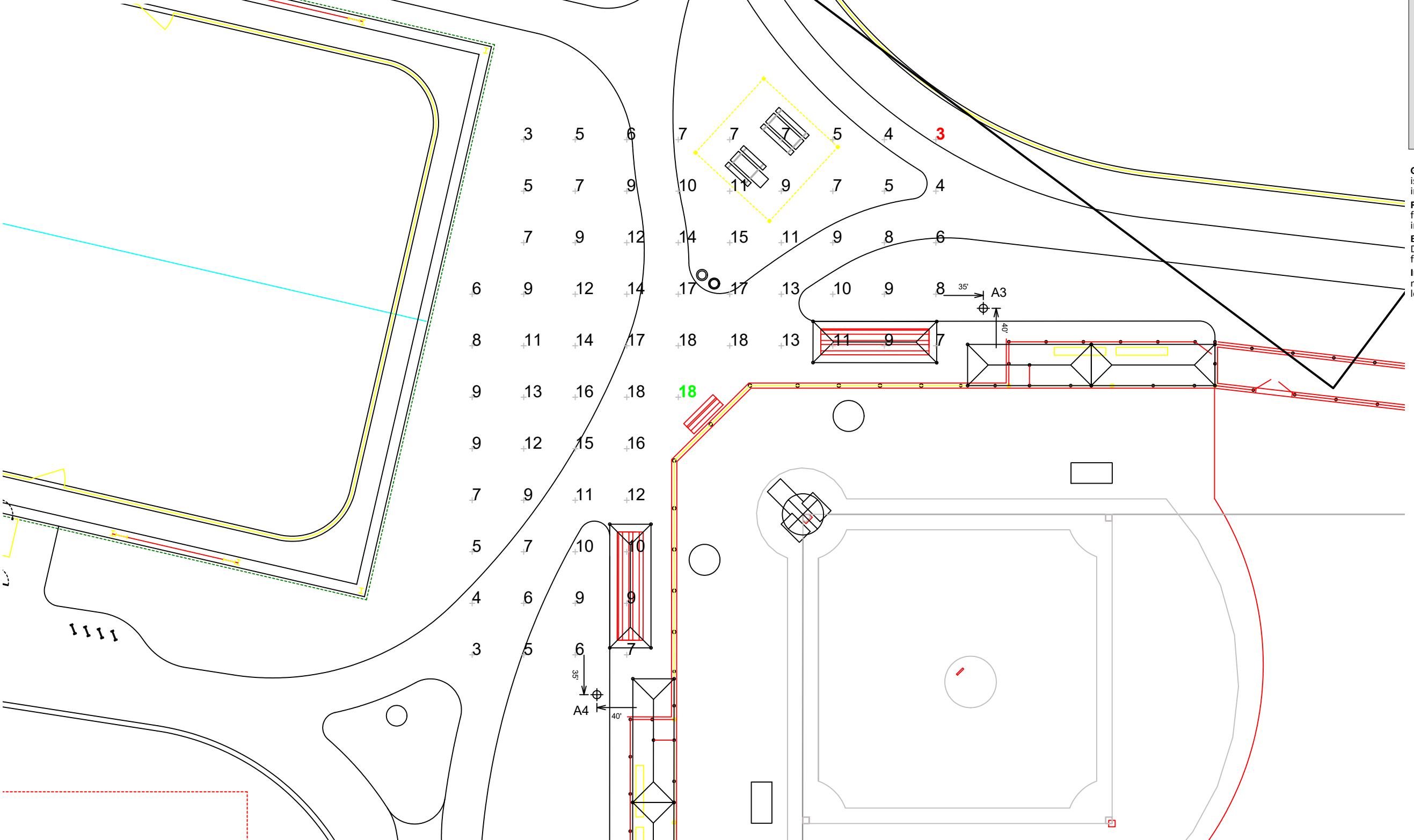
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Equipment List For Areas Shown

Pole		Luminaires						
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	A1-A2	70'	-	70' 60' 15.5'	TLC-LED-1200 TLC-LED-550 TLC-BT-575	4 1 1	0 1 0	4 0 1
2	A3-A4	60'	-	60' 50' 15.5'	TLC-LED-900 TLC-LED-550 TLC-BT-575	3 1 1	0 1 0	3 0 1
4	Totals					22	4	18

*Above Grade level relative to the field



SCALE IN FEET 1 : 20



ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) \oplus dimensions are relative
to 0,0 reference point(s) \otimes

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Softball Security
Size	200'x200'x200' - basepath 60'
Spacing	10.0' x 10.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	Scan Average 9.65
Maximum	18.44
Minimum	2.75
Avg/Min	3.52
Max/Min	6.72
UG (adjacent pts)	1.57
CU	0.27
No. of Points	72
LUMINAIRE INFORMATION	
Applied Circuits	1
No. of Luminaires	4
Total Load	2.16 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



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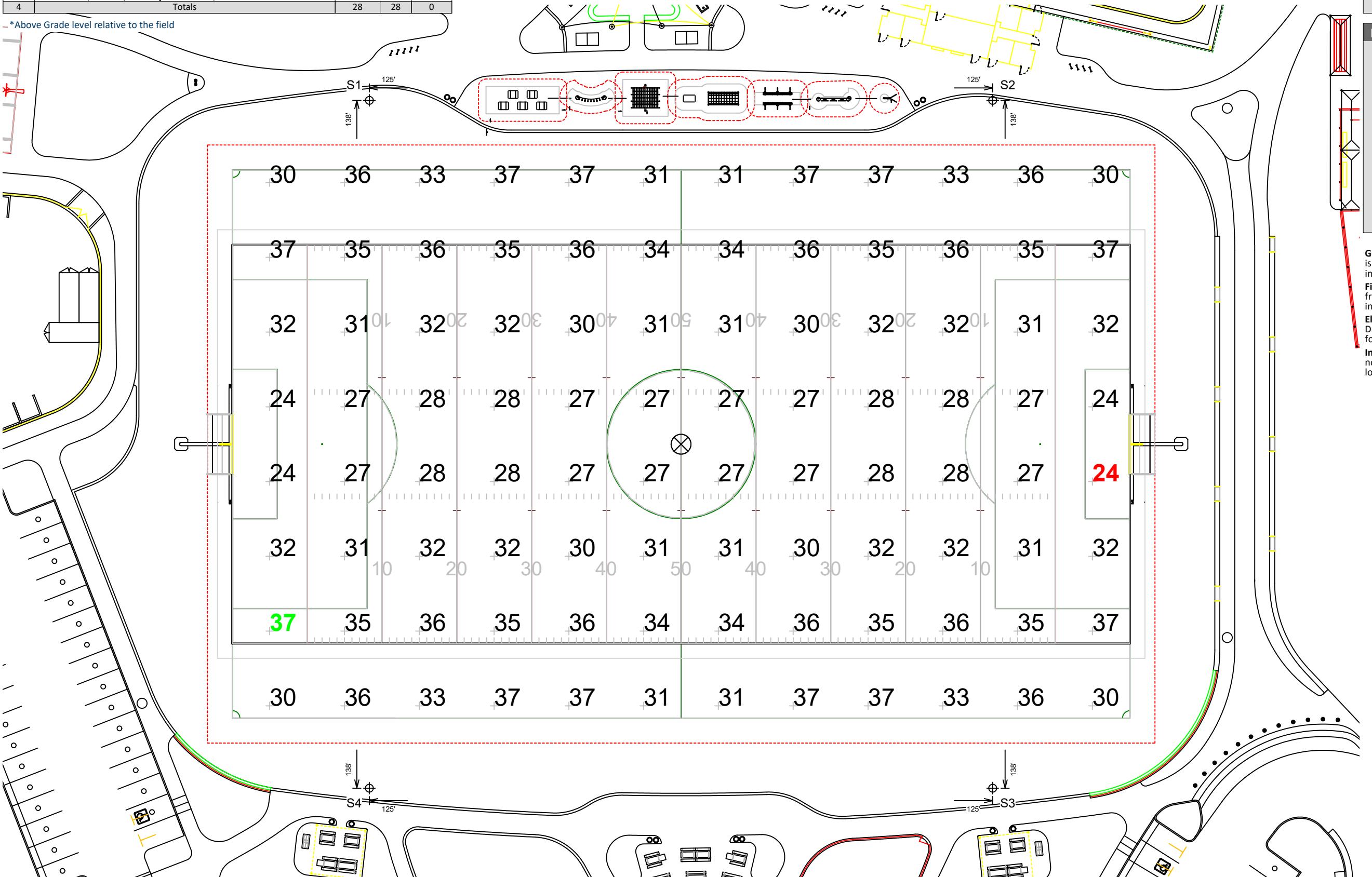
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ILLUMINATION SUMMARY

Equipment List For Areas Shown

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRID
4	S1-S4	70'	-	70' 70' 15.5'	TLC-LED-1200 TLC-LED-1500 TLC-BT-575	1 4 2	1 4 2	0 0 0
4				Totals		28	28	0

— *Above Grade level relative to the field



SCALE IN FEET 1 : 40

ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-

Pole location(s) \oplus dimensions are related to 0.0 reference point(s) \otimes

Bellla Breeze Park

Lincoln, CA

Grid Summary

Name Soccer
Size 360' x 220'
Spacing 30.0' x 30.0'
Height 3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
	Entire Grid
Guaranteed Average	30
Scan Average	32.03
Maximum	37.42
Minimum	24.49
Avg/Min	1.31
Guaranteed Max/Min	2.5
Max/Min	1.53
UG (adjacent pts)	1.31
CU	0.70
No. of Points	96
LUMINAIRE INFORMATION	
Applied Circuits	D
No. of Luminaires	28
Total Load	31.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



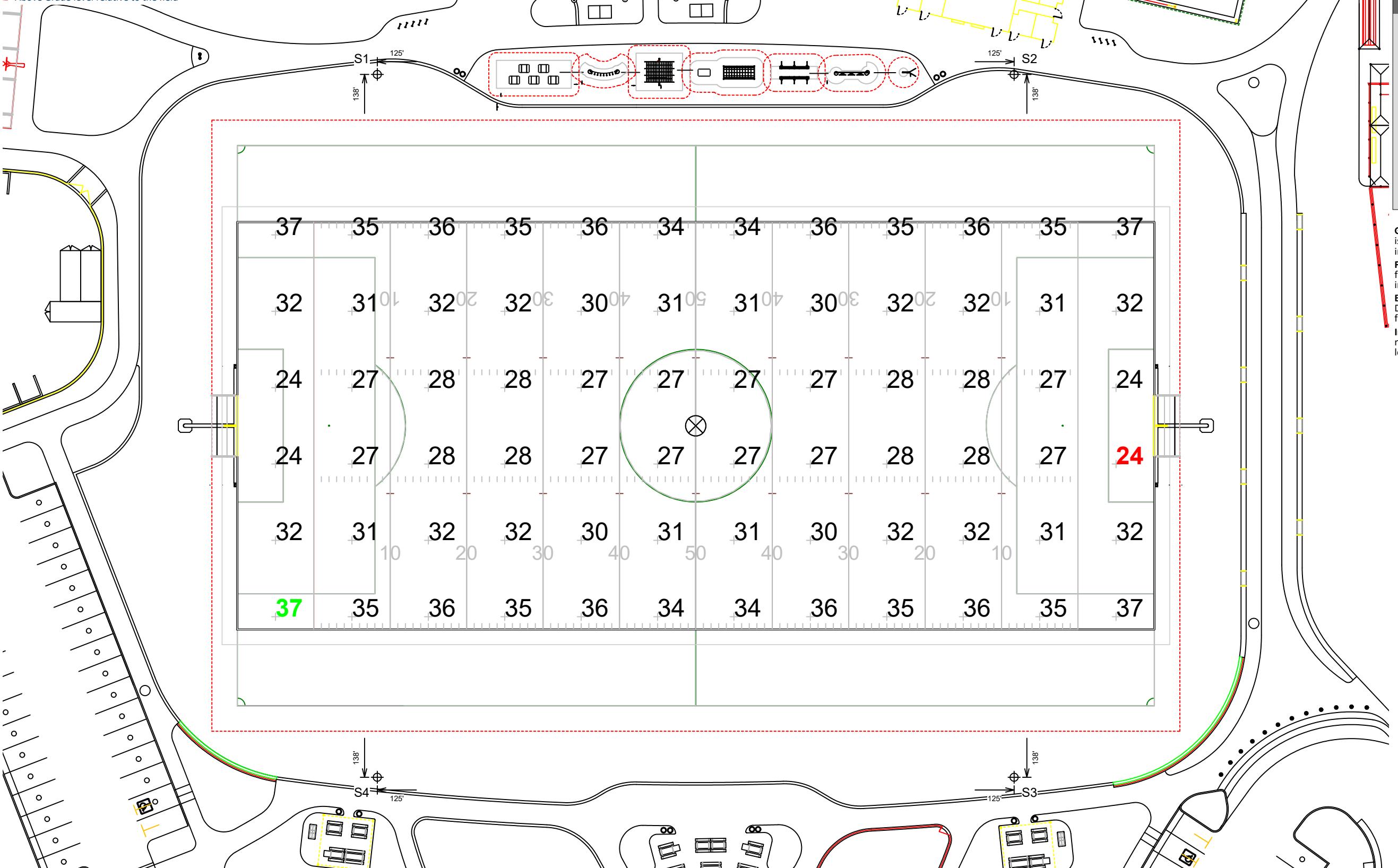
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Equipment List For Areas Shown

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS	
4	S1-S4	70'	-	70' 70' 15.5'	1 4 2	1 4 2	0 0 0	
4				TLC-LED-1200 TLC-LED-1500 TLC-BT-575	28	28	0	
				Totals				

*Above Grade level relative to the field



SCALE IN FEET 1 : 40

ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) dimensions are relative to 0,0 reference point(s)

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Football
Size	360' x 160'
Spacing	30.0' x 30.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Guaranteed Average	30
Scan Average	31.38
Maximum	37.43
Minimum	24.48
Avg/Min	1.28
Guaranteed Max/Min	2.5
Max/Min	1.53
UG (adjacent pts)	1.31
CU	0.52
No. of Points	72
LUMINAIRE INFORMATION	
Applied Circuits	D
No. of Luminaires	28
Total Load	31.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



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ILLUMINATION SUMMARY

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Pickleball 1-3
Size	100' x 64'
Spacing	10.0' x 10.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	30
Guaranteed Average	30
Scan Average	34.43
Maximum	40.52
Minimum	28.48
Avg/Min	1.21
Guaranteed Max/Min	2.5
Max/Min	1.42
UG (adjacent pts)	1.30
CU	0.52
No. of Points	60
LUMINAIRE INFORMATION	
Applied Circuits	E
No. of Luminaires	8
Total Load	4.32 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

Equipment List For Areas Shown								
Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	P2	50'	-	50'	TLC-LED-550	2	2	0
2	P3	50'	-	50'	TLC-LED-550	4	2	2
4								
				Totals		12	8	4

*Above Grade level relative to the field



SCALE IN FEET 1 : 20



ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) dimensions are relative to 0,0 reference point(s)



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ILLUMINATION SUMMARY

Equipment List For Areas Shown

QTY	LOCATION	SIZE	GRADE ELEVATION	Luminaires			
				LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
4	P3-P4 P7-P8	50'	-	TLC-LED-550	4	2	2
4	Totals				16	8	8

*Above Grade level relative to the field



Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Pickleball 4-6
Size	100' x 64'
Spacing	10.0' x 10.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	30
Guaranteed Average	30
Scan Average	35.58
Maximum	44.14
Minimum	27.61
Avg/Min	1.29
Guaranteed Max/Min	2.5
Max/Min	1.60
UG (adjacent pts)	1.30
CU	0.48
No. of Points	60
LUMINAIRE INFORMATION	
Applied Circuits	F
No. of Luminaires	8
Total Load	4.32 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



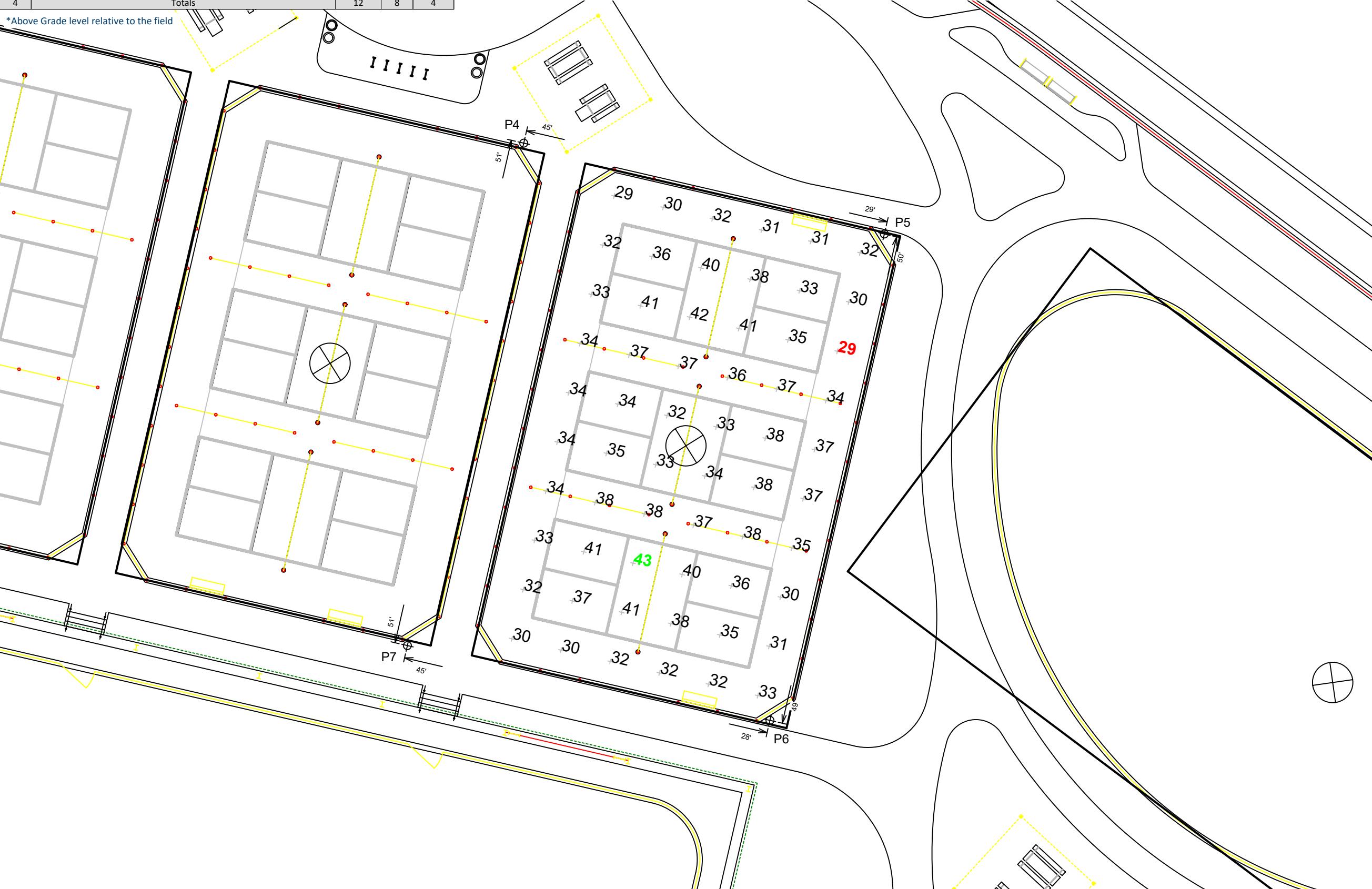
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ILLUMINATION SUMMARY

Equipment List For Areas Shown

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS	
2	P4	50'	-	50'	TLC-LED-550	4	2	2
2	P5-P6	50'	-	50'	TLC-LED-550	2	2	0
4						12	8	4
								Totals

*Above Grade level relative to the field



SCALE IN FEET 1 : 20



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Pole location(s) dimensions are relative to 0,0 reference point(s)

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Pickleball 7-9
Size	100' x 64'
Spacing	10.0' x 10.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	30
Guaranteed Average	30
Scan Average	34.95
Maximum	43.10
Minimum	29.07
Avg/Min	1.20
Guaranteed Max/Min	2.5
Max/Min	1.48
UG (adjacent pts)	1.29
CU	0.47
No. of Points	60
LUMINAIRE INFORMATION	
Applied Circuits	G
No. of Luminaires	8
Total Load	4.32 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



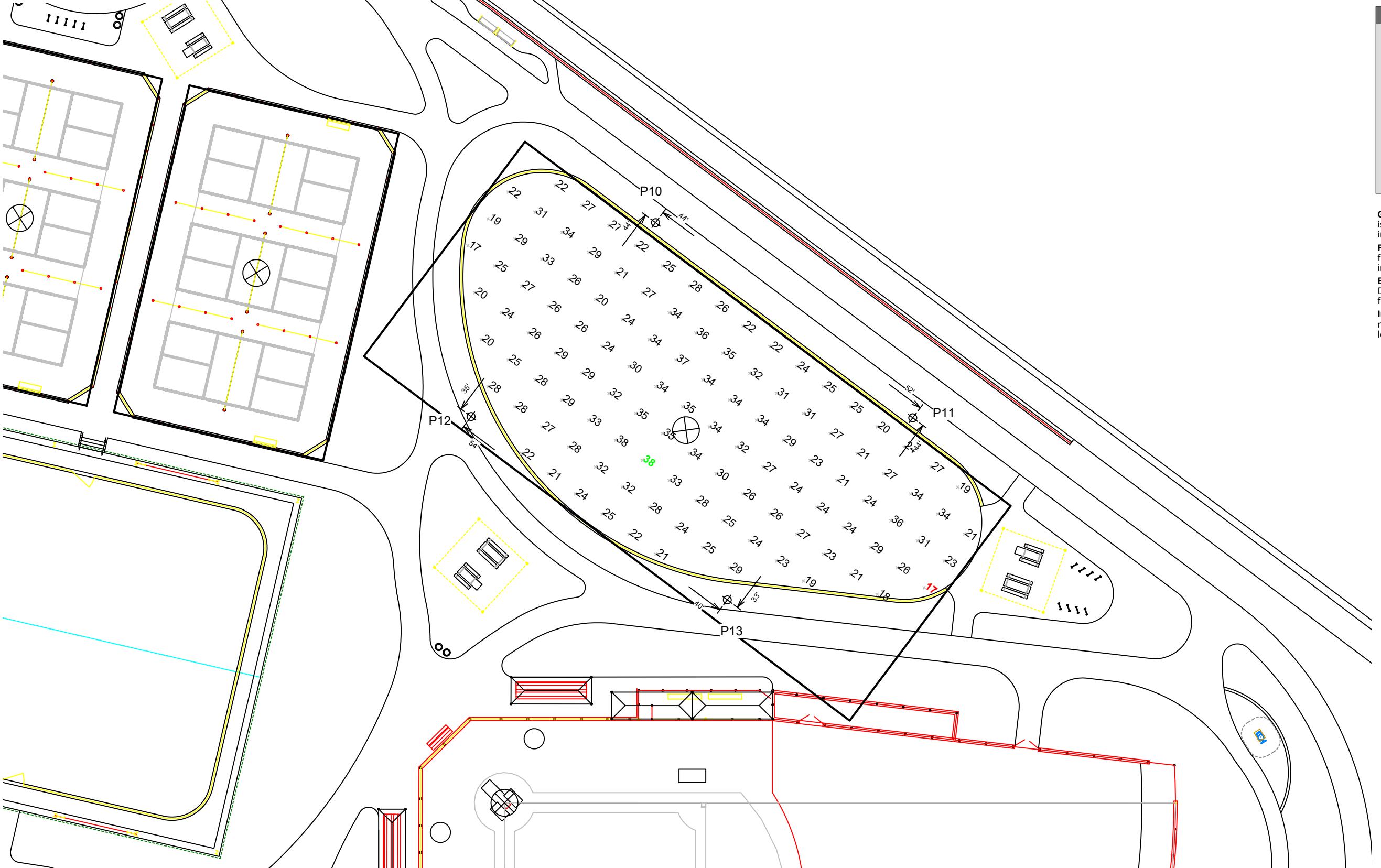
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ILLUMINATION SUMMARY

Equipment List For Areas Shown

Pole		Luminaires						
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	P10-P11	40'	-	40'	TLC-LED-900	2	2	0
2	P12-P13	50'	-	50'	TLC-LED-550	2	2	0
4						8	8	0
Totals								

*Above Grade level relative to the field



SCALE IN FEET 1 : 30

0' 30' 60'

ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) dimensions are relative to 0,0 reference point(s)

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Pump Track
Size	181' x 80'
Spacing	10.0' x 10.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	27.10
Scan Average	27.10
Maximum	38.24
Minimum	16.61
Avg/Min	1.63
Max/Min	2.30
UG (adjacent pts)	1.82
CU	0.72
No. of Points	115
LUMINAIRE INFORMATION	
Applied Circuits	H
No. of Luminaires	8
Total Load	5.68 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



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ILLUMINATION SUMMARY

Equipment List For Areas Shown

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	A1-A2	70'	-	70' 60' 15.5'	TLC-LED-1200 TLC-LED-550 TLC-BT-575	4 1 1	4 1 1	0 0 0
2	A3-A4	60'	-	60' 50' 15.5'	TLC-LED-900 TLC-LED-550 TLC-BT-575	3 1 1	3 1 1	0 0 0
1	B1	80'	-	80' 80' 80' 50' 15.5'	TLC-LED-1200 TLC-LED-1500 TLC-LED-900 TLC-LED-900 TLC-BT-575	2 2 1 2 1	2 2 1 2 1	0 0 0 0 0
1	B2	80'	-	80' 80' 80' 15.5'	TLC-LED-1200 TLC-LED-1500 TLC-LED-900 TLC-BT-575	2 2 1 1	2 2 1 1	0 0 0 0
2	B3-B4	80'	-	80' 15.5'	TLC-LED-1200 TLC-LED-900 TLC-BT-575	2 3 1	2 3 1	0 0 0
2	C1-C2	80'	-	80' 80' 15.5'	TLC-LED-1200 TLC-LED-900 TLC-BT-575	1 4 2	1 4 2	0 0 0
3	P1 P10-P11	50'	-	50'	TLC-LED-900	2	2	0
6	P2 P5-P6 P9 P12-P13	50'	-	50'	TLC-LED-550	2	2	0
4	P3-P4 P7-P8	50'	-	50'	TLC-LED-550	4	4	0
4	S1-S4	70'	-	70' 70' 15.5'	TLC-LED-1200 TLC-LED-1500 TLC-BT-575	1 4 2	1 4 2	0 0 0
27	Totals					124	124	0

*Above Grade level relative to the field

SCALE IN FEET 1 : 150



0' 150' 300'

ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Property Spill
Spacing	30.0' x 30.0'
Height	3.0' above grade

Illumination Summary

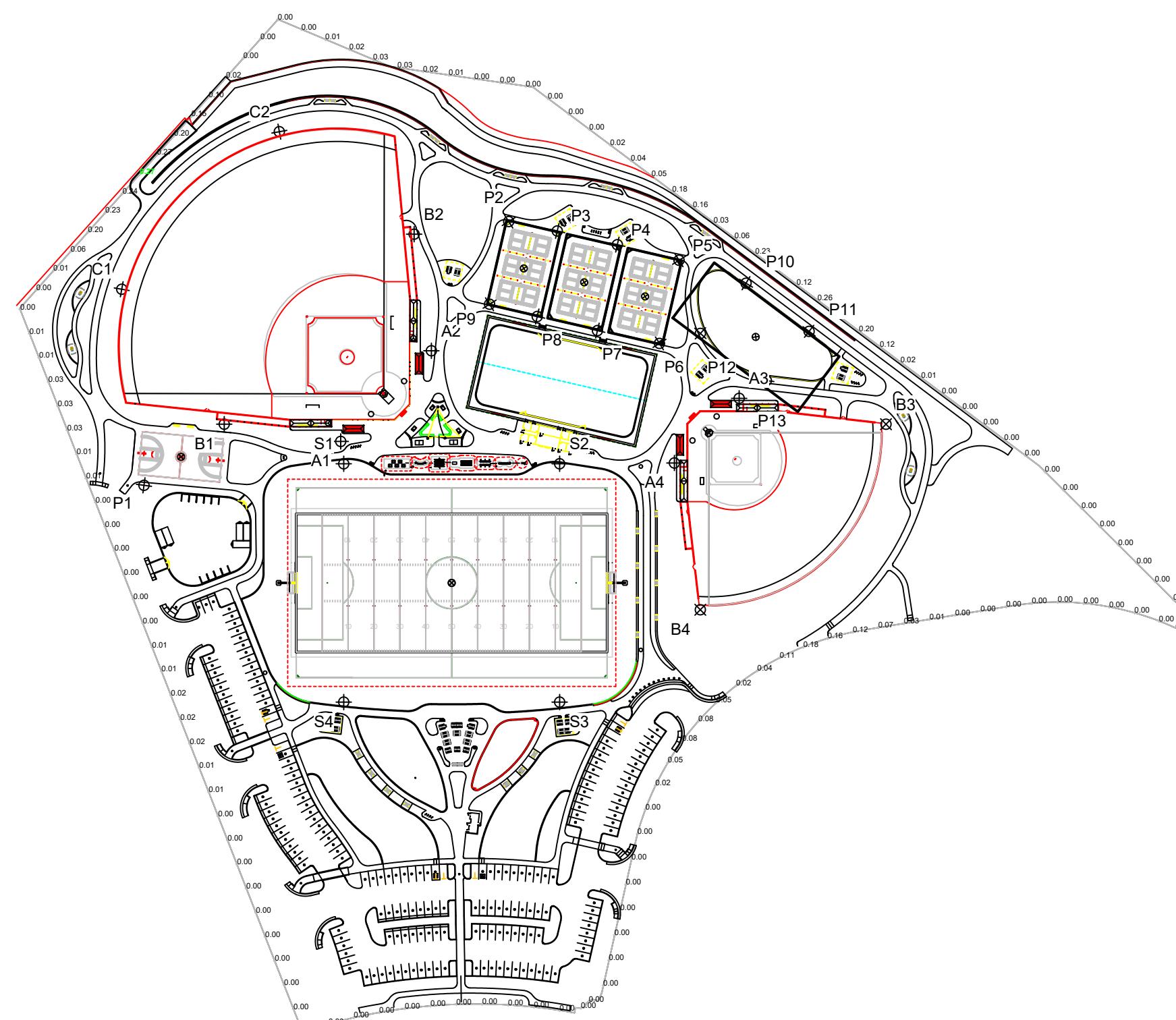
MAINTAINED HORIZONTAL FOOTCANDLES	
Entire Grid	0.0393
Scan Average	0.0393
Maximum	0.2746
Minimum	0.0000
CU	0.00
No. of Points	132
LUMINAIRE INFORMATION	
Applied Circuits	A,B,C,D,E,F,G,H,I
No. of Luminaires	124
Total Load	109.12 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

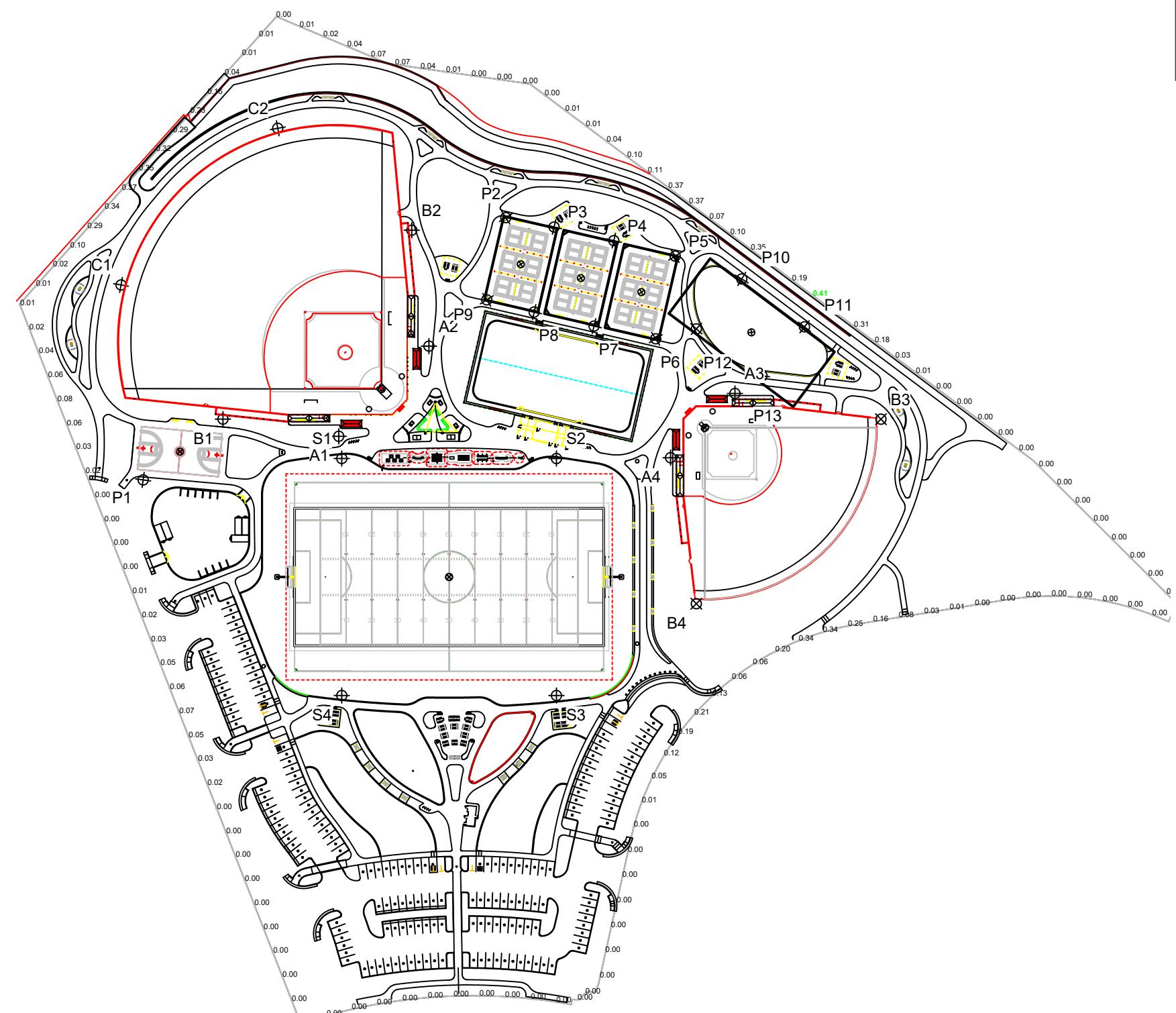
Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Equipment List For Areas Shown

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	A1-A2	70'	-	70'	TLC-LED-1200	4	4	0
				60'	TLC-LED-550	1	1	0
				15.5'	TLC-BT-575	1	1	0
2	A3-A4	60'	-	60'	TLC-LED-900	3	3	0
				50'	TLC-LED-550	1	1	0
				15.5'	TLC-BT-575	1	1	0
1	B1	80'	-	80'	TLC-LED-1200	2	2	0
				80'	TLC-LED-1500	2	2	0
				80'	TLC-LED-900	1	1	0
				50'	TLC-LED-900	2	2	0
				15.5'	TLC-BT-575	1	1	0
				80'	TLC-LED-1200	2	2	0
1	B2	80'	-	80'	TLC-LED-1500	2	2	0
				80'	TLC-LED-900	1	1	0
				15.5'	TLC-BT-575	1	1	0
2	B3-B4	80'	-	80'	TLC-LED-1200	2	2	0
				80'	TLC-LED-900	3	3	0
				15.5'	TLC-BT-575	1	1	0
2	C1-C2	80'	-	80'	TLC-LED-1200	1	1	0
				80'	TLC-LED-900	4	4	0
				15.5'	TLC-BT-575	2	2	0
3	P1 P10-P11	50'	-	50'	TLC-LED-900	2	2	0
6	P2 P5-P6 P9 P12-P13	50'	-	50'	TLC-LED-550	2	2	0
4	P3-P4 P7-P8	50'	-	50'	TLC-LED-550	4	4	0
4	S1-S4	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-1500	4	4	0
				15.5'	TLC-BT-575	2	2	0
27	Totals					124	124	0

*Above Grade level relative to the field



SCALE IN FEET 1 : 150



150'

300'

ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) dimensions are relative
to 0,0 reference point(s)

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Property Spill
Spacing	30.0' x 30.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED MAX VERTICAL FOOTCANDLES	
Scan Average	0.0692
Maximum	0.4134
Minimum	0.0000
CU	0.00
No. of Points	132
LUMINAIRE INFORMATION	
Applied Circuits	A,B,C,D,E,F,G,H,I
No. of Luminaires	124
Total Load	109.12 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



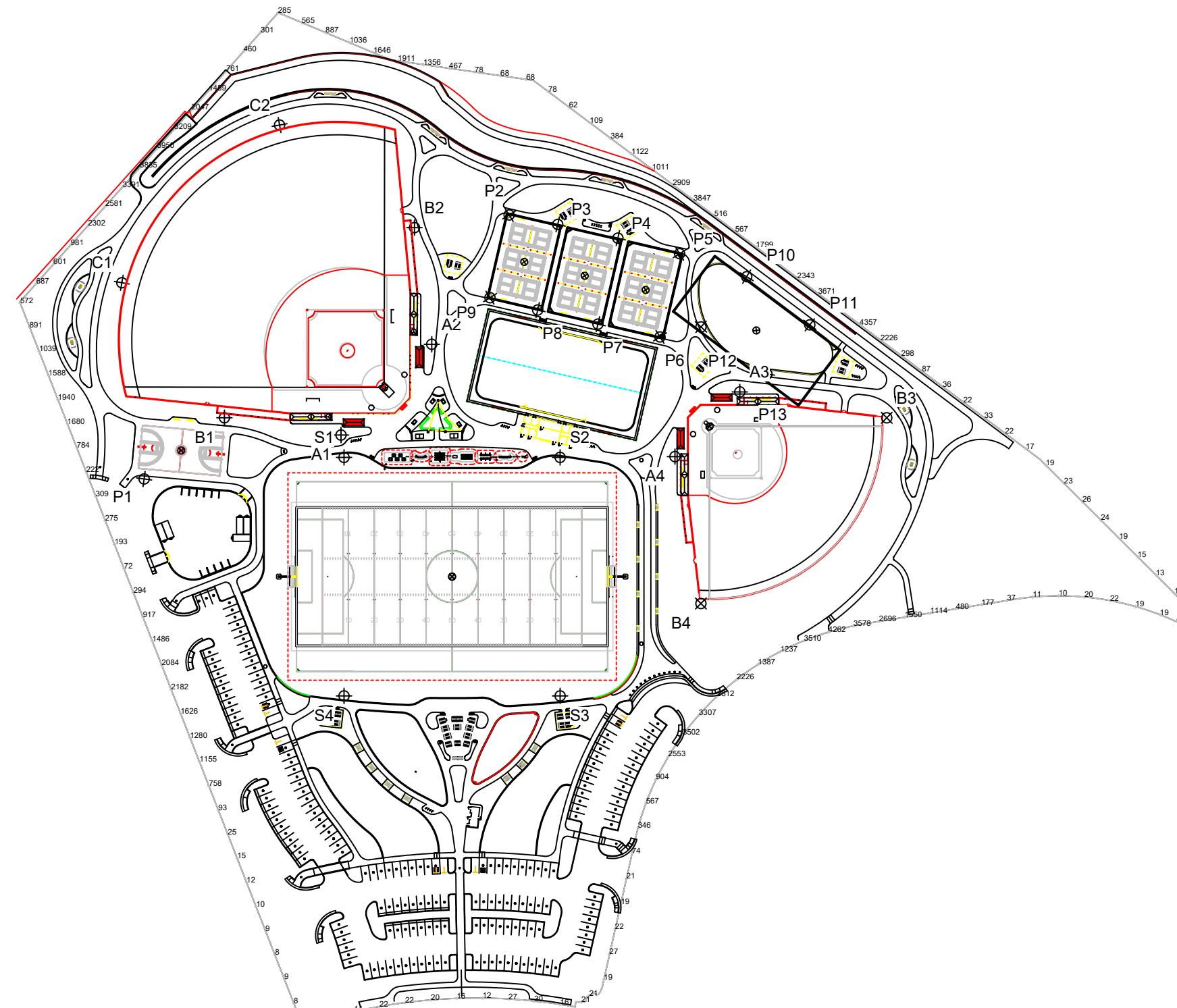
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ILLUMINATION SUMMARY

Equipment List For Areas Shown

QTY	LOCATION	SIZE	GRADE ELEVATION	Luminaires				
				ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	A1-A2	70'	-	70'	TLC-LED-1200	4	4	0
				60'	TLC-LED-550	1	1	0
				15.5'	TLC-BT-575	1	1	0
2	A3-A4	60'	-	60'	TLC-LED-900	3	3	0
				50'	TLC-LED-550	1	1	0
				15.5'	TLC-BT-575	1	1	0
1	B1	80'	-	80'	TLC-LED-1200	2	2	0
				80'	TLC-LED-1500	2	2	0
				80'	TLC-LED-900	1	1	0
				50'	TLC-LED-900	2	2	0
				15.5'	TLC-BT-575	1	1	0
				80'	TLC-LED-1200	2	2	0
1	B2	80'	-	80'	TLC-LED-1500	2	2	0
				80'	TLC-LED-900	1	1	0
				15.5'	TLC-BT-575	1	1	0
2	B3-B4	80'	-	80'	TLC-LED-1200	2	2	0
				80'	TLC-LED-900	3	3	0
				15.5'	TLC-BT-575	1	1	0
2	C1-C2	80'	-	80'	TLC-LED-1200	1	1	0
				80'	TLC-LED-900	4	4	0
				15.5'	TLC-BT-575	2	2	0
3	P1 P10-P11	50'	-	50'	TLC-LED-900	2	2	0
6	P2 P5-P6 P9 P12-P13	50'	-	50'	TLC-LED-550	2	2	0
4	P3-P4 P7-P8	50'	-	50'	TLC-LED-550	4	4	0
4	S1-S4	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-1500	4	4	0
				15.5'	TLC-BT-575	2	2	0
27				Totals		124	124	0

*Above Grade level relative to the field



SCALE IN FEET 1 : 150

0' 150' 300'
ENGINEERED DESIGN By: A.Rose • File #232123B • 18-Jun-24

Pole location(s) dimensions are relative
to 0,0 reference point(s)

Bella Breeze Park

Lincoln, CA

Grid Summary

Name	Property Spill
Spacing	30.0' x 30.0'
Height	3.0' above grade

Illumination Summary

MAINTAINED CANDELA (PER FIXTURE)	
Entire Grid	
Scan Average	949.8834
Maximum	4591.9277
Minimum	7.6746
CU	0.00
No. of Points	132
LUMINAIRE INFORMATION	
Applied Circuits	A,B,C,D,E,F,G,H,I
No. of Luminaires	124
Total Load	109.12 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



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ILLUMINATION SUMMARY

Bella Breeze Park

Lincoln, CA

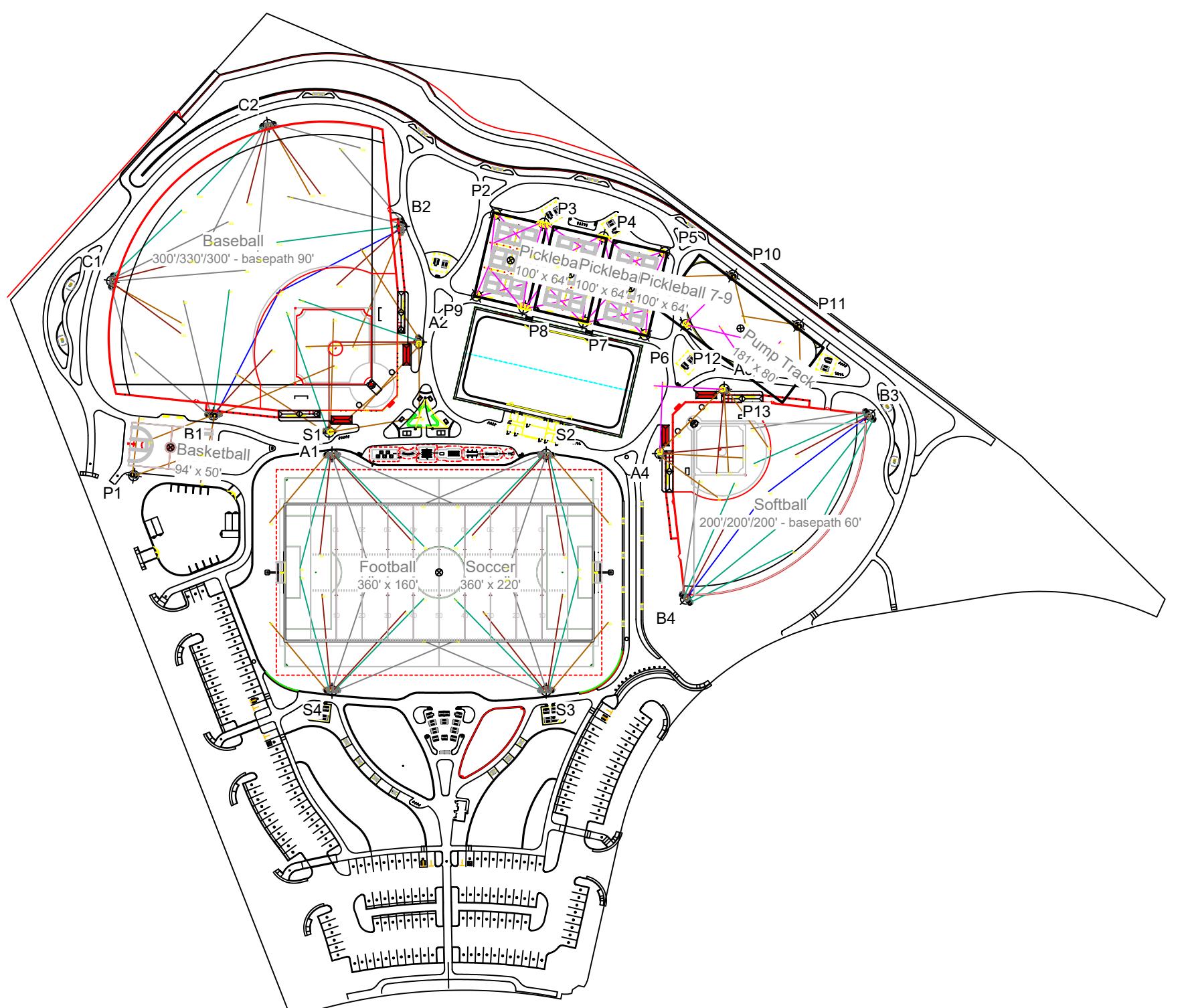
Equipment Layout

INCLUDES:

- Baseball
- Basketball
- Football
- Pickleball 1-3
- Pickleball 4-6
- Pickleball 7-9
- Pump Track
- Soccer
- Softball

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Equipment List For Areas Shown

QTY	LOCATION	SIZE	GRADE ELEVATION	Pole		Luminaires	
				ABOVE GRADE LEVEL	LUMINAIRE TYPE	QTY/POLE	
2	A1-A2	70'	-	70'	TLC-LED-1200	4	
				60'	TLC-LED-550	1	
				15.5'	TLC-BT-575	1	
2	A3-A4	60'	-	60'	TLC-LED-900	3	
				50'	TLC-LED-550	1	
				15.5'	TLC-BT-575	1	
1	B1	80'	-	80'	TLC-LED-1200	2	
				80'	TLC-LED-1500	2	
				80'	TLC-LED-900	1	
				50'	TLC-LED-900	2	
				15.5'	TLC-BT-575	1	
1	B2	80'	-	80'	TLC-LED-1200	2	
				80'	TLC-LED-1500	2	
				80'	TLC-LED-900	1	
				15.5'	TLC-BT-575	1	
2	B3-B4	80'	-	80'	TLC-LED-1200	2	
				80'	TLC-LED-900	3	
				15.5'	TLC-BT-575	1	
2	C1-C2	80'	-	80'	TLC-LED-1200	1	
				80'	TLC-LED-900	4	
				15.5'	TLC-BT-575	2	
1	P1	50'	-	50'	TLC-LED-900	2	
6	P2 P5-P6 P9 P12-P13	50'	-	50'	TLC-LED-550	2	
4	P3-P4 P7-P8	50'	-	50'	TLC-LED-550	4	
2	P10-P11	40'	-	40'	TLC-LED-900	2	
4	S1-S4	70'	-	70'	TLC-LED-1200	1	
				70'	TLC-LED-1500	4	
				15.5'	TLC-BT-575	2	
27	Totals			124			

SCALE IN FEET 1 : 150



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Pole location(s) dimensions are relative
to 0,0 reference point(s)



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EQUIPMENT LAYOUT

APPENDIX B



BELLA BREEZE PARK MASTER PLAN
PROJECT

**AIR QUALITY AND GREENHOUSE GAS
IMPACT ASSESSMENT**

June 7, 2024

Prepared for:

City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Prepared by:

Stantec Consulting Services Inc.

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Appendix A: CalEEMod Modeling Results



ABBREVIATIONS

$\mu\text{g}/\text{m}^3$	Micrograms Per Cubic Meter
AB	Assembly Bill
ACBMs	Asbestos-Containing Building Materials
ACC	Advanced Clean Cars
ACT	Advanced Clean Truck Act
BEV	Battery electric vehicle
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
DPM	Diesel Particulate Matter
EO	Executive Order
EV	Electric vehicle
FCAA	Federal Clean Air Act
FCEV	Fuel-cell electric vehicle
GHG	Greenhouse Gases
GWP	Global Warming Potential
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
LCFS	Low Carbon Fuel Standard
LEV	Low-Emission Vehicle
LOS	level of service
MMTCO ₂ e	Million Metric Tons of Carbon Dioxide Equivalents
MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalents
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NOA	Naturally Occurring Asbestos
NF ₃	Nitrogen Trifluoride
NO _x	Oxides of Nitrogen
NO ₂	Nitrogen Dioxide
NZEV	Near-zero emissions vehicle
O ₃	Ozone
OEHHA	Office and Environmental Health Hazard Assessment
Pb	Lead
PCAPCD	Placer County Air Pollution Control District
PERP	Portable Equipment Registration Program
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric Company



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PM	Particulate Matter
PM _{2.5}	Fine particulate matter; particulate matter 2.5 microns or smaller
PM ₁₀	Particulate matter; particulate matter 10 microns or smaller
ppb	parts per billion
ppm	parts per million
Project	Bella Breeze Park Master Plan Project
RACM	Reasonable Available Control Measure
ROG	Reactive Organic Gases
RPS	Renewable Portfolio Standard
SB	Senate Bill
SEIR	Subsequent Environmental Impact Report
SF ₆	Sulfur Hexafluoride
SFNA	Sacramento Federal Nonattainment Area
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SVAB	Sacramento Valley Air Basin
TAC	Toxic Air Contaminant
USEPA	United States Environmental Protection Agency
ZEV	Zero Emission Vehicle



1. EXECUTIVE SUMMARY

This purpose of the Air Quality and Greenhouse Gas Impact Assessment is to evaluate the existing conditions and potential impacts to air quality and greenhouse gas (GHG) emissions resource areas from the Bella Breeze Park Master Plan Project (Project). This analysis is intended to support preparation of a California Environmental Quality Act (CEQA) document. Specifically, this analysis compares the Project to what was planned and approved for the Project site in the 1997 Subsequent Environmental Impact Report (SEIR) prepared for the Revised Twelve Bridges Specific Plan (City of Lincoln 1997).

1.1 PROJECT UNDERSTANDING

The approximately 18.5-acre Project site is located within Area A of the Twelve Bridges Specific Plan area in the City of Lincoln, California. The Bella Breeze Park Master Plan outlines the uses for the park, including amenities, infrastructure, and implementation strategy. Buildout of the Project would include a parking lot, restroom facilities, and a number of active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields.

1.2 SUMMARY OF ANALYSIS

This analysis was conducted to compare the impacts of the Revised Specific Plan analyzed in the 1997 SEIR with the proposed Project, as summarized below.

Impact AIR-1: The Project would not conflict with or obstruct implementation of the applicable air quality plan. **No new or more severe impact.**

Impact AIR-2: The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. **No new or more severe impact.**

Impact AIR-3: The Project would not expose sensitive receptors to substantial pollutant concentrations. **No new or more severe impact.**

Impact AIR-4: The Project would not result in other emissions (such as those leading to odors) affecting a substantial number of people. **No new or more severe impact.**

Impact GHG-1: The Project would not generate direct and indirect greenhouse gas emissions that would result in a significant impact on the environment. **No new or more severe impact.**

Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases. **No new or more severe impact.**



2. INTRODUCTION

2.1 PURPOSE OF ANALYSIS

The purpose of this Air Quality and Greenhouse Gas Impact Assessment is to analyze potential air quality and GHG impacts that could occur from the construction and operation of the Project. This assessment was conducted within the context of CEQA. This analysis compares the Project to what was planned and approved for the Project site in the 1997 Subsequent Environmental Impact Report (SEIR) prepared for the Revised Twelve Bridges Specific Plan (City of Lincoln 1997). This evaluation relies on guidance and thresholds established by the United States Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the Placer County Air Pollution Control District (PCAPCD).

2.2 PROJECT DESCRIPTION

The Project site is located within Area A of the Twelve Bridges Specific Plan area. The site is approximately 0.2-mile east of State Route 65, and is bordered by Bella Breeze Drive to the south, Orchard Creek and the Rodeo nature preserve to the north, Cabra Street and single-family residences of the Village 25 subdivision to the east, and McCullough Street and the Village 27A subdivision to the southwest. Currently, the Project site consists of three vacant parcels and one parcel that has been developed as McCullough Street as part of the Village 27A subdivision improvements.

The Twelve Bridges Specific Plan designated the Project site for park use. The Twelve Bridges Specific Plan included a General Development Plan which recommended improvements for the Project site including off-street parking, bicycle parking and restrooms, children's play equipment, barbeque/picnic areas, walk/security lighting, sport field lighting, fields for organized sports, and ball court. The Bella Breeze Park Master Plan proposes design concepts for the proposed community park identified in the Twelve Bridges Specific Plan. The Bella Breeze Park Master Plan outlines the uses for the park, including amenities, infrastructure, and implementation strategy.

The Project would provide a large baseball field, a smaller dual use baseball/softball field, an open air (uncovered) multi-sport field, and a covered multi-sport field. The fields would be developed with natural turf. The Project would also include a basketball court in the eastern portion of the site, as well as nine pickleball courts in the northern portion of the site. Two children's playgrounds are proposed to be developed. One children's playground would be for children 2 to 5 years old and would be shaded and fenced and total approximately 3,150 square feet. The second children's playground would be for children 5 to 12 years old and would be shaded and total approximately 6,000 square feet. The Project also proposes the development of a teen activity area that would include an obstacle course, climbing wall, ping pong tables, cornhole boards, and/or shaded seating. The Project would also include a bike park along the northern boundary of the Project site, several picnic areas with shade structures and informal turf areas throughout the park, a 0.6-mile perimeter loop trail, and an 1,800-square-foot concession stand with 290-sf restrooms.



BELLA BREEZE PARK MASTER PLAN PROJECT
AIR QUALITY AND GREENHOUSE GAS IMPACT ASSESSMENT

An onsite parking lot would be provided in the southern portion of the Project site. The parking lot would include approximately 180 parking stalls, 31 of which would be electric vehicle (EV) spaces and 5 would be developed as ADA stalls, as required by the City's Municipal Code.

Landscaping would be provided throughout the Project site, including shade trees along and adjacent to pathways, seating areas, and parking lot to the extent feasible. The Project is anticipated to plant approximately 355 new shade trees.



3. AIR QUALITY

3.1 ENVIRONMENTAL SETTING

The Project site is located in western Placer County, which falls within the Sacramento Valley Air Basin (SVAB) and within the jurisdictional boundaries of the PCAPCD. The climate in the SVAB is characterized by hot, dry summers and mild, wet winters (PCAPCD 2017).

The SVAB measures approximately 216 miles from north to south and 95 miles east to west at the widest part. The SVAB is bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada Mountains. Elevations within the reach heights of approximately 3,500 feet in the southwest, 8,500 feet in the northwest, 1,700 feet in the southeast, and 10,500 feet in the northeast. The mountain ranges along the perimeter of the SVAB provide a significant physical barrier to trap locally created pollution as well as pollution transported from elsewhere. SVAB Valley is often subject to temperature inversions that, coupled with topographic barriers and hot summer temperatures, create a high potential for air pollution problems (Sacramento Valley Basinwide Air Pollution Control Council 2015).

Due to the large geographic area of the SVAB, the weather varies significantly. Within the Placer County region of the SVAB, average temperatures range from approximately 47 to 75 degrees, and average rainfall is approximately 35 inches. The primary wind direction measured in Placer County is most often from the southeast (Sacramento Valley Basinwide Air Pollution Control Council 2015).

3.1.1 Criteria Air Pollutants

Criteria air pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM) measured both in units of smaller than 2.5 microns in diameter ($PM_{2.5}$) and in units smaller than 10 microns in diameter (PM_{10}), and lead (Pb).

Ozone. Most ground-level O_3 is formed as a result of complex photochemical reactions in the atmosphere between reactive organic gases (ROG), nitrogen oxides (NOx), and oxygen. ROG and NOx are considered precursors to the formation of O_3 , a highly reactive gas that can damage lung tissue and affect respiratory function. O_3 can damage the respiratory tract, causing inflammation and irritation, and it can induce symptoms, such as coughing, chest tightness, shortness of breath, and worsening of asthmatic symptoms. O_3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. Exposure to high concentrations of O_3 (above the current ambient air quality standard) leads to lung inflammation, lung tissue damage, and a reduction in the amount of air inhaled into the lungs. Health effects include potential increased susceptibility to respiratory infections and reduced ability to exercise. Health effects are more severe in people with asthma and other respiratory ailments. People who work or play outdoors are at a greater risk for harmful health effects from O_3 . Children and adolescents are also at greater risk because they are more likely than adults to spend time engaged in vigorous activities. While O_3 in the lower atmosphere is considered a damaging air pollutant, O_3 in the upper atmosphere is beneficial, as it protects Earth from harmful ultraviolet radiation.



However, atmospheric processes preclude ground-level O₃ from reaching the upper atmosphere (USEPA 2024a).

Carbon Monoxide. CO is a colorless, odorless, poisonous gas produced by the incomplete combustion of fossil fuels. Elevated levels of CO can result in harmful health effects, especially for the young and elderly, and can also contribute to global climate change (USEPA 2024a). When inhaled, CO enters the bloodstream and binds more readily to hemoglobin, the oxygen-carrying protein in blood, than oxygen, thereby reducing the oxygen-carrying capacity of blood and reducing oxygen delivery to organs and tissues. The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals are also affected, but only at higher levels of exposure. Exposure to CO can cause chest pain, headaches, and reduced mental alertness. At high concentrations, CO can cause heart difficulties in people with chronic diseases and can impair mental abilities. Exposure to elevated CO levels is associated with visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and, with prolonged enclosed exposure, death.

Nitrogen Dioxide. NO₂ is a brownish, highly reactive gas primarily produced as a result of the burning of fossil fuels. NO₂ can also lead to the formation of O₃ in the lower atmosphere. NO₂ can cause respiratory ailments, especially in the young and elderly, and can lead to degradations in the health of aquatic and terrestrial ecosystems (USEPA 2024a). Direct inhalation of NO₂ can cause a wide range of health effects, including irritation of the lungs, lung damage, and lowered resistance to respiratory infections, such as influenza. Short-term exposures (e.g., less than 3 hours) to low levels of NO₂ may lead to changes in airway responsiveness and lung function in individuals with preexisting respiratory illnesses. These exposures may also increase respiratory illnesses in children. Long-term exposures to NO₂ may lead to increased susceptibility to respiratory infection and may cause irreversible lung damage. Other health effects associated with NO₂ include an increase in the incidence of chronic bronchitis and lung irritation.

Sulfur Dioxide. SO₂ is primarily emitted from the combustion of coal and oil by steel mills, pulp and paper mills, and non-ferrous smelters. High concentrations of SO₂ can aggravate existing respiratory and cardiovascular diseases in asthmatics and others who suffer from emphysema or bronchitis. High concentrations of SO₂ can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Health effects from exposure to emissions of SO₂ include aggravation of lung diseases, especially bronchitis, and constricting of breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Short-term exposures of individuals to elevated SO₂ levels during moderate activity may result in health effects, including breathing difficulties that can be accompanied by symptoms, such as wheezing, chest tightness, or shortness of breath. Other health effects that have been associated with longer-term exposures to high concentrations of SO₂, in conjunction with high levels of particulate matter, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO₂ also contributes to acid rain, which in turn, can lead to the acidification of lakes and streams (USEPA 2024a).

Particulate Matter. Airborne PM is not a single pollutant, but rather is a mixture of many chemical species. PM is a complex mixture of solids and aerosols composed of small droplets of liquid, dry solid fragments, and solid cores with liquid coatings. Particles vary widely in size, shape, and chemical composition; and they may contain inorganic ions, metallic compounds, elemental carbon, organic



compounds, and compounds from Earth's crust. Particles are defined by their diameter for air quality regulatory purposes. Those with a diameter of 10 microns or less (PM_{10}) are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter ($PM_{2.5}$) and is a portion of PM_{10} . Emissions from combustion of gasoline, oil, diesel fuel, or wood produce much of the $PM_{2.5}$ pollution found in outdoor air and a significant proportion of PM_{10} . PM_{10} also includes dust from construction sites, landfills and agriculture, wildfires and brush or waste burning, industrial sources, wind-blown dust from open lands, pollen, and fragments of bacteria.

PM may be either directly emitted from sources (primarily particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2 , NO_x , and certain organic compounds (USEPA 2024a).

PM_{10} and $PM_{2.5}$ particles are small enough—about one-seventh the thickness of a human hair or smaller—to be inhaled and lodged in the deepest parts of the lung, where they evade the respiratory system's natural defenses and can be trapped in the nose, throat, and upper respiratory tract. Health effects from exposure to PM_{10} and $PM_{2.5}$ occur when the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases; heart and lung disease; and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of PM in the air. PM_{10} and $PM_{2.5}$ can aggravate respiratory disease and cause lung damage, cancer, and premature death. Sensitive populations, including children, the elderly, exercising adults, and those suffering from chronic lung disease, such as asthma or bronchitis, are especially vulnerable to the effects of PM. Of greatest concern are recent studies that link PM exposure to the premature death of people who already have heart and lung disease, especially the elderly. Acidic PM can also damage humanmade materials and is a major cause of reduced visibility in many parts of the United States. Non-health-related effects include reduced visibility and soiling of buildings.

Lead. Sources of Pb include pipes, fuel, and paint, although the use of Pb in these materials has declined dramatically over the years. Historically, the main source of Pb was automobile emissions. Pb can be inhaled directly or ingested by consuming Pb-contaminated food, water, or dust. Fetuses and children are most susceptible to Pb poisoning, which can result in heart disease and nervous system damage. Through regulations, the USEPA has gradually reduced the Pb content of gasoline. This program has essentially eliminated violations of the Pb standard in urban areas except those areas with Pb point sources. Exposure to Pb occurs mainly through inhalation of air and ingestion of Pb in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to Pb may cause neurological impairments, such as seizures, mental retardation, and behavioral disorders. Even at low doses, Pb exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ. Recent studies also show that Pb may be a factor in high blood pressure and subsequent heart disease. Pb can also be deposited on the leaves of plants, presenting a hazard to grazing animals and humans through ingestion (USEPA 2024b).



3.1.2 Attainment Status

The USEPA and CARB designate air basins where ambient air quality standards are exceeded as “non-attainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National non-attainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Attainment status is based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Each standard has a different definition, or “form” of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual standard for PM_{2.5} is met if the 3-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The Federal Clean Air Act (FCAA) identifies two types of NAAQS. Primary standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings (USEPA 2024a). The CAAQS are equal to or more stringent than the NAAQS and include pollutants for which national standards do not exist. Table 1 presents the applicable CAAQS and NAAQS. The Placer County portion of the SVAB has been designated nonattainment for the State and federal ozone standards, State PM₁₀ standard, and federal PM_{2.5} standard. The Placer County portion of the SVAB is designated attainment or unclassified for all other CAAQS and NAAQS (PCAPCD 2017).

Table 1. California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹	National Standards ²	
			Primary	Secondary
Ozone (O ₃)	8-hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)	Same as Primary Standards
	1-hour	0.09 ppm (180 µg/m ³)	--	
Carbon monoxide (CO)	8-hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	--
	1-hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
Nitrogen dioxide (NO ₂)	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary Standard
	1-hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)	
Sulfur dioxide (SO ₂)	Annual arithmetic mean	--	0.030 ppm (80 µg/m ³)	--
	24-hour	0.04 ppm (105 µg/m ³)	0.14 ppm (80 µg/m ³)	--
	3-hour	--	--	0.5 ppm



BELLA BREEZE PARK MASTER PLAN PROJECT
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Pollutant	Averaging Time	California Standards ¹	National Standards ²	
			Primary	Secondary
				(1300 $\mu\text{g}/\text{m}^3$)
	1-hour	0.25 ppm (655 $\mu\text{g}/\text{m}^3$)	--	--
Respirable Particulate Matter Smaller than 10 Microns in Diameter (PM ₁₀) ³	Annual arithmetic mean	20 $\mu\text{g}/\text{m}^3$	--	Same as Primary Standards
	24-hour	50 $\mu\text{g}/\text{m}^3$	150 $\mu\text{g}/\text{m}^3$	
Respirable Particulate Matter Smaller than 2.5 Microns in Diameter (PM _{2.5}) ³	Annual arithmetic mean	12 $\mu\text{g}/\text{m}^3$	9.0 $\mu\text{g}/\text{m}^3$	15 $\mu\text{g}/\text{m}^3$
	24-hour	No separate standard	35 $\mu\text{g}/\text{m}^3$	Same as Primary Standards
Sulfates	24-hour	25 $\mu\text{g}/\text{m}^3$	--	--
Lead (Pb)	30-day average	1.5 $\mu\text{g}/\text{m}^3$	--	--
	Calendar quarter	--	1.5 $\mu\text{g}/\text{m}^3$	Same as Primary Standard
	Rolling 3-month average	--	0.15 $\mu\text{g}/\text{m}^3$	
Hydrogen sulfide (H ₂ S)	1-hour	0.03 ppm (42 $\mu\text{g}/\text{m}^3$)	--	--
Vinyl chloride (chloroethene)	24-hour	0.01 ppm (26 $\mu\text{g}/\text{m}^3$)	--	--
Visibility reducing particles	8-hour	In 1989, the Air Resources Board converted the general statewide 10-mile visibility standard to instrumental equivalents, which are extinction of 0.23 per kilometer.	--	--

Notes:

1. CO, SO₂ (1- and 24-hour), NO₂, O₃, PM₁₀, and visibility reducing particles standards are not to be exceeded.
2. Not to be exceeded more than once a year except for annual standards.
3. On February 7, 2024, the USEPA issued a pre-publication version of the Final Rule to lower the primary annual NAAQS for PM_{2.5} from 12.0 $\mu\text{g}/\text{m}^3$ to 9.0 $\mu\text{g}/\text{m}^3$ (USEPA 2024g).

-- = no standard established

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

mg/m³ = milligrams per cubic meter

ppm = parts per million

Sources: CARB 2016, USEPA 2024g.



3.1.3 Ambient Air Quality

Local air quality can be evaluated by reviewing relevant air pollution concentrations near the Project site. The nearest air quality monitoring station to the Project site is the Lincoln – 2885 Moore Road Monitoring Station, located approximately 2.3 miles west of the site. The Lincoln – 2885 Moore Road Monitoring Station monitors O₃ and PM_{2.5}. Table 2 includes a summary of the air quality monitoring data for the years 2020 through 2022.

Table 2. Lincoln – 2885 Moore Road Monitoring Station Data (2020-2022)

Pollutant	Air Pollutant, Averaging Time (Units)	2020	2021	2022
Ozone (ppm)	Maximum 1-hour	0.099	0.100	0.087
	California 1-hour number of days over standard	4	3	0
	Maximum 8-hour	0.088	0.087	0.071
	National 8-hour number of days over standard	9	15	1
	California 8-hour number of days over standard	12	17	1
PM _{2.5} (µg/m ³)	Maximum 24-hour	171.8	96.1	30.1
	National 24-hour number of days over standard	*	*	*
	Annual average	12.8	9.3	6.4

Source: CARB 2024.

Notes: ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per liter

* indicates that insufficient data was available to determine the value.

3.1.4 Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological (i.e., circulatory and respiratory effects, nausea, vomiting, and headache).

The ability to detect odors varies considerably among the population and is subjective. Some individuals can smell very minute quantities of specific substances; others have varying sensitivities to odors; and people may have different reactions to the same odor (e.g., bakery, gasoline). It is important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience (e.g., a description of flowery or sweet). Intensity refers to the strength of the odor and depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases, the odor intensity weakens, and it eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant drops below a human's detection threshold.



Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. Potential odors would be subject to PCAPCD Rule 205, Nuisance (PCAPCD 1993).

3.1.5 Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered “criteria pollutants” under either the FCAA or the California Clean Air Act (CCAA) and are not subject to NAAQS or CAAQS ambient air quality standards. Instead, USEPA and CARB regulate hazardous air pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with air district rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national level, USEPA has established national emission standards for hazardous air pollutants (NESHAP) in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based, source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. The following provides a summary of the primary TACs of concern within the State of California and related health effects.

Naturally Occurring Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals found in many parts of California. The three most common types of asbestos are chrysotile, amosite, and crocidolite. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to naturally occurring asbestos (NOA) can occur during soil disturbing activities in areas with deposits present (USEPA 2024c).

Diesel Particulate Matter

Diesel particulate matter (DPM) was identified as a TAC by CARB in August 1998. DPM is emitted from both mobile and stationary sources. In California, DPM emissions are generated from mobile and stationary sources. Mobile sources include on-road vehicles (trucks, buses, etc.), off-road vehicles and equipment (locomotives, tractors, cargo handling equipment, construction equipment, etc.), marine vessels (recreational watercraft, commercial harbor craft, and ocean-going vessels), and transport refrigeration units. Stationary sources include stationary engines used in emergency-standby generators,



prime generators, and agricultural irrigation pumps, as well as portable equipment such as portable generators and pumps (Office of Environmental Health Hazard Assessment [OEHHA] 2001).

DPM is typically composed of carbon particles (“soot”, also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including ROG and NOx. NOx emissions from diesel engines are important because they can undergo chemical reactions in the atmosphere leading to formation of PM_{2.5} and O₃.

In California, diesel exhaust particles have been identified as a carcinogen accounting for an estimated 70 percent of the total known cancer risks in California. DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over an estimated 70-year lifetime. Non-cancer health effects associated with exposure to DPM include premature death, exacerbated chronic heart and lung disease, including asthma, and decreased lung function in children. Short-term exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks (CARB 2024b).

Individuals most vulnerable to non-cancer health effects of DPM are children, whose lungs are still developing, the elderly, who often have chronic health problems, and people with emphysema, asthma, and chronic heart and lung disease (CARB 2024b). In addition to its health effects, DPM significantly contributes to haze and reduced visibility.

3.1.6 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The nearest sensitive receptors to the Project site are the single-family residences located to the south and east of the Project site. The closest residential receptor lies approximately 50 feet from the Project site, across Cabra Street.

3.2 REGULATORY SETTING

Air quality within the Project area is regulated by several jurisdictions, including the USEPA, CARB, and PCAPCD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although USEPA regulations may not be superseded, both state and local regulations may be more stringent.



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3.2.1 Federal

U.S. Environmental Protection Agency

At the federal level, the USEPA has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

Federal Clean Air Act

The FCAA required the USEPA to establish NAAQS, and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in Table 1.

National Emission Standards for Hazardous Air Pollutants

Pursuant to the FCAA of 1970, USEPA established NESHAP. These are technology-based source-specific regulations that limit allowable emissions of HAPs. Among these sources include asbestos-containing building materials (ACBMs). NESHAPs include requirements pertaining to the inspection, notification, handling, and disposal of ACBMs associated with the demolition and renovation of structures.

Non-Road Diesel Rule

The USEPA has established a series of increasingly strict emissions standards for new off-road diesel vehicles and engines, including aircraft, heavy equipment, and locomotives. Any off-road construction equipment used for the Project would be required to comply with the emissions standards.

3.2.2 State

California Air Resources Board

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts), establishing CAAQS, which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel and engine used. The CAAQS are summarized in Table 1. These standards apply to the same criteria pollutants as the FCAA and also include sulfates, visibility reducing particulates, hydrogen sulfide, and vinyl chloride. There are currently no NAAQS for these latter pollutants.

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O₃, CO, SO₂, and NO₂ by the earliest practical date. The CCAA specifies that districts focus attention on reducing



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the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Assembly Bills 1807 and 2588 – Toxic Air Contaminants

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC.

Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

Assembly Bill 617

In response to AB 617 (C. Garcia, Chapter 136, Statutes of 2017), the CARB established the Community Air Protection Program. The Community Air Protection Program includes community air monitoring and community emissions reduction program's focus is to reduce exposure in communities most impacted by air pollution. The Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State.

Regulatory Attainment Designations

Under the CCAA, CARB is required to designate areas of the state as attainment, non-attainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “non-attainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the non-attainment designation can be further classified as serious non-attainment, severe non-attainment, or extreme non-attainment, with extreme non-attainment being the most severe of the classifications. An “unclassified” designation signifies that the data does not support either an attainment or non-attainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.



USEPA designates areas for O₃, CO, and NO₂ as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO₂, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, CARB terminology of attainment, non-attainment, and unclassified is more frequently used. The USEPA uses the same sub-categories for non-attainment status: serious, severe, and extreme. In 1991, USEPA assigned new non-attainment designations to areas that had previously been classified as Group I, II, or III for PM₁₀ based on the likelihood that they would violate national PM₁₀ standards. All other areas are designated as unclassified.

Low-Emission Vehicle Program and Zero-Emission Vehicle Program

CARB first adopted Low-Emission Vehicle (LEV) program standards in 1990. The first LEV program standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represented continuing progress in emission reductions. As the state’s passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan (SIP). In 2012, CARB adopted the LEV III amendments to California’s LEV regulations. These amendments include more stringent emission standards for both criteria pollutants and greenhouse gases for new passenger vehicles.

The Advanced Clean Cars II (ACC II) regulation builds on the Advanced Clean Cars (ACC) rule adopted in 2012. ACC II decreases emissions by increasing EV sales via two programs. First, the Zero-Emission Vehicle (ZEV) program requires ZEVs, defined as battery-electric vehicles (BEVs) or fuel-cell-electric vehicles (FCEVs), to comprise an increasing portion of annual vehicle sales. Under the ZEV program, original equipment manufacturers must increase sales of ZEV vehicles from 35 percent in 2026 to 100 percent in 2035. Second, ACC II further strengthened the LEV program discussed above, with more stringent emission standards beginning with model year 2025.

On-Road Heavy-Duty Vehicle Program

CARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California’s emission standards for on-road heavy-duty engines and vehicles, and test procedures. CARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.

In addition, the CARB’s Truck and Bus regulation was established to meet federal attainment standards. This regulation requires heavy-duty diesel vehicles that operate in California to reduce TAC emissions from their exhaust. Diesel exhaust is responsible for 70 percent of the cancer risk from airborne toxics. Therefore, as of January 1, 2023, nearly all trucks and buses are required to have 2010 or newer model year engines to reduce PM and NOx emissions.



In-Use Off-Road Diesel-Fueled Fleets Regulation

CARB has adopted the In-Use Off-Road Diesel-Fueled Fleets Regulation with the intent to reduce PM and NOx emissions from existing off-road heavy-duty diesel vehicles in California. In general, the regulation imposes limits on vehicle idling; requires all vehicle usage be reported to CARB; restricts the addition of older vehicles into fleets; requires the phase-out of the oldest and least efficient engines; and, starting in 2024, requires the procurement and use of renewable diesel.

Advanced Clean Truck Act

To reduce emissions, the Advanced Clean Truck Act (ACT) requires original equipment manufacturers of medium- and heavy-duty vehicles to sell ZEVs or near-zero-emissions vehicles (NZEVs), such as plug-in electric hybrids, at an increasing percentage of their annual sales from 2024 to 2035. A ZEV is a vehicle that produces zero tail-pipe emissions, including BEVs and hydrogen fuel cell vehicles. A NZEV is a vehicle with an internal combustion engine and an electric energy storage system, including plug-in hybrid vehicles and hydrogen internal combustion engine vehicles. The ACT includes a cap-and-trade system, capping the number of fossil fuel vehicles sold by stipulating annual sales percentage requirements. Manufacturers can comply with the ACT by generating compliance credits through the sale of ZEVs or NZEVs or through the trading of compliance credits.

California State Implementation Plan

The FCAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The FCAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register.

3.2.3 Regional

Placer County Air Pollution Control District

The PCAPCD is the public agency entrusted with regulating stationary sources of air pollution within Placer County. The PCAPCD has prepared their own guidance document to provide procedures, thresholds of significance, and recommendations for addressing air quality impacts in CEQA documents (PCAPCD 2017).



Current Air Quality Plans

The Placer County portion of the SVAB has been designated nonattainment for the federal ozone and federal PM_{2.5} standards (PCAPCD 2017). Pursuant to the FCAA, PCAPCD is required to develop air quality plans that present the strategies that will be used to attain all NAAQS.

The PCAPCD has jurisdiction over a portion of the Sacramento Federal Nonattainment Area (SFNA). The most recent ozone attainment plan, Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment & Reasonable Further Progress Plan (2015 Ozone NAAQS Plan), was released in October 2023. The 2015 Ozone NAAQS Plan provides an attainment demonstration that the SFNA is expected to achieve the 2015 ozone NAAQS by 2032. It also includes an updated emissions inventory, new motor vehicle emissions budgets, results of the photochemical modeling used to support the attainment demonstration, and reasonably available control measure (RACM) evaluation (El Dorado County Air Quality Management District et al, 2024).

In May 2012, the Sacramento area air districts submitted a clean data finding report to the USEPA demonstrating that the PM_{2.5} NAAQS had been attained and, in 2013, the USEPA issued an attainment determination. In 2014, the Sacramento area submitted a formal area redesignation request and implementation/maintenance plan to USEPA for final approval. However, the review of the plan was suspended due to an increase in PM_{2.5} readings at various monitoring stations within the nonattainment area that occurred in late 2013. The local air districts are currently working with CARB to revise the existing implementation/maintenance plan based on the latest PM_{2.5} monitoring data from the region (PCAPCD 2017).

Rules and Regulations

Projects under the jurisdiction of the PCAPCD are required to comply with all applicable PCAPCD rules and regulations. The PCAPCD rules and regulations that may be applicable to the Project include, but are not limited to, the following:

- **Regulation 2 – Prohibitions.** Regulation 2 is comprised of prohibitory rules that are written to achieve emission reductions from specific source categories. The rules are applicable to existing sources as well as new sources. Examples of prohibitory rules include the following:
 - **Rule 202 – Visible Emissions.** This rule prohibits a person from discharging into the atmosphere from any single source an air emission for more than 3 minutes in any one hours which is as dark or darker in shade or of a greater or equal opacity that obscures an observer's view as No. 1 on the United States Bureau of Mines Ringelmann Chart;
 - **Rule 205 – Nuisance.** This rule prohibits the discharge of air contaminants are cause nuisance or annoyance to the public;
 - **Rule 217 – Cutback and Emulsified Asphalt Paving Materials.** This rule limits the VOC emissions emitted from the use and manufacture of cutback or emulsified asphalt for paving, roadway construction, or road maintenance;
 - **Rule 2018 – Architectural Coatings.** The purpose of this rule is to limit the quantity of VOCs in architectural coatings supplied, sold, and used within PCAPCD.



- **Rule 228 – Fugitive Dust.** The purpose of the rule is to reduce the amount of particulate matter within the ambient air or discharged into the ambient air as a result of anthropogenic fugitive dust sources.
- **Regulation 5 – Permits.** Regulation 5 is intended to provide an orderly procedure for the review of new sources, and modification and operation of existing sources, of air pollution through the issuance of permits. Regulation 5 primarily deals with permitting major emission sources and includes, but is not limited to the following rules:
 - **Rule 501 – General Permit Requirements.** This rule provides an orderly procedure for the review of new stationary sources of air pollution and modification and operation of existing sources through the issuance of permits.
 - **Rule 502 – New Source Review.** The purpose of this rule is to provide for the review of new and modified stationary air pollution sources and to provide mechanisms, including emission offsets, by which authorities to construct for such sources may be granted without interfering with the attainment or maintenance of ambient air quality standards.
 - **Rule 503 – Emission Statement.** This rule establishes requirements for the submittal of emissions statements from stationary sources that emit 10 tons per year of NOx or VOCs.

3.2.4 Local

City of Lincoln General Plan

The City of Lincoln General Plan is the long-term plan for growth within the City through the horizon year 2050. The Health and Safety Element of the General Plan includes the following goals or policies related to air quality that may be applicable to the Project (City of Lincoln 2008):

- **Goal HS-3:** To reduce the generation of air pollutants and promote non-polluting activities to minimize impacts to human health and the economy of the City.
- **Policy HS-3.1: Cooperation with Local and Regional Agencies.** The City shall cooperate with other local, regional, and State agencies in developing an effective approach to implementing air quality plans that achieve State and Federal Ambient Air Quality Standards. Air quality plans shall incorporate programs developed by the Sacramento Area Council of Governments and the PCAPCD.
- **Policy HS-3.2: Regional Agency Review of Development Proposals.** The City shall solicit and consider comments from local and regional agencies on proposed projects that may affect regional air quality. The City shall submit development proposals to the Placer County Air Pollution Control District for review and comment in compliance with the California Environmental Quality Act (CEQA) prior to consideration by the City.



- **Policy HS-3.3: Placer County Air Quality Attainment Plan.** The City shall continue to support the recommendations found in the Placer County Air Quality Attainment Plan for the reduction of air pollutants.
- **Policy HS-3.5: Development Requirements.** The City shall require developments, where feasible, to be located, designed, and constructed in a manner that would minimize the production of air pollutants and avoid land use conflicts.
- **Policy HS-3.6: City Review of Development Proposals.** The City shall require consideration of alternatives or amendments that reduce emissions of air pollutant when reviewing project applications.
- **Policy HS-3.8: Air Quality Analysis.** The City may require an analysis of potential air quality impacts associated with significant new developments through the environmental review process, and identification of appropriate mitigation measures prior to approval of the project development.
- **Policy HS-3.9: Dust Suppression Measures.** The City shall require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:
 - Site watering or application of dust suppressants,
 - Phasing or extension of grading operations,
 - Covering of stockpiles,
 - Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
 - Revegetation of graded areas.
- **Policy HS-3.16: Planning Programs.** The City shall support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality.
- **Policy HS-3.17: Street Design.** The City shall promote street design that provides an environment which encourages neighborhood electric vehicles, transit use, biking and walking.

Revised Twelve Bridges Specific Plan

As noted previously, the Project site is located within Twelve Bridges Specific Plan Area A. The Twelve Bridges Specific Plan includes Resources Management Guidelines, including the following guidelines related to air quality (City of Lincoln 2005):

- Access to public transportation systems will be an integral consideration in all Specific Development Plans.



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- Pedestrian and bicycle circulation is planned to provide coordinated access to destinations beyond the limits of the Plan Area as reflected in adjacent project proposed.
- Construction activities should employ the following techniques to reduce short term air quality impacts:
 - Dampen exposed earth surfaces during site preparation and grading operations to minimize dust.
 - Include provisions in construction contracts requiring watering of exposed soil surfaces in the morning and at the end of the day at a minimum.
 - As part of the erosion control program, require techniques to reduce wind erosion upon completion of site preparation work.



4. GREENHOUSE GAS

4.1 ENVIRONMENTAL SETTING

To fully understand global climate change, it is important to recognize the naturally occurring “greenhouse effect” and to define the GHGs that contribute to this phenomenon. Various gases in the earth’s atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

4.1.1 Greenhouse Gases

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and sulfur hexafluoride (SF₆). Primary GHGs attributed to global climate change, are discussed in the following subsections.

Carbon Dioxide. CO₂ is a colorless, odorless gas. CO₂ is emitted in a number of ways, both naturally and through human activities. The largest source of CO₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial processes, such as mineral production and metal production, and the use of petroleum-based products can also lead to CO₂ emissions. The atmospheric lifetime of CO₂ is variable because it is so readily exchanged in the atmosphere (USEPA 2024d).

Methane. CH₄ is a colorless and odorless gas. CH₄ is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. CH₄ is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (e.g., enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH₄ to the atmosphere. Natural sources of CH₄ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH₄ is about 12 years (USEPA 2024d).

Nitrous Oxide. N₂O is a clear, colorless gas with a slightly sweet odor. N₂O is produced by both natural and human-related sources. Primary human-related sources of N₂O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N₂O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N₂O is approximately 120 years (USEPA 2024d).



Hydrofluorocarbons. HFCs are manufactured chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HFC-22, or Freon 22, used in air conditioning applications. The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 260 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years) (USEPA 2024d).

Perfluorocarbons. PFCs are colorless, highly dense, chemically inert, and nontoxic. There are seven PFC gases: perfluoromethane (CF_4), perfluoroethane (C_2F_6), perfluoropropane (C_3F_8), perfluorobutane (C_4F_{10}), perfluorocyclobutane (C_4F_8), perfluoropentane (C_5F_{12}), and perfluorohexane (C_6F_{14}). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF_4 and C_2F_6 as byproducts. The estimated atmospheric lifetimes for CF_4 and C_2F_6 are 50,000 and 10,000 years, respectively (USEPA 2024d).

Nitrogen Trifluoride. NF_3 is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. NF_3 is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-based thin film solar cells. In 2009, NF_3 was listed by California as a potential GHG to be listed and regulated under AB 32, Section 38505 Health and Safety Code. NF_3 has an atmospheric lifetime of 740 years (USEPA 2024d).

Sulfur Hexafluoride. SF_6 is an inorganic compound that is colorless, odorless, nontoxic, and generally nonflammable. SF_6 is primarily used as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80 percent of all SF_6 produced worldwide. Leaks of SF_6 occur from aging equipment and during equipment maintenance and servicing. The use of SF_6 in electric power systems has decreased dramatically in recent years; for example, according to the USEPA, an old circuit breaker can contain up to 2,000 pounds of SF_6 while modern breakers usually contain less than 100 pounds. Best practices to reduce the potential for SF_6 leaks include training staff to handle SF_6 properly; implement leak detection and repair strategies; and decommissioning equipment appropriately. SF_6 has an atmospheric life of 3,200 years (USEPA 2024e).

Black Carbon. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. Black carbon is considered a short-lived species, which can vary spatially and, consequently, it is very difficult to quantify associated global warming potentials. The main sources of black carbon in California are wildfires, off-road vehicles (e.g., locomotives, marine vessels, tractors, excavators, dozers), on-road vehicles (e.g., cars, trucks, and buses), fireplaces, agricultural waste burning, and prescribed burning of forest or wildlands. California has been an international leader in reducing emissions of black carbon, including programs that target reducing PM from diesel engines and burning activities (CARB 2013).



4.1.2 Global Warming Potential

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), which weight each gas by its global warming potential (GWP).

Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. Based on a 100-year time horizon, Methane traps over 25 times more heat per molecule than CO₂, and N₂O absorbs roughly 298 times more heat per molecule than CO₂. Additional GHGs with high GWP include NF₃, SF₆, PFCs, and black carbon.

4.1.3 Sources of Greenhouse Gas Emissions

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing; industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. World-wide, energy production including the burning of coal, natural gas, and oil for electricity and heat is the largest single source of global GHG emissions.

United States of America

In 2021, net GHG emissions in the United States totaled 5,586 million metric tons of carbon dioxide equivalents (MMTCO₂e). Within the United States, the largest contributor to GHG emissions is the transportation sector (28 percent). The next largest contributors are from electricity production (25 percent) and industry (23 percent), followed by the commercial and residential sector (13 percent) and the agricultural sector (10 percent). Transportation emissions primarily come from burning fossil fuels for cars, trucks, ships, trains, and planes. Over 90 percent of the fuel used for transportation is petroleum-based, which includes primarily gasoline and diesel. The bulk of emissions generated from energy production come from burning fossil fuels, mostly coal and natural gas. Industry emissions are also primarily generated from fossil fuels burned for heat, the use of certain products that contain GHGs, and the handling of waste. Similar to industry sector emissions, commercial and residential uses arise primarily from fossil fuels for heat, the use of certain products that contain GHGs, and the handling of waste. Agricultural emissions come from livestock such as cows, agricultural soil, and rice production. The land use and forestry sector within the U.S. serves as a carbon sink. Carbon sinks absorb CO₂ from the atmosphere. Land areas across the U.S. absorbed approximately 12 percent of the 2021 GHG emissions (USEPA 2024f).

California

In 2021, GHG emissions within California totaled 381.3 MMTCO₂e. Similar to national emissions, in California, the transportation sector is the largest contributor. Transportation emissions account for approximately 38 percent of the total statewide GHG emissions. The majority of transportation emissions are derived from passenger vehicles and heavy-duty trucks. Emissions associated with industrial uses are



the second largest contributor, totaling roughly 19 percent. Industrial emissions are driven by fuel combustion from sources that include refineries, oil and gas extraction, cement plants, and the portion of cogeneration emissions attribution to thermal energy output. Electricity generation (in-state and imports) totaled roughly 16 percent. Emissions from the electricity generation sector have declined over the years due to the increase in renewable generation that continues to replace fossil power (CARB 2023).

4.1.4 Effects of Global Climate Change

There are uncertainties as to exactly what the climate changes will be in various areas of Earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet, e.g., sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada mountain range. This snowpack is a principal supply of water for the state, providing roughly 50 percent of the state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. An earlier snowmelt would also impact the state's energy resources. An early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, resultant changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

4.2 REGULATORY SETTING

There are considerable regulatory actions regarding GHGs and climate change at the state and local level. The following includes the key state and regional regulations applicable to the Project.

4.2.1 State

Executive Order S-3-05

Executive Order (EO) S-3-05, issued in June 2005, set forth the following target dates by which statewide GHG emissions shall be progressively reduced:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.



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

Assembly Bill 32: The California Global Warming Solutions Act

In line with EO S-3-05, AB 32, passed in 2006, required that GHGs emitted in California be reduced to 1990 levels by the year 2020. GHGs, as defined under AB 32, include CO₂, CH₄, NO_x, HFCs, PFCs, and SF₆. Since AB 32 was enacted, a seventh chemical, NF₃, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. AB 32 states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

CARB approved the 1990 GHG emissions level of 427 MMTCO₂e on December 6, 2007. Therefore, to meet the state's target, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e. In order to set a framework for the state to meet this target, CARB was tasked with creating a Scoping Plan (described below). California announced in July 2018 that the state emitted 427 MMTCO₂e in 2016 and achieved AB 32 goals (CARB 2018).

Executive Order B-30-15

EO B-30-15, issued in April 2015, established a statewide GHG reduction goal of 40 percent below 1990 levels by 2030. The emission reduction target acts as an interim goal between the AB 32 goal (i.e., achieve 1990 emission levels by 2020) and EO S-3-05 goal of reducing statewide emissions 80 percent below 1990 levels by 2050.

Senate Bill 32

Senate Bill (SB) 32 is an amendment to the California Global Warming Solutions Act (AB 32) and was signed into law on September 8, 2016. SB 32 states that, "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide GHG emissions are reduced to at least 40 percent below the statewide GHG emissions limit no later than December 31, 2030." In other words, SB 32 codified the interim goal established in EO B-30-15 of reducing statewide emissions to 40 percent below 1990 levels by 2030.

Assembly Bill 1279: The California Climate Crisis Act

AB 1279 was signed into law in 2022 and establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045 and maintain net negative GHG emissions thereafter. AB 1279 would also ensure that by 2045 the statewide anthropogenic GHG emissions are reduced by at



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least 85percent below 1990 levels. The bill would require CARB to ensure that an updated Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable carbon dioxide removal and carbon capture, utilization, and storage technologies to complement AB 1279's emissions reduction requirements.

2022 Climate Change Scoping Plan

The 2022 Scoping Plan was approved in December 2022 and assesses progress toward achieving the SB 32 2030 target and laying out a path to achieve 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 (CARB 2022a).

Cap-and-Trade Program

CARB administers the state's cap-and-trade program, which covers GHG sources that emit more than 25,000 metric tons of carbon dioxide equivalent per year (MTCO₂e/year), such as refineries, power plants, and industrial facilities. This market-based approach to reducing GHG emissions provides economic incentives for achieving GHG emission reductions.

The governor signed AB 398 on July 25, 2017, to extend the Cap-and-Trade Program to 2030. The legislation includes provisions to ensure that offsets used by sources are limited to 4 percent of their compliance obligation from 2021 to 2025 and 6 percent of their compliance obligation from 2026 through 2030. AB 398 also prevents air districts from adopting or implementing emission reduction rules from stationary sources that are also subject to the Cap-and-Trade Program (CARB 2022b).

Senate Bill 375: The Sustainable Communities and Climate Protection Act of 2008

SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits more than 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

CARB has prepared a Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets in 2018 which set updated GHG reduction targets for metropolitan planning organizations for 2020 and 2035. Pursuant to SB 375, the reduction targets for per capita vehicular emissions in the greater Sacramento region were 7 percent by 2020 and 19 percent by 2035 (CARB 2024c).



Assembly Bill 1493: Pavley Regulations and Fuel Efficiency Standards

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations and fuel efficiency standards that reduce GHGs emitted by passenger vehicles and light duty trucks. The fuel efficiency standards were phased in during the 2009 through 2016 model years.

The second phase of the implementation for AB 1493 was incorporated into Amendments to the LEV III or the ACC program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation would reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The rules would reduce pollutants from gasoline and diesel-powered cars and would deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EVs, and hydrogen fuel cell cars. The regulations would also provide adequate fueling infrastructure for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California. In general, these regulations ensure that emissions associated with non-commercial, personal transportation are gradually reduced such that the State is able to achieve its climate goals.

Senate Bill 1368: Emission Performance Standards

Enacted in 2006, SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant.

Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the state. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds of CO₂ per megawatt-hour.

Senate Bill 1078: Renewable Electricity Standards

SB 1078 (September 12, 2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, the governor signed EO S-14-08, which established the Renewable Portfolio Standard (RPS) target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. EO S-21-09 directed CARB to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. In 2011, the state legislature adopted this higher standard in SB X1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.



Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

SB 350 (October 7, 2015) reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies toward a regional electricity grid, and improved infrastructure for EV charging stations.

Senate Bill 100: California Renewables Portfolio Standard Program

SB 100 (September 10, 2018) revised the RPS goals to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The bill requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order S-01-07: Low Carbon Fuel Standard

EO S-01-07 was signed on January 18, 2007. The EO mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the EO established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in an implementation plan for the State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007, and was submitted to CARB for consideration as an "early action" item under AB 32. CARB adopted the LCFS on April 23, 2009.

The LCFS was subject to legal challenge in 2011. Ultimately, CARB was required to bring a new LCFS regulation for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS and new provisions designed to foster investments in the production of the low-carbon fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The Office of Administrative Law approved the regulation on November 16, 2015. The regulation was last amended in 2019 and approved on May 27, 2020. The 2019 Amendments provide clarification related to the Clean Fuel Reward program costs, credit transactions, fuels transactions and compliance reporting (CARB 2020). 2024 Amendments to the LCFS are under review and have not yet been approved.



Executive Order S-13-08: Climate Adaptation Strategy

EO S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in this EO, the 2009 California Climate Adaptation Strategy was adopted, which is the “... first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-48-18

In January 2018, Governor Brown signed EO B-48-18 requiring all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 EV charging stations by 2025. It specifies that 10,000 of the EV charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor’s Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all state entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS Program and recommend how to ensure affordability and accessibility for all drivers.

4.2.2 Local

City of Lincoln General Plan

The Open Space and Conservation Element of the General Plan includes the following goals or policies related to GHG emissions that may be applicable to the Project (City of Lincoln 2008):

- **Policy OSC-3.1: Energy Conservation Measures.** The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with state law. New features that may be applied to construction and renovation include:
 - Green building techniques (such as use of recycled, renewable, and reused materials; efficient lighting / power sources; design orientation; building techniques; etc.)
 - Cool roofs.
- **Policy OSC-3.2: Landscape Improvements for Energy Conservation.** The City shall encourage the planting of shade trees along all City streets to reduce radiation heating.



- **Policy OSC-4.5: Use of Reclaimed Water.** The City shall encourage the use of reclaimed water, in place of treated potable water for landscaping and other suitable applications.
- **Policy OSC-4.7: Landscape Irrigation.** The City shall explore the possibility of using reclaimed water to irrigate new commercial developments and new areas with large landscape areas. In areas where reclaimed water can be provided in the future, the City shall require landscape irrigation to be installed so that the system could be used with reclaimed water. The City shall also explore the use of industrial process water for landscape irrigation provided that it meets City standards for irrigation.
- **Policy OSC-5.4: Encourage Planting of Native Vegetation.** The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained.

Revised Twelve Bridges Specific Plan

As noted previously, the Project site is located within Twelve Bridges Specific Plan Area A. The Twelve Bridges Specific Plan does not include any measures that directly address GHG emissions. However, the following guidelines related to energy conservation would have co-benefits that reduce GHG emissions (City of Lincoln 2005):

- Landscaping to control solar heat gain in buildings and on pavement, channel winds, and provide comfortable micro-climates that limit dependence on artificial heating and cooling systems should be encouraged.
- Twelve Bridges will utilize energy efficient street lighting systems to provide adequate lighting levels for public safety while minimizing light spillage and unnecessary hours of operation.



5. METHODOLOGY AND MODELING PARAMETERS

The following discussion explains the methodology and modeling parameters that will be used to estimate air quality and GHG emissions associated with construction and operations of the Project.

5.1 CRITERIA POLLUTANT AND GHG EMISSION METHODS

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod quantifies direct GHG emissions, such as construction and operational activities and vehicle use, and indirect emissions, such as energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, CalEEMod identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user.

CalEEMod was developed for the California Air Pollution Control Officers Association in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory) have been provided by the various California Air Districts to account for local requirements and conditions. CalEEMod is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable, such as preparing CEQA or National Environmental Policy Act documents, conducting pre-project planning, and, verifying compliance with local air quality rules and regulations, etc.

CalEEMod version 2022.1.1.24 was used to estimate construction and operational impacts of the Project.

5.1.1 Modeling Assumptions

The modeled land uses are presented in Table 3, below. The park would include an 1,800-sf concessions stand and approximately 290-sf restroom; this was conservatively rounded to 2,100-sf of building area. The parking lot acreage was based on the installation of 180 parking stalls. The “Other Asphalt Surfaces” land use type was used to represent other paved areas, including the perimeter trail, basketball court, and nine pickleball courts. The “City Park” land use acreage was adjusted such that the site would total 18.5 acres.

Table 3. Modeled Land Uses

Land Use Type	Building Square Footage	Acreage	Landscaped Square Footage
City Park	2,100	15.83	548,853
Parking Lot	0	1.62	0
Other Asphalt Surfaces	0	1.05	0
<i>Project Total</i>	<i>2,100</i>	<i>18.5</i>	<i>548,853</i>



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It is anticipated the Project would be built out in three to five phases over the course of up to five years. The southeastern area would be constructed first, and then the northwestern areas would be constructed as funding becomes available. For the purposes of this air quality analysis, the entire Project is assumed to be constructed over an 18-month period starting in January 2025. The timing for all construction activities were left as CalEEMod default values to provide a conservative estimate of emissions, rather than estimating emissions over the three- to five-phase construction duration that would actually occur. By modeling construction activities with a shortened, more intense schedule, daily emissions would be higher than what would actually occur over a lengthened and less intense construction schedule. Moreover, by modeling the construction phases to occur concurrently, the emissions modeling accounts for any overlap that may take place once Project construction begins.

Project construction activities would include site preparation and grading, paving, building construction, and architectural coating. Site grading would require 45,000 cubic yards (CY) of cut and 45,000 CY of fill, and all cut and fill material would be reused on-site. Since graded material may be transported across the Project site, on-site hauling trips were included within the modeling. The haul trip length for moving cut and fill around the site was conservatively set to 0.7 miles, which is the approximate perimeter of the Project site. The off-road equipment fleet for construction was based on CalEEMod default values. CalEEMod default values were also used to estimate the number of worker and vendor trips.

Operational emissions from all sources were estimated at full buildout of the Project, which was modeled to occur in 2027. The operational vehicle trip rates and lengths were left as default values. In addition, the electricity and water use rates were left as defaults. The Project was assumed to not include any natural gas, consistent with the CalEEMod default assumption for the City Park land use.

The CalEEMod results are included as Appendix A.



6. AIR QUALITY IMPACT ANALYSIS

6.1 CEQA GUIDELINES

According to the CEQA Guidelines' Appendix G Environmental Checklist, the following questions are analyzed and evaluated to determine whether impacts related to air quality are considered to be significant environmental effects.

Where available, the significance criteria established by the applicable air quality management or air pollution district may be relied upon to make the following determinations.

Where the Project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?

6.1.1 Thresholds of Significance

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the PCAPCD has adopted thresholds of significance for land use projects, as presented in Table 4 (PCAPCD 2017). If a project's construction or operational emissions exceed the applicable thresholds presented below, the project could have a significant effect on air quality, could prevent or delay the attainment of NAAQS or CAAQS, and could conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment.

Table 4. PCAPCD Significance Thresholds for Criteria Pollutants

Pollutant	Threshold of Significance (lbs/day)	
	Construction	Operational
ROG	82	55
NO _x	82	55
PM ₁₀	82	82

Source: PCAPCD 2017.

Additionally, the PCAPCD has developed screening criteria for determining whether a project would cause substantial localized CO emissions at a given intersection. The criteria include a quantitative



threshold for mobile source CO emissions (550 lbs/day) as well as conditions that relate to intersection level of service (LOS). However, considering that the law has changed with respect to how transportation-related impacts may be addressed under CEQA such that unacceptable LOS is no longer considered a significant impact on the environment under CEQA, this analysis relies on the 550 lbs/day of CO emissions screening criterion only.

The analysis also compares Project impacts to what was presented in the 1997 SEIR prepared for the Revised Twelve Bridges Specific Plan to determine if any new or more severe impacts would occur.

6.2 AIR IMPACT ANALYSIS

Impact AIR-1	Conflict with or obstruct implementation of the applicable air quality plan?
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1997 SEIR Analysis

Under Impacts S4.8-1 and S4.8-2, the SEIR determined that the project would generate construction and operational emissions that would exceed the applicable PCAPCD standards. With the implementation of mitigation, construction emissions would be reduced to a less-than-significant level. Operational emissions would remain above PCAPCD standards with mitigation. However, the SEIR identified that City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts due to increases in air pollution in the Plan Area and the SVAB associated with the prior Twelve Bridges Specific Plan. As the previous project would not increase the severity of the operational emissions impact or result in new significant air quality impacts not previously addressed in the prior EIRs, the project would result in a less than significant impact.

Additionally, under Impact S4.8-6, the SEIR determined that because the project was not assumed in the attainment plans applicable at the time (1994 Sacramento Area Regional Ozone Attainment Plan and 1991 Placer County Air Quality Attainment Plan), a significant and unavoidable impact would occur.

Project Impact Analysis

Air districts are required to prepare air quality plans to identify strategies to bring regional emissions into compliance with federal and state air quality standards. Air districts establish emissions thresholds for individual projects to demonstrate the point at which a project would be considered to increase the air quality violations. A project would conflict with the applicable air quality plan if they exceeded any emissions thresholds for which the region is in nonattainment.

As noted previously, the SVAB has been designated nonattainment for the State and federal ozone standards, State PM₁₀ standard, and federal PM_{2.5} standard (PCAPCD 2017). Accordingly, the districts within the SFNA have collaborated to prepare air quality plans, including the 2015 Ozone NAAQS Plan, to achieve attainment of the applicable ozone and PM standards. Additionally, the Sacramento area is working with CARB to update the PM_{2.5} maintenance plan. The PCAPCD's adopted thresholds of significance indicate the levels of emissions that projects may emit while the region still moves towards



attainments of the CAAQS and NAAQS. Projects that exceed thresholds would be considered to conflict with the 2015 Ozone NAAQS Plan and PM_{2.5} planning efforts.

As described under Impact AIR-2, the Project would not exceed the thresholds established by the PCAPCD. As a result, the Project would not conflict with or obstruct implementation of the applicable air quality plan, and the Project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

Impact AIR-2	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?
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1997 SEIR Analysis

Under Impacts S4.8-1 and S4.8-2, the SEIR determined that the project would generate construction and operational emissions that would exceed the applicable PCAPCD standards. With the implementation of mitigation, construction emissions would be reduced to a less-than-significant level. Operational emissions would remain above PCAPCD standards with mitigation. However, the SEIR identified that City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts due to increases in air pollution in the Plan Area and the SVAB associated with the prior Twelve Bridges Specific Plan. As the previous project would not increase the severity of the operational emissions impact or result in new significant air quality impacts not previously addressed in the prior EIRs, the project would result in a less than significant impact.

In addition, under Impact S4.8-7, the SEIR found that construction and operation of the previous project would result in significant and unavoidable cumulative air pollutant emissions impact.

Project Impact Analysis

In developing thresholds of significance for air pollutants, the PCAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions are considered to result in significant adverse air quality impacts to the region's existing air quality conditions.

Construction Emissions

Construction activities would result in criteria pollutant emissions from the use of heavy, off-road equipment as well as construction worker commutes and material deliveries to the site. Construction emissions associated with the Project are shown in Table 5. As shown in the table, the emissions from construction would be below the applicable PCAPCD thresholds.



Table 5. Construction Criteria Pollutant Emissions

Year	Maximum Daily Emissions (lbs/day)		
	ROG	NOx	PM ₁₀
2026	3.38	33.43	21.20
2027	2.34	9.85	0.47
PCAPCD Thresholds	82	82	82
Exceed Thresholds?	No	No	No

Source: Appendix A.

Operational Emissions

Emissions during operation of the Project would be generated primarily from vehicle trips to and from the site, as well as from area sources, which includes landscaping and maintenance equipment. Operational emissions are presented in Table 6. As shown therein, the emissions would be below the applicable thresholds of significance.

Table 6. Operational Criteria Pollutant Emissions

Year	Maximum Daily Emissions (lbs/day)		
	ROG	NOx	PM ₁₀
Mobile Source	0.15	0.15	0.26
Area Source	0.38	0.00	0.00
Total	0.53	0.15	0.26
PCAPCD Thresholds	55	55	82
Exceed Thresholds?	No	No	No

Source: Appendix A.

As shown in Table 5 and Table 6, criteria pollutant emissions would not exceed any threshold of significance during Project construction or operation. Therefore, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard, and the impact would be less than significant.

The Project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.



Impact AIR-3**Expose sensitive receptors to substantial pollutant concentrations?**

1997 SEIR Analysis

Under Impact S4.8-3, the SEIR found that project operation would exceed CO levels at some intersections in the Plan Area, resulting in a significant impact. However, the SEIR identified that City Council previously adopted a Statement of Overriding Considerations for the significant and unavoidable impacts due to increases in air pollutants from the prior Twelve Bridges Specific Plan and as the project would not increase the severity of vehicular emissions or result in new significant air quality impacts not previously addressed in the prior EIRs, the project would result in a less than significant impact.

In addition, under Impact S4.8-5, the SEIR found that the previous project would not expose Plan Area residents to stationary sources of air emissions including, criteria air pollutants and toxic air contaminants, and the impact would be less than significant.

Project Impact Analysis

This discussion addresses whether the Project would expose sensitive receptors to construction-generated fugitive dust (PM₁₀), NOA, construction-generated DPM, or operational related TACs. According to CARB, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the Project site are the single-family residences located to the south and east of the Project site. The closest residential receptor lies approximately 50 feet from the Project site, across Cabra Street.

Construction Emissions

During construction associated with the Project, the potential exists for emissions of fugitive dust, NOA, and DPM to be released. Each TAC is discussed separately below.

Fugitive Dust

Fugitive dust (PM₁₀) would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the Project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the Project site. However, PCAPCD Rule 228, Fugitive Dust, establishes the minimum dust mitigation and control requirements along with the standards to be met from the activities that generate fugitive dust. Rule 228's minimum dust mitigation and control requirements must be used for all construction and grading activities. Additionally, as demonstrated in Table 5, PM₁₀ emissions from construction would not



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exceed the PCAPCD threshold of significance. Thus, emissions of fugitive dust from construction of the Project would not adversely affect sensitive receptors.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain NOA could release asbestos to the air and pose a health hazard. PCAPCD requires project that involve ground-disturbing activities in areas that may contain NOA to prepare an Asbestos Dust Mitigation Plan in accordance with their *Asbestos Dust Mitigation Plan (ADMP) Guidance* (PCAPCD 2014). However, a review of the map with areas more likely to have rock formations containing NOA in California indicates that there is no asbestos in the immediate Project area (County of Placer 2008). Therefore, construction of the Project would not expose sensitive receptors to NOA.

Diesel Particulate Matter

Exposure to DPM from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. While the Project would involve the use of diesel fueled vehicles and off-road equipment, construction would be temporary and relatively minor. The Project proposes to construct 2,100 square feet of building space, a surface parking lot, courts, playgrounds, and a walking trail. The Project would not include any demolition and graded material would be balanced on the site preventing DPM emissions from hauling soil off-site. In addition, the modeled Project construction emissions are well below the PCAPCD thresholds for PM₁₀ emissions, which includes DPM (see Table 5).

The most emissions-intensive construction activities are anticipated to occur in the northern portion of the site, where the primary and secondary soil stockpiles are located, and the central areas of the Project site, where the play fields, concessions building, and play structures are proposed. Therefore, the majority of construction activities would occur distanced from the nearest receptors. All equipment used during Project construction would be subject to CARB's five minute idling rule. Additionally, consistent with PCAPCD requirements, all construction equipment greater than 50 horsepower would be required to have a PCAPCD permit or be registered with CARB's Portable Equipment Registration Program (PERP) (PCAPCD 2024). Finally, the prevailing wind direction in the Project area is most often from the south/southeast (Iowa State University 2024); as a result, DPM emissions associated with Project construction would generally be blown towards the north/northwest and away from the nearest sensitive receptors. Overall, Project construction would not expose sensitive receptors to substantial concentrations of DPM.

Operational Emissions

During Project operations, the potential exists for emissions of DPM and localized CO to be released. Each TAC is discussed separately below.

Diesel Particulate Matter

The greatest potential for exposure to TACs during long-term operations is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The types of activities anticipated at the park



include organized and non-organized recreational sports on the fields and courts, including sporting events such as tournaments. Active and passive recreation is anticipated throughout the park as provided by the proposed amenities which would include, but not be limited to, walking, jogging, running, roller blading, picnicking, barbeques, bike riding at the bike park, sitting, movie nights, farmer's markets, craft fairs, community events/celebrations, fitness classes, and concerts. Therefore, once operational, the majority of vehicle trips to the Project site would be from local residents to use the recreational facilities and, as a result, the Project would attract very few diesel truck trips. Additionally, the Project would not include any permanent stationary generators on-site. Portable generators may be brought and used on-site intermittently for organized and non-organized events by community members. Portable generators would not be provided by the Project, but in the event that they are used the site it would be for limited durations. Moreover, all portable equipment greater than 50 horsepower would be required to have a PCAPCD permit or be registered with CARB's PERP (PCAPCD 2024). For these reasons, once operational, the Project would not be expected to expose nearby sensitive receptors to substantial amounts of TACs.

Carbon Monoxide

The PCAPCD has adopted a quantitative screening threshold for localized CO impacts of 550 lbs/day. According to the CalEEMod results, the Project would result in maximum daily emissions of 1.3 lbs/day of CO from mobile sources. Therefore, Project emissions would be well below the screening level and a localized CO hotspot would not occur.

Conclusion

Based on the analysis above, the Project would not expose sensitive receptors to substantial pollutant concentrations, and the Project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.

Impact AIR-4	Result in other emissions (such as those leading to odors) affecting a substantial number of people?)
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1997 SEIR Analysis

Under Impact S4.8-4, the SEIR found that the previous project would not expose Plan Area residents to odors due to adequate buffers required for adjacent uses and, therefore, impacts were determined to be less than significant.

Project Impact Analysis

While offensive odors rarely cause any physical harm, they can still be unpleasant, leading to distress among the public and often generating citizen complaints. The occurrence and severity of odor impacts depends on numerous factors, including nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor. The nearest sensitive receptors to the Project site are



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the single-family residences located to the south and east of the Project site. The closest residential receptor lies approximately 50 feet from the Project site, across Cabra Street.

Construction activities associated with the Project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, particularly associated with controlling fugitive dust emissions. Compliance with the aforementioned regulations would help to minimize emissions, including emissions leading to odors.

Land uses typically considered as associated with the production of odors during operations include wastewater treatment facilities, waste disposal facilities, and agricultural operations. The Project does not include any land uses that are typically associated with emitting objectionable odors.

Finally, PCAPCD regulates objectionable odors through Rule 205, Nuisance, which dictates that emissions that cause nuisance or annoyance to the public are prohibited (PCAPCD 1993). Thus, although not anticipated, if odor complaints are made after the Project is developed, the PCAPCD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

The Project would not result in other emissions, such as those leading to odors, affecting a substantial number of people. Therefore, the impact would be less than significant, and the Project would not result in new or more severe impacts than those evaluated in the 1997 SEIR. No additional mitigation measures would be required and, as such, the impact finding would remain unchanged from the 1997 SEIR.



7. GREENHOUSE GAS IMPACT ANALYSIS

7.1 CEQA GUIDELINES

The CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on GHGs, the type, level, and impact of emissions generated by the project must be evaluated.

The following GHG significance thresholds are contained in Appendix G of the CEQA Guidelines:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

7.1.1 Thresholds of Significance

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds that are intended to analyze a project’s compliance with State laws related to GHG emissions and climate change, including AB 32 and SB 32. The GHG thresholds include a bright-line threshold for the construction and operational phases of land use projects and stationary source projects, a de minimis/screening level threshold for the operational phase of land use projects, and efficiency thresholds for the operational phase of land use projects that result in GHG emissions that fall between the bright-line threshold and the screening level threshold. Any project with GHG emissions below the de minimis level threshold is considered by the PCAPCD to have a less-than-significant impact related to GHG emissions. The bright-line threshold of 10,000 MTCO₂e/yr represents the level at which a project’s GHG emissions would be substantially large enough to contribute to cumulative impacts and mitigation would be required.

The GHG thresholds used in this analysis are presented in Table 7. For construction of the Project, GHG emissions are compared to the PCAPCD’s bright-line threshold of 10,000 MTCO₂e/yr. For Project operations, GHG emissions are compared to the de minimis level threshold of 1,100 MTCO₂e/yr.

Table 7. PCAPCD Significance Thresholds for GHG Emissions

Component of Land Use Project	Threshold (MTCO ₂ e/yr)	Notes
Construction	10,000	Bright-Line Threshold
Operations	1,100	De Minimis Level

Source: PCAPCD 2017.

The Project is also evaluated for consistency with the following applicable plans that were adopted for the purpose of reducing GHG emissions: the CARB’s 2022 Scoping Plan, and the City of Lincoln General Plan.



The requirement that the potential environmental impact of GHG emissions be analyzed was added to the CEQA Guidelines in 2010. The CEQA Guidelines did not require analysis of GHG emissions in 1997 and, thus, the 1997 SEIR did not consider project impacts related to GHG emissions. However, the effects of GHG emissions do not constitute new information that could have not been known at the time the 1997 SEIR was approved. The following analysis relies on the thresholds presented above to determine if a new significant GHG impact would occur.

7.2 GHG IMPACT ANALYSIS

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project Impact Analysis

Potential impacts related to GHG emissions resulting from implementation of the Project are considered in comparison with the PCAPCD's thresholds of significance below.

Construction Emission Inventory

Construction GHGs would be emitted using off-road construction equipment and vehicle travel by workers and material deliveries to the Project site. The estimated construction GHG emissions are shown in Table 8. As shown in the table, total emissions from Project construction would be well below the PCAPCD's bright-line threshold, and significant impact would not occur.

Table 8. Construction Greenhouse Gas Emissions

Year	Annual Emissions (MTCO ₂ e/yr)
2026	345.75
2027	127.78
<i>Total</i>	473.53
PCAPCD Bright-Line Threshold	10,000
Exceeds Threshold?	No

Operational Emission Inventory

Operational, or long-term, emissions occur over the life of the Project. Mobile source GHG emissions would occur from visitor and maintenance staff trips to the Project site. Energy, water, and waste GHG emissions refer to the indirect emissions associated with electricity generation and transmission, water/wastewater treatment and conveyance, and solid waste disposal. The proposed Project would require electricity for park lighting, EV charging, scoreboards, restrooms, shade structures, irrigation, and security. CalEEMod assumes that natural gas would not be required at park land uses as the buildings on-site would not include building heating, water heating, or stovetops. The domestic water system would include water supply lines to serve the restrooms, concession building, drinking fountains, and landscape irrigation. Operational GHG emissions are shown in Table 9. It is noted that the modeling does not



account for the provision of approximately 355 shade trees, which would result in carbon sequestration. As shown in the table, the emissions would be below the PCAPCD's de minimis level threshold. Therefore, a significant impact would not occur, and further evaluation using PCAPCD's Efficiency Metric is not warranted.

Table 9. Operational Greenhouse Gas Emissions

Source	Annual Emissions (MTCO ₂ e/yr)
Mobile	25.79
Energy	5.78
Water	2.11
Waste	0.42
<i>Total</i>	34.10
PCAPCD De Minimis Level	1,100
Exceeds Thresholds?	No

As demonstrated in Table 8 and Table 9, the Project would not result in GHG emissions that would have a significant impact on the environment, and the impact would be less than significant. Therefore, the Project would not result in new or more severe impacts beyond what was evaluated in the 1997 SEIR, and no additional mitigation measures would be required.

Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Impact Analysis

Pursuant to Appendix G of the CEQA Guidelines, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. The Project would be subject to complying with the CARB's 2022 Scoping Plan and the City's General Plan, both of which include policies and regulations adopted for the purpose of reducing GHG emissions. Project consistency with the plans is evaluated below.

Consistency with the CARB's 2022 Scoping Plan

CARB approved the 2022 Scoping Plan in December 2022. The 2022 Scoping Plan builds upon previous iterations of state scoping plans to achieve carbon neutrality and reduce anthropogenic GHG emissions below 85 percent below 1990 no later than 2045, as directed by AB 1279 (CARB 2022a). Table 10 identifies the Scoping Plan policies that may be relevant to the proposed Project.



Table 10. Project Consistency with 2022 Scoping Plan Greenhouse Gas Reduction Strategies

Measure	Consistency Determination
Deploy ZEVs and reduce driving demand	Consistent. While the Project would not deploy ZEVs, the Project would include pedestrian and bicycle facilities, such as the perimeter loop trail, that would connect to existing infrastructure. In addition, upon full buildout, the Project would provide 31 EV charging spaces.
Coordinate supply of liquid fossil fuels with declining CA fuel demand	Not Applicable. This measure is aimed at petroleum refineries and fossil fuel extraction operations. The Project would not interfere with this goal.
Generate clean electricity	Not Applicable. The Project is a park land use and would not result in significant electricity demands. The proposed Project would require electricity for park lighting, EV charging, scoreboards, restrooms, shade structures, irrigation, and security. Additionally, all Project electricity demands would be met by Pacific Gas and Electric Company (PG&E), which complies with all clean electricity requirements established by the State, including the RPS. The Project would not interfere with this statewide goal.
Decarbonize Buildings	Consistent. The only buildings proposed as part of the Project include a 1,800-sf concessions stand and 290-sf restroom facilities. As noted previously, the structures are assumed to be all-electric, would comply with all relevant provisions of the CalGreen Code, and would not contribute substantially to regional carbon emissions.
Decarbonize Industrial Energy Supply	Not Applicable. The Project is a park land use and would not affect the industrial sector. The Project would not interfere with this goal.
Reduce non-combustion emissions (Methane)	Consistent. The Project would not include any land uses that generate significant levels of methane, such as landfills or dairy farms.
Reduce non-combustion emissions (Hydrofluorocarbons [HFCs])	Consistent. The Project would comply with all state regulations governing SLCPs, including HFCs.
Compensate for remaining emissions	Not Applicable. This measure is aimed at the state government to reduce statewide emissions to meet AB 1279 goals. The Project would not interfere with this goal.

Source: CARB 2022a.

This analysis finds the Project would be consistent with the applicable strategies recommended in the 2022 Scoping Plan.

Consistency with the City's General Plan

Table 11 evaluates the Project's consistency with the General Plan policies and actions related to GHG emissions that are applicable to the Project.



Table 11. Project Consistency with General Plan Greenhouse Gas Reduction Strategies

Measure	Consistency Determination
<p>Policy OSC-3.1: Energy Conservation Measures. The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with state law. New features that may be applied to construction and renovation include:</p> <ul style="list-style-type: none"> • Green building techniques (such as use of recycled, renewable, and reused materials; efficient lighting / power sources; design orientation; building techniques; etc.) • Cool roofs. 	<p>Consistent. The Project buildings would be limited to a small concessions stand and restrooms. Nevertheless, the structures are assumed to be all-electric, and would be constructed in accordance with the applicable energy conservation measures set forth in the CalGreen Code.</p>
<p>Policy OSC-3.2: Landscape Improvements for Energy Conservation. The City shall encourage the planting of shade trees along all City streets to reduce radiation heating.</p>	<p>Consistent. The Project is anticipated to plant approximately 355 new shade trees. Shade trees would be provided along and adjacent to pathways, seating areas, and parking lot to the extent feasible.</p>
<p>Policy OSC-4.5: Use of Reclaimed Water. The City shall encourage the use of reclaimed water, in place of treated potable water for landscaping and other suitable applications.</p>	<p>Not Feasible. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation. The Project site is located outside of the City's recycled water service boundary and, as a result, the required infrastructure is not available to meet the Project's irrigation needs. However, shade trees and landscaping are anticipated to utilize native and drought-tolerant plants. As a result, irrigation demands will be reduced to the extent feasible.</p>
<p>Policy OSC-4.7: Landscape Irrigation. The City shall explore the possibility of using reclaimed water to irrigate new commercial developments and new areas with large landscape areas. In areas where reclaimed water can be provided in the future, the City shall require landscape irrigation to be installed so that the system could be used with reclaimed water. The City shall also explore the use of industrial process water for landscape irrigation provided that it meets City standards for irrigation.</p>	<p>Not Feasible. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation. The Project site is located outside of the City's recycled water service boundary and, as a result, the required infrastructure is not available to meet the Project's irrigation needs. However, shade trees and landscaping are anticipated to utilize native and drought-tolerant plants. As a result, irrigation demands will be reduced to the extent feasible.</p>
<p>Policy OSC-5.4: Encourage Planting of Native Vegetation. The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained.</p>	<p>Consistent. Project shade trees and landscaping will utilize native and drought-tolerant plants.</p>

Source: City of Lincoln, 2008.



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This analysis finds the Project would be consistent with the feasible GHG reduction policies and actions in the General Plan. Therefore, the Project would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions; therefore, impacts would be considered less than significant. The Project would not result in new or more severe impacts beyond what was evaluated in the 1997 SEIR, and no additional mitigation measures would be required.



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APPENDIX A

CALEEMOD MODELING RESULTS



Bella Breeze Park Detailed Report

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5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

- 6.1. Climate Risk Summary
- 6.2. Initial Climate Risk Scores
- 6.3. Adjusted Climate Risk Scores
- 6.4. Climate Risk Reduction Measures

7. Health and Equity Details

- 7.1. CalEnviroScreen 4.0 Scores
- 7.2. Healthy Places Index Scores
- 7.3. Overall Health & Equity Scores
- 7.4. Health & Equity Measures
- 7.5. Evaluation Scorecard
- 7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Bella Breeze Park
Construction Start Date	1/1/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	7.80
Location	38.86238860893005, -121.29552121550728
County	Placer-Sacramento
City	Lincoln
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	433
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.24

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

City Park	15.8	Acre	15.8	0.00	548,856	548,856	—	Park acreage = 18.5 total acres - 1.62 acres for parking - 1.05 for paved areas. Landscape acreage = 12.6-acre pervious areas
Parking Lot	180	Space	1.62	0.00	0.00	—	—	—
Other Asphalt Surfaces	45.7	1000sqft	1.05	0.00	0.00	—	—	reflects trail/basketball court/pickleball courts

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Unmit.	2.37	2.35	10.4	13.0	0.02	0.43	0.15	0.47	0.40	0.04	0.40	—	2,398	2,398	0.10	0.02	0.54	2,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Unmit.	4.03	3.38	33.4	31.0	0.07	1.37	19.8	21.2	1.26	10.1	11.4	—	7,585	7,585	0.30	0.19	0.05	7,648
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Unmit.	1.17	0.98	9.29	10.5	0.02	0.37	1.34	1.71	0.34	0.59	0.93	—	2,078	2,078	0.08	0.03	0.07	2,088

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.18	1.70	1.91	< 0.005	0.07	0.24	0.31	0.06	0.11	0.17	—	344	344	0.01	< 0.005	0.01	346

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2025	1.35	1.13	10.4	13.0	0.02	0.43	0.00	0.43	0.40	0.00	0.40	—	2,398	2,398	0.10	0.02	0.00	2,406
2026	2.37	2.35	9.85	13.0	0.02	0.38	0.15	0.47	0.35	0.04	0.35	—	2,397	2,397	0.10	0.02	0.54	2,405
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2025	4.03	3.38	33.4	31.0	0.07	1.37	19.8	21.2	1.26	10.1	11.4	—	7,585	7,585	0.30	0.19	0.05	7,648
2026	1.28	1.07	9.85	13.0	0.02	0.38	0.00	0.38	0.35	0.00	0.35	—	2,397	2,397	0.10	0.02	0.00	2,405
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2025	1.17	0.98	9.29	10.5	0.02	0.37	1.34	1.71	0.34	0.59	0.93	—	2,078	2,078	0.08	0.03	0.07	2,088
2026	0.56	0.49	3.20	4.27	0.01	0.12	0.01	0.13	0.11	< 0.005	0.12	—	769	769	0.03	0.01	0.01	772
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2025	0.21	0.18	1.70	1.91	< 0.005	0.07	0.24	0.31	0.06	0.11	0.17	—	344	344	0.01	< 0.005	0.01	346
2026	0.10	0.09	0.58	0.78	< 0.005	0.02	< 0.005	0.02	0.02	< 0.005	0.02	—	127	127	0.01	< 0.005	< 0.005	128

2.4. Operations Emissions Compared Against Thresholds

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.53	0.13	1.31	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	0.73	361	361	0.09	0.01	0.94	369	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.53	0.51	0.15	1.10	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	0.73	334	334	0.09	0.01	0.02	341	
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.46	0.45	0.07	0.57	< 0.005	< 0.005	0.13	0.14	< 0.005	0.03	0.04	0.73	201	201	0.09	0.01	0.21	206	
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.08	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	0.12	33.2	33.3	0.01	< 0.005	0.04	34.1	

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.17	0.15	0.13	1.31	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	313	313	0.01	0.01	0.94	318
Area	0.38	0.38	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	34.5	34.5	0.01	< 0.005	—	34.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	12.6	12.6	< 0.005	< 0.005	—	12.8
Waste	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.54	0.53	0.13	1.31	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	0.73	361	361	0.09	0.01	0.94	369

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.15	0.14	0.15	1.10	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	286	286	0.01	0.01	0.02	291
Area	0.38	0.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	34.5	34.5	0.01	< 0.005	—	34.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	12.6	12.6	< 0.005	< 0.005	—	12.8
Waste	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.53	0.51	0.15	1.10	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	0.73	334	334	0.09	0.01	0.02	341
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.07	0.57	< 0.005	< 0.005	0.13	0.14	< 0.005	0.03	0.04	—	153	153	0.01	0.01	0.21	156
Area	0.38	0.38	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	34.5	34.5	0.01	< 0.005	—	34.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	12.6	12.6	< 0.005	< 0.005	—	12.8
Waste	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.46	0.45	0.07	0.57	< 0.005	< 0.005	0.13	0.14	< 0.005	0.03	0.04	0.73	201	201	0.09	0.01	0.21	206
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	25.4	25.4	< 0.005	< 0.005	0.04	25.8
Area	0.07	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	—	0.00	—	5.72	5.72	< 0.005	< 0.005	—	5.78
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	2.09	2.09	< 0.005	< 0.005	—	2.11
Waste	—	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.42
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.08	0.08	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	0.12	33.2	33.3	0.01	< 0.005	0.04	34.1

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.11	0.09	0.87	0.83	< 0.005	0.04	—	0.04	0.03	—	0.03	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.02	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1

Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.66	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	172	172	< 0.005	0.01	0.02	175
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.85	4.85	< 0.005	< 0.005	0.01	4.92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	9.35	9.35	—	3.68	3.68	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.44	2.33	0.01	0.10	—	0.10	0.09	—	0.09	—	542	542	0.02	< 0.005	—	544
Dust From Material Movement	—	—	—	—	—	—	0.77	0.77	—	0.30	0.30	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.45	0.42	< 0.005	0.02	—	0.02	0.02	—	0.02	—	89.8	89.8	< 0.005	< 0.005	—	90.1
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.76	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	< 0.005	0.01	0.02	200
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.16	0.13	3.69	1.92	0.01	0.01	0.12	0.13	0.01	0.03	0.04	—	789	789	0.03	0.12	0.03	827
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.6	16.6	< 0.005	< 0.005	0.03	16.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.01	0.30	0.15	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	64.7	64.7	< 0.005	0.01	0.04	67.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.75	2.75	< 0.005	< 0.005	< 0.005	2.79
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.01	11.2

3.5. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.61	5.68	7.09	0.01	0.23	—	0.23	0.22	—	0.22	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.04	1.29	< 0.005	0.04	—	0.04	0.04	—	0.04	—	216	216	0.01	< 0.005	—	217
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	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	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.76	3.63	0.01	0.11	—	0.11	0.10	—	0.10	—	671	671	0.03	0.01	—	673

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.07	0.05	0.50	0.66	< 0.005	0.02	—	0.02	0.02	—	0.02	—	111	111	< 0.005	< 0.005	—	111
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	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	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.35	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.05	0.04	0.39	0.54	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Worker	0.05	0.05	0.03	0.73	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	164	164	< 0.005	< 0.005	0.54	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.16	8.16	< 0.005	< 0.005	0.01	8.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.23	2.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34	
Architectural Coatings	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22	
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
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	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	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	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	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	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.17	0.15	0.13	1.31	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	313	313	0.01	0.01	0.94	318
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.17	0.15	0.13	1.31	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	313	313	0.01	0.01	0.94	318
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.15	0.14	0.15	1.10	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	286	286	0.01	0.01	0.02	291
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.15	0.14	0.15	1.10	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	286	286	0.01	0.01	0.02	291
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	25.4	25.4	< 0.005	< 0.005	0.04	25.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	25.4	25.4	< 0.005	< 0.005	0.04	25.8

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00	
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	34.5	34.5	0.01	< 0.005	—	34.9	
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00	
Total	—	—	—	—	—	—	—	—	—	—	—	34.5	34.5	0.01	< 0.005	—	34.9	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	34.5	34.5	0.01	< 0.005	—	34.9
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	34.5	34.5	0.01	< 0.005	—	34.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	5.72	5.72	< 0.005	< 0.005	—	5.78
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.72	5.72	< 0.005	< 0.005	—	5.78

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.37	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.38	0.38	0.00	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	0.37	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.38	0.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.07	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	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	12.6	12.6	< 0.005	< 0.005	—	12.8		
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	12.6	12.6	< 0.005	< 0.005	—	12.8		
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	12.6	12.6	< 0.005	< 0.005	—	12.8		
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	12.6	12.6	< 0.005	< 0.005	—	12.8		
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	2.09	2.09	< 0.005	< 0.005	—	2.11		
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	—	—	—	—	—	—	—	—	—	—	0.00	2.09	2.09	< 0.005	< 0.005	—	2.11		

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
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	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
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	—	—	—	—	—	—	—	—	—	—	—	0.73	0.00	0.73	0.07	0.00	—	2.57
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.42
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	—	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.42

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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	1/30/2025	2/13/2025	5.00	10.0	—
Grading	Grading	2/14/2025	3/28/2025	5.00	30.0	—

Building Construction	Building Construction	3/29/2025	5/23/2026	5.00	300	—
Paving	Paving	5/24/2026	6/21/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	6/22/2026	7/20/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	188	0.70	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

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	3,150	1,050	6,975

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	15.0	0.00	—
Grading	45,000	45,000	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	5.40

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	2.73	0%
Parking Lot	1.62	100%

Other Asphalt Surfaces	1.05	100%
------------------------	------	------

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

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	12.3	31.0	34.7	6,645	129	325	363	69,564
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	3,150	1,050	6,975

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	61,817	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	14,032,699
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	1.36	—

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
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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
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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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
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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)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	28.4	annual days of extreme heat
Extreme Precipitation	4.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth

Wildfire	5.31	annual hectares burned
----------	------	------------------------

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{1}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events.

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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

6.2. Initial Climate Risk Scores

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

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

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	68.1
AQ-PM	11.8
AQ-DPM	24.9
Drinking Water	40.4
Lead Risk Housing	4.12
Pesticides	7.86
Toxic Releases	14.3
Traffic	47.3

Effect Indicators	—
CleanUp Sites	17.1
Groundwater	0.00
Haz Waste Facilities/Generators	28.3
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	15.5
Cardio-vascular	40.6
Low Birth Weights	4.62
Socioeconomic Factor Indicators	—
Education	7.82
Housing	0.76
Linguistic	25.6
Poverty	0.18
Unemployment	26.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	91.73617349
Employed	55.33170794
Median HI	91.05607597
Education	—
Bachelor's or higher	77.49262158
High school enrollment	100

Preschool enrollment	20.76222251
Transportation	—
Auto Access	95.6242782
Active commuting	14.56435262
Social	—
2-parent households	90.2219941
Voting	90.29898627
Neighborhood	—
Alcohol availability	97.0101373
Park access	21.1600154
Retail density	7.532400873
Supermarket access	5.915565251
Tree canopy	56.94854356
Housing	—
Homeownership	92.7242397
Housing habitability	94.37957141
Low-inc homeowner severe housing cost burden	88.19453356
Low-inc renter severe housing cost burden	68.40754523
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	91.50519697
Arthritis	0.0
Asthma ER Admissions	73.3
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0

Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	76.9
Cognitively Disabled	92.5
Physically Disabled	90.7
Heart Attack ER Admissions	63.2
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	20.9
Elderly	85.6
English Speaking	88.7
Foreign-born	8.9
Outdoor Workers	66.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	69.1
Traffic Density	18.2

Traffic Access	23.0
Other Indices	—
Hardship	17.0
Other Decision Support	—
2016 Voting	89.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	3.00
Healthy Places Index Score for Project Location (b)	84.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Demo not required. Other phase timing left as default, as the defaults are more conservative than the actual 30-month construction period.

Construction: Trips and VMT	Haul trip length adjusted to reflect a lap around the project site. Haul trips will only be moving fill around the project site - the site will balance.
Construction: Paving	Paved area added to match PD (5.4 acres of impervious surface)

APPENDIX C



**BELLA BREEZE PARK MASTER PLAN
PROJECT**

**BIOLOGICAL RESOURCES TECHNICAL
REPORT**

June 11, 2024

Prepared for:

City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Prepared by:

Stantec Consulting Services Inc.
3301 C Street, Suite 1900
Sacramento, CA 95816

**BELLA BREEZE PARK MASTER PLAN PROJECT
BIOLOGICAL RESOURCES TECHNICAL REPORT**

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**BELLA BREEZE PARK MASTER PLAN PROJECT
BIOLOGICAL RESOURCES TECHNICAL REPORT**

Acronyms

CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CFWC	California Fish and Wildlife Commission
CNDB	Natural Diversity Data Base
CNPS	California Native Plant Society
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
FESA	Federal Endangered Species Act
MBTA	Migratory Bird Treaty Act
NMFS	National Marine Fisheries Service
RWQCB	Regional Water Quality Control Board
SWRCB	State Water Resources Control Board
USACE	US Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service



**BELLA BREEZE PARK MASTER PLAN PROJECT
BIOLOGICAL RESOURCES TECHNICAL REPORT**

1 Introduction

This Biological Resources Technical Report addresses the potential effects on biological resources resulting from development associated with the Bella Breeze Park Master Plan Project (Project Area). The analysis includes pertinent baseline information, including: (1) a description of the Project Area habitats; (2) a description of special-status plant and wildlife species that could potentially occur in the area; and (3) federal, state, and regional regulations pertaining to plant and wildlife species and the regulatory agencies that enforce these standards.

Data collected during recent site visits and the review of background technical information associated with the Project Area has been summarized in this report, and the impact analysis is based on those studies and the proposed site design.

**BELLA BREEZE PARK MASTER PLAN PROJECT
BIOLOGICAL RESOURCES TECHNICAL REPORT**

2 Project Description

2.1 PROJECT LOCATION

The Project Area is located in Placer County, California, within the City of Lincoln. The Project Area is located within the Twelve Bridges Specific Plan Area which has been under development since the 1990s. The Project Area is bounded to the north by an Open Space Preserve (Rodeo Preserve); to the east by Cabra Street; to the south by Bella Breeze Drive and residential development; and to the west by residential development and Open Space (Figure 1).

The Project Area is approximately 18.51 acres comprised of Assessor Parcel Numbers 329-010-072-000 (northeast corner), 329-010-084-000 (McCullough Street), 329-010-085-000 (majority of site) and 329-010-086-000 (southerly portion generally east of McCullough Street).

2.2 PROJECT DESCRIPTION

The Project includes the development of the approximately 18 acres into a community park. Amenities proposed to be provided include playgrounds, walking loop trails, fitness nodes, picnic areas and shade structures, playfields (including but not limited to baseball, softball, soccer, football, etc.), a basketball court, covered multi-sport field, teen activity area (obstacle course, climbing wall, seating), bike park, pickleball courts, concessions stand and restrooms, and an onsite parking lot.

Offsite improvements will generally be limited to traffic improvements, such as signage installation and crosswalks, which will occur within areas that were previously developed.





Stantec

38 Technology Drive, Irvine, CA 92618
Phone 949.923.6000 www.stantec.com

0 100 200
1 inch = 200 feet



Bella Breeze Park

City of Lincoln, CA.

Figure 1

**BELLA BREEZE PARK MASTER PLAN PROJECT
BIOLOGICAL RESOURCES TECHNICAL REPORT**

3 Background Documentation

A number of documents associated with the Project Area were reviewed to determine the status of permitting requirements and compliance.

- Draft Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan, August 1997
- Mitigation Monitoring Report for the Lincoln Wetland Mitigation, July 1997, August 1999
- Revised Wetland Mitigation Plan for the Twelve Bridges Project, August 1998
- Twelve Bridges Village 25 EIR Mitigation Measures Applicable to Village 25, December 2019

4 Environmental Setting

4.1 PROJECT SITE HABITATS

Stantec conducted a reconnaissance-level biological assessment of the project site on September 21, 2023. The site contains non-native annual grassland habitat, a stockpile, a paved access road, and a water quality basin. An open space preserve occurs along the northern and western boundaries of the project site. Any wetland habitat that previously occurred within the site appears to have been graded or filled during previous construction activities, except for an approximately 140-foot-long section of a perennial tributary to Orchard Creek that occurs at the northern edge of the project site and a seasonal wetland that occurs along the edge of the perennial tributary (see Figure 1). The observed habitats are described in this section.

4.1.1 Non-native Annual Grassland

Nearly the entire Project Area has been graded or otherwise disturbed, but the remaining dominant habitat type is non-native annual grassland. Non-native annual grasslands have replaced the once-native grassland, which was primarily dominated by perennial bunch grasses. Plant species that typically occur in annual grasslands in the region include medusahead grass (*Taeniatherum caput-medusae*), wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), hairgrass (*Aira caryophylla*), Italian ryegrass (*Lolium multiflorum*), foxtail barley (*Hordeum murinum* ssp. *leporinum*), mouse-tail grass (*Festuca myuros*), and Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*). Common forbs that could be expected to occur in the annual grasslands in the project site include cutleaf geranium (*Geranium dissectum*), redstem stork's bill (*Erodium cicutarium*), yellow star thistle (*Centaurea solstitialis*), milk thistle (*Silybum marianum*), rose clover (*Trifolium hirtum*), vetch (*Vicia* sp.), field bindweed (*Convolvulus arvensis*), fiddle dock (*Rumex pulcher*), wild radish (*Raphanus sativus*), Italian thistle (*Carduus pycnocephalus*), bull thistle (*Cirsium vulgare*), and hayfield tarweed (*Hemizonia congesta*).

Typically, non-native annual grasslands are capable of supporting a wide variety of both resident and transient wildlife species. Those wildlife species that could be expected to occur in the project site include small rodents, such as deer mice (*Peromyscus maniculatus*) and California vole (*Microtus californicus*), that feed on the abundance of grass seeds provided by this habitat, as well as cottontail (*Sylvilagus audubonii*). These small mammals in turn provide food for a variety of predators common to the region, including mammals such as coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), bobcat (*Lynx rufus*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and opossum (*Didelphis virginiana*), and birds such as red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), and barn owl (*Tyto alba*).

The abundant insects in these fields provide food for many common birds in the region such as American crow (*Corvus brachyrhynchos*), Brewer's black bird (*Euphagus cyanocephalus*), western meadowlark (*Sturnella neglecta*), and barn swallow (*Hirundo rustica*). Other bird species that are likely to occur in annual grasslands in the region include scrub jay (*Aphelocoma coerulescens*) and western bluebird (*Sialia mexicana*). Reptile species frequently found in annual grasslands include Pacific gopher snake (*Pituophis catenifer catenifer*), California kingsnake (*Lampropeltis getula californiae*), valley garter snake (*Thamnophis sirtalis fitchii*), northern Pacific rattlesnake (*Crotalus oreganus oreganus*), western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Gerrhonotus multicarinatus*) and Gilbert's skink (*Eumeces gilberti*). Grasslands adjacent to wetlands or other sources of moisture could also support Sierran tree frog (*Pseudacris sierrae*), and western toad (*Bufo boreas*).



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Due to the proximity of residential development, along with the small size of the site, non-native annual grasslands in the Project Area may not support as wide a variety of species that similar habitat would in areas more secluded from human activity.

4.1.2 Seasonal Wetland

The seasonal wetland located at the northern edge of the Project Area becomes seasonally inundated by flows from the adjacent perennial tributary. Vegetation within the seasonal wetland features is similar to the upland non-native grassland habitat. Some wetland vegetation including annual pearlwort (*Sagina apetala*), toad rush (*Juncus bufonius*), annual pearlwort (*Sagina apetala*), American pillwort (*Pilularia americana*), and Boggs Lake hedge-hyssop (*Gratiola heterosepala*) are present where hydrology is present. When inundated, seasonal wetlands provide habitat for aquatic invertebrates and amphibians. For most of the remainder of the year, wildlife use is similar to that of typical non-native annual grassland habitat.

4.1.3 Perennial Tributary

The perennial tributary located at the northern edge of the Project Area contains flowing water nearly year-round and supports a fringe of low emergent marsh with open water surfaces. The perennial tributary does not support riparian vegetation such as shrubs and trees. The tributary and adjacent preserve provide a consistent source of water for a wide range of species including invertebrates and amphibians and the predators that rely on them as a food source.



5 Special-Status Species

The potential occurrence of special-status plant and wildlife species within the Project site and surrounding area has been determined through a review of the California Department of Fish and Wildlife's (CDFW) Natural Diversity Data Base (CNDDB), the U.S. Fish and Wildlife Service's (USFWS) online species list database, and a series of field surveys.

For the purposes of this section, special-status species include:

- species listed, proposed, or candidate species for listing as Threatened or Endangered by the USFWS pursuant to the Federal Endangered Species Act (FESA) of 1969, as amended;
- species designated as Species of Concern by the USFWS (note: although this status designation does not itself trigger any FESA requirements, many of the species that have this designation meet the definition of rare, threatened or endangered under CESA);
- species listed as Rare, Threatened, or Endangered by the CDFW pursuant to the California Endangered Species Act (CESA) of 1970, as amended;
- species designated as Fully Protected under Sections 3511 (birds), 4700 (mammals), and 5050 (reptiles and amphibians) of the California Fish and Game Code;
- species designated by the CDFW as California Species of Concern;
- plant species listed as Category 1B and 2 by the California Native Plant Society (CNPS); and
- species not currently protected by statute or regulation, but considered rare, threatened or endangered under CEQA (Section 15380).

Queries of the CNDDB and USFWS species lists show that there is potential for 24 special-status species and two critical habitats.

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Table 1. Special-Status Species, Critical Habitat, and Sensitive Habitat within 5-miles of the Project Area

Common Name Scientific Name	Status	Habitat Requirement	Potential to Occur
Invertebrates			
American bumble bee <i>Bombus pensylvanicus</i>	N/A	The most common and widespread bumble bee species. Lives in underground nests within grassland habitats.	Low: The Project Area is highly disturbed, preventing underground nests from becoming established.
California linderiella <i>Linderiella occidentalis</i>	N/A	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools has very low alkalinity and conductivity.	None: The seasonal wetland within the Project Area is not located within an area of known vernal complexes and regularly floods from the perennial tributary and therefore is not habitat for vernal pool brachiopods.
Ricksecker's water scavenger beetle <i>Hydrochara rickseckeri</i>	N/A	Found in the Sacramento and San Joaquin Rivers in flowing or standing waters.	None: No suitable flowing or suitable standing water is present within the Project Area.
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT	Occurs in small swales, earth slumps or basalt-flow depressions with grassy or muddy bottoms in grasslands but are also found in water pooled in sandstone outcrops and in alkaline vernal pools.	None: The Project Area is not located within an area of known vernal complexes and therefore is not habitat for vernal pool brachiopods.
vernal pool tadpole shrimp <i>Lepidurus packardi</i>	FE	Occurs in a variety of seasonal wetlands such as vernal pools, clay flats, alkaline pools, ephemeral stock tanks, roadside ditches, and road ruts. Pools range in size from small, clear, well-vegetated vernal pools to highly turbid alkali scald pools to large winter lakes.	None: The Project Area is not located within an area of known vernal complexes and therefore is not habitat for vernal pool brachiopods.
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT	Occurs only in the central valley of California, in association with blue elderberry (<i>Sambucus nigra</i> ssp. <i>caerulea</i>). Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	None: No suitable habitat in the Project Area.
Ricksecker's water scavenger beetle <i>Hydrochara rickseckeri</i>	CNDBB G1G2/S1S2	Found in the Sacramento and San Joaquin Rivers in flowing or standing waters.	None: No suitable habitat in the Project Area.

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Common Name Scientific Name	Status	Habitat Requirement	Potential to Occur
Fish			
steelhead - Central Valley DPS <i>Oncorhynchus mykiss</i>	FT	Requires beds of loose, silt-free, coarse gravel for spawning. Also needs cover, cool water and sufficient dissolved oxygen. Passes through the San Francisco Bay during migrations to upstream spawning habitat.	None: No stream or river habitat is present within the Project Area.
Amphibians			
western spadefoot <i>Spea hammondii</i>	FC; SSC	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rain pools containing minimal numbers of bullfrogs, fish, or crayfish are necessary for breeding.	None: No suitable sandy or gravelly soils are present within the Project Area.
Reptiles			
western pond turtle <i>Emys marmorata</i>	FC; SSC	Permanent or nearly permanent water in a wide variety of aquatic habitats. Requires basking sites. Nest sites may be found up to 0.3 mile from water.	Low: The perennial tributary is very shallow and provides marginal habitat.
Birds			
burrowing owl <i>Athene cunicularia</i>	SSC	Nests in small mammal burrows that are in or adjacent to open dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Low: The Project Area is highly disturbed. No burrows have been observed within the Project Area during any field visits.
grasshopper sparrow <i>Ammodramus savannarum</i>	SSC	Consists of moderately open grasslands and prairies with patchy bare ground.	Low: Grassland habitat may provide nesting habitat but due to its short and highly disturbed nature, it is unlikely to be used for nesting.

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Common Name Scientific Name	Status	Habitat Requirement	Potential to Occur
great blue heron <i>Ardea herodias</i>	N/A	Most common in shallow fresh or saline wetlands, but also found along riverine and rocky marine shores, in croplands, pastures, and in mountains above foothills. Nests in colonies in tops of secluded large snags or live trees.	None: No nesting trees are present within the Project Area and no known roosts are present adjacent to the Project Area.
Swainson's hawk <i>Buteo swainsoni</i>	ST	Forages in a wide variety of open habitats such as grasslands, open scrub, and agricultural fields. Nests in large, typically riparian trees, but will occasionally utilize ornamental species such as Eucalyptus if they are near foraging habitat.	Low: Project Area is suitable foraging habitat. No trees are present within the Project Area or active nests within 0.25 mile of the Project Area.
tricolored blackbird <i>Agelaius tricolor</i>	ST; SSC	Nests in dense stands of tules, cattails or blackberries that is adjacent to open grasslands or agricultural fields. Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	None: No large stands of tules, cattails, or blackberry stands are present within the Project Area or adjacent to the Project Area.
California black rail <i>Laterallus jamaicensis coturniculatus</i>	ST	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that does not fluctuate during the year and dense vegetation for nesting habitat.	None: No suitable habitat in the Project Area.
Mammals			
pallid bat <i>Antrozous pallidus</i>	SSC	Found in grasslands, shrublands, woodlands, and forests from sea level up through mixed conifer forests. Inhabits open, dry habitats with rocky areas for roosting. Roosts also include cliffs, abandoned buildings, bird boxes, and under bridges.	None: No roosting habitat is present within the Project Area.
Plants			
Ahart's dwarf rush <i>Juncus leiospermus</i> var. <i>ahartii</i>	CRPR 1B.2	Found in mesic areas of valley and foothill grasslands. Blooms from March to May. Ranges in elevations from 100 to 750 feet.	None: The seasonal wetland within the Project Area does not function as vernal pools anymore. This species was not observed during any site visits.

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Common Name Scientific Name	Status	Habitat Requirement	Potential to Occur
big-scale balsamroot <i>Balsamorhiza macrolepis</i>	CRPR 1B.2	Occurs in chaparral, valley and foothill grassland, cismontane woodland. Blooms from March to June. Ranges in elevations from 150 to 5,100 feet.	None: The Project Area is outside the known elevation range of this species.
Boggs Lake hedge-hyssop <i>Gratiola heterosepala</i>	FE; CRPR 1B.2	Found in clay soils associated with marshes and swamps, lake margins, and vernal pools. Blooms from April to August. Ranges in elevations from 35 to 7,790 feet.	Low: The perennial tributary within the Project Area provides marginal habitat. This species was not observed during any site visits.
dwarf downingia <i>Downingia pusilla</i>	CRPR 2B.2	Occurs in valley and foothill grasslands (mesic sites), and vernal pools. Blooms from March to May. Ranges in elevations from 5 to 1,460 feet.	None: No mesic sites are present within the Project Area and the seasonal wetland does not function as vernal pools. This species was not observed during any site visits.
Hispid bird's-beak <i>Chloropyron molle</i> ssp. <i>hispidum</i>	CNPS 1B.1	Found in alkaline soils in meadows and seeps, playas, and valley and foothill grasslands. Blooms from June to September. Ranges in elevations from 1 to 155 meters.	None: Though suitable habitat may be present in the grasslands onsite, no alkaline soils are present in the Study Area
legenere <i>Legenere limosa</i>	CRPR 1B.1	Occurs in vernal pools. Blooms from April to June. Ranges in elevations from 5 to 2,885 feet.	None: The seasonal wetland does not function as vernal pools. This species was not observed during any site visits.
pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i>	CRPR 1B.1	Found in vernal pools, often on acidic soils. Blooms from April to May. Ranges in elevations from 65 to 1,085 feet.	None: The seasonal wetland does not function as vernal pools. This species was not observed during any site visits.
Critical Habitat			
Species	Location		Potential Impacts
steelhead - Central Valley DPS	Located within Auburn Ravine, Doty Creek, and Coon Creek.		None: No impacts to these streams or creeks will occur.
Sensitive Habitat			
Species	Location		Potential Impacts
Northern Hardpan Vernal Pool			None: Project Area is not located within sensitive habitat unit and the seasonal wetland does not function as a vernal pool.

Status Key:

FE = Federal Endangered

FT = Federal Threatened

FC = Candidate for federal listing

California Rare Plant Ranks:

1B = Rare, Threatened or Endangered in California and elsewhere

2B = Rare, Threatened or Endangered in California, but more common elsewhere

.1 = seriously threatened in California



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ST = State Threatened

.2 = fairly threatened in California

SSC = California Special Concern Species

N/A= CNDDDB-designated Special Animal, but no other listing status

6 Regulatory Context

6.1 FEDERAL

6.1.1 Endangered Species Act (FESA)

The FESA, enacted in 1973, prohibits the taking, possession, sale or transport of endangered species. Under the FESA, the Secretary of the Interior and the Secretary of Commerce jointly have the authority to list a species as threatened or endangered (16 United States Code [USC] 1533[c]). FESA is administered by both the National Marine Fisheries Service (NMFS) and the USFWS. NMFS is accountable for animals that spend most of their lives in marine waters, including marine fish, most marine mammals, and anadromous fish such as Pacific salmon. The USFWS is accountable for all other federally-listed plants and animals.

Pursuant to the requirements of FESA, a federal agency reviewing a project within its jurisdiction must determine whether any federally listed threatened or endangered species could be present in the project site and determine whether the project will have a potentially significant impact on such species. In addition, federal agencies are required to determine whether the project is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC 1536[3], [4]).

Projects that would result in “take” of any federally-listed threatened or endangered species are required to obtain authorization from NMFS and/or USFWS through either Section 7 (interagency consultation) or section 10(a) (incidental take permit) of FESA, depending on whether the federal government is involved in permitting or funding the project. The Section 7 authorization process is used to determine if a project with a federal nexus would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species. The Section 10(a) process allows take of endangered species or their habitat in non-federal activities.

Based on Stante's analysis of species and current site design, no FESA species will be impacted by the Project.

6.1.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) regulates or prohibits taking, killing, possession of, or harm to migratory bird species listed in Title 50 Code of Federal Regulations (CFR) Section 10.13. The MBTA is an international treaty for the conservation and management of bird species that migrate through more than one country, and is enforced in the United States by the USFWS. Hunting of specific migratory game birds is permitted under the regulations listed in Title 50 CFR 20. The MBTA was amended in 1972 to include protection for migratory birds of prey (raptors).

Nesting birds protected by the MBTA could utilize the Project Area, therefore preconstruction nesting surveys must occur.

6.1.3 Federal Clean Water Act

Section 404

The objective of the Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. Section 301 prohibits the discharge of any pollutant into the



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Nation's waters without a permit, and Section 402 establishes the permit program. Under Section 404 of the CWA, the US Army Corps of Engineers (USACE) has the authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the U.S. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or function.

Based on a review of the proposed Project design, all habitat protected by Section 404 will be avoided, therefore, currently, no Section 404 permit is required.

Section 401

The State Water Resources Control Board (SWRCB) has authority over wetlands through Section 401 of the CWA, as well as the Porter-Cologne Act, California Code of Regulations Section 3831(k), and California Wetlands Conservation Policy.

The CWA requires that an applicant for a Section 404 permit (to discharge dredged or fill material into waters of the United States) first obtain a certificate from the appropriate state agency stating that the fill is consistent with the State's water quality standards and criteria. In California, the authority to either grant certification or waive the requirement for permits is delegated by the SWRCB to the nine regional boards. The Central Valley Regional Water Quality Control Board (CVRWQCB) is the appointed authority for Section 401 compliance in the project site. A request for certification or waiver is submitted to the regional board at the same time that an application is filed with the USACE. The regional board has 60 days to review the application and act on it. Because no USACE permit is valid under the CWA unless "certified" by the state, these boards may effectively veto or add conditions to any USACE permit.

Based on a review of the proposed Project design, all habitat protected by Section 401 will be avoided, therefore, currently, no Section 404 permit is required.

6.2 STATE

6.2.1 California Endangered Species Act (CESA)

The CESA was enacted in 1984. Under the CESA, the California Fish and Wildlife Commission (CFWC) has the responsibility for maintaining a list of threatened species and endangered species. CDFW also maintains lists of species of special concern. A Species of Special Concern is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, in its primary seasonal or breeding role;
- is listed as Federally-, but not State-, threatened or endangered;
- meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status;
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

CESA prohibits the take of California listed animals and plants in most cases, but CDFW may issue incidental take permits under special conditions. Pursuant to the requirements of CESA, a State agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or



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threatened species could be present in the project site and determine whether the project would have a potentially significant impact on such species. In addition, CDFW encourages consultation on any project that could affect a listed or candidate species.

No direct take or potentially significant impact of CESA species is anticipated.

6.2.2 Fish and Game Code – Sections 3503, 3503.5, 3513

Fish and Game Code Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Fish and Game Code Section 3503.5 protects all birds-of-prey (raptors) and their eggs and nests. Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the Migratory Bird Treaty Act.

6.2.3 Fish and Game Code Sections 3511, 4700, 5050, and 5515

Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the California Fish and Game Code designate certain species as “fully protected.” Fully protected species, or parts thereof, may not be taken or possessed at any time, and no provision of the CFWC or any other law may be construed to authorize the issuance of permits or licenses to take any fully protected species. No such permits or licenses heretofore issued may have any force or effect for any such purpose, except that the CFGC may authorize the collecting of such species for necessary scientific research. Legally imported and fully protected species or parts thereof may be possessed under a permit issued by CDFW.

6.2.4 CDFW Streambed Alteration Agreements

Under Sections 1600-1616 of the California Fish and Game Code, the CDFW regulates activities that would alter the flow, bed, channel, or bank of streams and lakes. The limits of CDFW's jurisdiction are defined in the code as the “*... bed, channel or bank of any river, stream, or lake designated by the department in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit ...*” (Section 1601). In practice, the CDFW usually marks its jurisdictional limit at the top of the stream or bank, or at the outer edge of the riparian vegetation, whichever is wider.

Based on a review of the proposed Project design, all habitat protected by CDFW Code 1600 will be avoided, therefore, currently, no Section 404 permit is required.

6.2.5 CDFW Wetlands Protection Regulations

The CDFW derives its authority to oversee activities that affect wetlands from state legislation. This authority includes Sections 1600-1616 of the Fish and Game Code (lake and streambed alteration agreements), Section 30411 of the California Coastal Act (CDFW becomes the lead agency for the study and identification of degraded wetlands within the Coastal Zone), CESA (protection of state listed species and their habitats - which could include wetlands), and the Keene-Nejedly California Wetlands Preservation Act of 1976 (states a need for an affirmative and sustained public policy program directed at wetlands preservation, restoration, and enhancement). In general, the CDFW asserts authority over wetlands within the state either through review and comment on USACE Section 404 permits, review and comment on CEQA documents, preservation of state listed species, or through stream and lakebed alteration agreements.



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6.2.6 Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the SWRCB and each Regional Water Quality Control Board (RWQCB) as the principal state agencies for coordinating and controlling water quality in California. Responsibility for the protection of water quality in California rests with the SWRCB and nine RWQCBs. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. Pursuant to the Act, each of California's nine regional boards must prepare and periodically update basin plans that set forth water quality standards for surface and groundwater, as well as actions to control point and non-point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to achieve wetlands protection through enforcement of water quality standards.

The Porter-Cologne Water Quality Control Act provides that "All discharges of waste into the waters of the State are privileges, not rights." Waters of the State are defined in Section 13050(e) of the Porter-Cologne Water Quality Control Act as "...any surface water or groundwater, including saline waters, within the boundaries of the state." All dischargers are subject to regulation under the Porter-Cologne Water Quality Control Act, including both point and nonpoint source dischargers. The CVRWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within its jurisdiction, which would include the project site. As noted above, the CVRWQCB is the appointed authority for Section 401 compliance in the project site. If the USACE determines that they have no regulatory authority on the project site and they also determine that a CWA Section 404 permit is not required, the project proponent could still be responsible for obtaining the appropriate CWA Section 401 permit or waiver from CVRWQCB for impacts to Waters of the State.

6.2.7 California Environmental Quality Act

Although threatened and endangered species are protected by specific federal and state statutes, California Environmental Quality Act (CEQA) Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals, and allows a public agency to undertake a review to determine if a significant effect on a species that has not yet been listed by either the USFWS or CDFW (i.e., species of concern) would occur. Whether a species is rare, threatened, or endangered can be legally significant because, under CEQA Guidelines Section 15065, an agency must find an impact to be significant if a project would "substantially reduce the number or restrict the range of an endangered, rare, or threatened species." Thus, CEQA provides an agency with the ability to protect a species from a project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted.



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7 Discussion and Recommendations

Any direct impacts to the seasonal wetland or perennial tributary would require permitting through the United States Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife, therefore the Project has been designed to avoid direct impact to these habitats. The Project design also provides enough of a buffer from the edge of the wetland to allow for equipment access during construction and the placement of fencing. Special-status species that may utilize the project site include ground nesting birds, such as killdeer and burrowing owl. These species would be addressed during preconstruction nesting surveys, along with nesting surveys for raptors within the vicinity of the project site. Nesting surveys would need to be conducted within two weeks of the start of construction activities if construction will commence between March 1st and September 31st. If an active nest is observed, the nest must be avoided in accordance with the Twelve Bridges mitigation monitoring and reporting program until the young have fledged.

APPENDIX D



BELLA BREEZE PARK MASTER PLAN PROJECT

LINCOLN, CALIFORNIA

CULTURAL RESOURCES INVENTORY REPORT

June 11, 2024

Prepared for:
City of Lincoln
600 6th Street
Lincoln, CA 95648
Attn: Araceli Cazarez
araceli.cazarez@lincolnca.gov

Prepared by:
Stantec Consulting Services Inc.
1383 N. McDowell Blvd #250
Petaluma, CA 94954

**BELLA BREEZE MASTER PLAN PROJECT, LINCOLN, CALIFORNIA
CULTURAL RESOURCES INVENTORY**

The conclusions in the Report titled Bella Breeze Master Plan Project, Lincoln, California, Cultural Resources Inventory are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from The City of Lincoln (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Prepared by: Jenna Santy

Signature

Archaeologist Jenna Santy Ph.D, RPA

Printed Name



Approved by: Erin S.

Signature

Senior Archaeologist Erin Sherlock, MA, RPA

Printed Name



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**BELLA BREEZE MASTER PLAN PROJECT, LINCOLN, CALIFORNIA
CULTURAL RESOURCES INVENTORY**

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Executive Summary

Stantec Consulting Services Inc. (Stantec) conducted the archaeological investigations described in this report to specifically support compliance with the California Environmental Quality Act (CEQA) on behalf of the City of Lincoln for the Bella Breeze Park Master Plan Project (project).

The purpose of this report is to analyze whether the proposed project would impact historical or archaeological resources as defined by CEQA. In accordance with relevant state guidelines, this report serves to identify and document potential historic resources within the Project area, evaluate those resources for listing in the California Register of Historic Places, and assess the project's potential to result in adverse impacts on historic and archaeological resources.

Identification efforts included a records search at the North Central Information Center of the California Historical Resources Information System in Sacramento, California, and the sacred lands files maintained by the Native American Heritage Commission. The records search included a review of records within the project area and a surrounding radius of 0.25 miles. Stantec completed a pedestrian survey of the project to identify the surficial boundaries of any new or previously recorded archaeological sites.

The pedestrian survey identified no archaeological or historic resources within the project area. Stantec recommends no further work. The report concludes with a finding of *No Impacts to Historic Resources under CEQA*.

Preparer Qualifications

Stantec archaeologist Jenna Santy completed this report. Dr. Santy holds a PhD in Anthropology-Archaeology from University of California, Santa Barbara. She has more than 10 years of experience in cultural resource management and meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications for Archaeology (as defined in 36 Code of Federal Regulations Part 61).

Stantec archaeologist Robley Lawson contributed to this report under the oversight of Jenna Santy. Robley Lawson has a Bachelor of Arts degree in Anthropology and 7 years of experience in cultural resource management.

Acronyms and Abbreviations

BP	years before present
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
EIR	Environmental Impact Report
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NRHP	National Register of Historic Places
PRC	Public Resources Code
project	Twelve Bridges Project
Stantec	Stantec Consulting Services Inc.
TCR	tribal cultural resources

1 Project Location and Description

The City of Lincoln (or the City) is proposing a master plan for a new 18.5-acre park within the Twelve Bridges community (project). The Twelve Bridges community is located in the southeastern portion of the City and is bounded on the east by Sierra College Drive and on the north by Auburn Ravine. The park will include a parking lot, restroom facilities, and several active and passive recreational amenities, such as themed play structures, picnic areas, hardcourts, and turf playfields.

The Twelve Bridges community is a specific plan area in the City of Lincoln. The specific plan was prepared in April 1994 and was last amended in March 2019. The purpose of the Twelve Bridges Specific Plan is to provide for the orderly and systematic development of the entire specific plan area. The Revised Twelve Bridges Specific Plan Subsequent Environmental Impact Report (EIR) was certified for the specific plan area in 1997. In 2000, an additional 378 acres was added to the Twelve Bridges Specific Plan area. Accordingly, a Supplement to the Revised Twelve Bridges Specific Plan Subsequent EIR was certified in December 2000.

This cultural resources assessment was prepared by Stantec Consulting Services Inc. (Stantec) in preparation for an addendum to the issued EIR, in accordance with the California Environmental Quality Act (CEQA). The purpose of this report is to analyze, during the design phase of the proposed project, whether the proposed project would impact historical or archaeological resources as defined by CEQA.

1.1 Project Location

The Twelve Bridges Specific Plan area is located within the City of Lincoln in Placer County and is generally bounded by State Route 193 to the north, agricultural land to the east and south, and State Route 65 to the west. The Twelve Bridges community is located in the southeastern portion of the City and is bounded on the east by Sierra College Drive and on the north by Auburn Ravine (Figure 1). The Bella Breeze Park Master Plan site is located within Area A of the Twelve Bridges Specific Plan area. The project is located on the *Roseville 7.5' Quad* (USGS 2022), of Section 27, Township 12 North, Range 6 East.

The project site (APN 329-010-072-000 and 329-010-084-000, 329-010-085-000, and 329-072-086-000) is bordered by Bella Breeze Drive to the south, Orchard Creek and the Rodeo Preserve to the north, Cabra Street and single-family residences of the Village 25 subdivision to the east, and McCullough Street and the Village 27A subdivision to the southwest (Figure 2). The site is approximately 0.2-miles east of State Route 65.

1.2 Existing Site Conditions

The project site is approximately 18.5 acres and consists of three vacant parcels and one parcel that has been developed as McCullough Street as part of the Village 27a subdivision improvements. There is a 25-foot-wide sewer easement that extends across the central portion of the project site which contains an 8-inch vitrified clay pipe sewer line and is paved for maintenance access with a 12-foot-wide asphalt path.

Access to the path is protected by vehicular bollards and two manholes occur within the project site along the path. Additional visible existing site improvements include a steel post-and-cable fence along the northern boundary, wood post-and-cable fence along the northeasterly portion of Cabra Street, a bioretention basin in the northeast portion of the site, public sidewalk with streetlights along Cabra Street, two street lights along Bella Breeze Drive, and various utility boxes/valves (PG&E, AT&T, City) within the public utility easement on Bella Breeze Drive. McCullough Street was under construction during master plan preparation and was completed in May of 2024.

1.3 Proposed Park Facilities

The proposed project includes design concepts for the community park facility. Amenities proposed to be provided include playgrounds, walking loop trails, fitness nodes, picnic areas and shade structures, playfields (baseball, softball, soccer, football, etc.), a basketball court, covered multi-sport field, teen activity area (obstacle course, climbing wall, seating), bike park, pickleball courts, concessions stand and restrooms, and an onsite parking lot.

Sports Fields/Courts

The proposed project would provide a large baseball field (300 feet depth, 90 feet bases), a smaller dual use baseball/softball field (200 feet depth, 60 feet bases), an open-air (uncovered) multi-sport field, and a covered multi-sport field. The baseball field would be provided along the northwestern boundary of the project site while the dual use baseball/softball field would be provided along the northeastern boundary of the project site. Both fields would be developed with natural turf and would include dugouts, bleachers, and scorer's table. The open-air multi-sport field would be provided in the center of the project site and would be the central organizing element of the site. The open-air multi-sport field would be developed with natural turf to be utilized for a multitude of sports, including football, soccer, and lacrosse. A smaller, covered multi-sport field would be provided to the north of the open-air sport field, between the baseball field and dual use baseball/softball field. All proposed sports fields would be lighted and would include a score board.

The proposed project would provide a basketball court in the eastern portion of the project site. Additionally, the proposed project would provide nine pickleball courts in the northern portion of the project site. The basketball and pickleball courts would be lighted.

Playgrounds

Two children's playgrounds are proposed to be developed. One children's playground would be for children 2 to 5 years old and would be shaded and fenced and total approximately 3,150 square feet. The second children's playground would be for children 5 to 12 years old and would be shaded and total approximately 6,000 square feet. The children's playgrounds would be located in the center of the site, south of the open-air multi-sport field. A teen activity area would also be developed that would be shaded and include seating and an obstacle course, climbing wall, ping pong tables, and/or cornhole boards. The teen activity area would be provided in the center of the site, north of the open-air multi-sport field.

Bike Park

The proposed project would include development of a bike park/pump track. The bike park would be located along the northern boundary of the project site and would be lighted and fenced.

Picnic/Turf Areas

The proposed project would include development of several picnic and informal turf areas throughout the site. Three picnic areas with shade structures would be provided in the center of the site, near the children's playgrounds. Additionally, informal natural turf areas with shade trees would be provided in the southern portion of the project site, adjacent to the parking areas. Additional informal turf areas with shade trees would be provided near the northern boundary of the project site.

Perimeter Loop Trail

The proposed project would provide a 0.6-mile jogging/walking perimeter loop trail with fitness nodes along the perimeter of the project site. The loop trail would be approximately 8 to 10 feet wide and lighted. Lighting near the open space edge is anticipated to use bollard lighting. The perimeter loop trail would provide visual access to the adjacent Rodeo Preserve and would include bench seating nodes for passive viewing and rest opportunities. Fitness nodes would be located along the trail in the southwest and northeast areas.

Concession Stand/Maintenance Yard

A concession stand with restrooms would be developed in the center of the project site, adjacent to the covered sports field. Additional restrooms would be provided within the playground area.

A maintenance yard with athletic equipment storage would be located in the southeastern portion of the project site. This area would be screened by fencing, trees, and shrubs.

1.4 Structures, Walls, and Fences

Metal- and fabric-roofed structures, retaining walls, and fencing would be constructed onsite. Fencing provided onsite would include three types: chain link, tube steel guard rail, and post-and-cable. Additional fencing types may include wire mesh and other decorative solutions. The metal-roofed structures include the covered multi-sport field, concession/restroom building, large picnic/shade center, small picnic/shade shelters, restrooms near the playgrounds, dugouts, and various storage structures at the sports fields and maintenance yard. The fabric-roofed structures would provide shade over the playgrounds, ballfield bleachers, ballfield scorer's table, and bike park/pump track shade shelters. Several fabric-roofed shade shelters are also proposed along and adjacent to the pickleball courts and informal turf areas near the open space edge and loop trail.

The restrooms and concessions structures would have a maximum height of 14 feet, and the covered multi-sport field would have a maximum height of 30 feet. The concession stand structure would be approximately 1,800 square feet. Additionally, the restroom structure would be approximately 300 square

feet. The large shade structures would have a maximum height of 18 feet and the small shade structures would have a maximum height of 15 feet.

A retaining wall up to 10 feet would be constructed between the proposed loop trail and the property line. Other minor retaining walls are anticipated along the western boundary, adjacent to fields, and at the outlet of the stormwater basin.

1.5 Parking and Circulation

An onsite parking lot would be provided in the southern portion of the project site. The parking lot would include approximately 180 parking stalls, 31 of which would be electric vehicle spaces and 5 would be developed as ADA-accessible stalls, as required by the City's Municipal Code. The onsite parking lot would be lighted. Vehicle access to the parking lot would be provided along Cabra Street and McCullough Street. The locations of the driveways align with existing intersections at Tortosa Court, Roebling Street, Strauss Street, and Eiffel Street. Bike parking would be provided at locations throughout the park including the bike park/pickleball area, play area near restrooms, large ball field, and basketball court.

The existing 12-foot access road that currently extends over the sewer easement onsite would be removed and new access roads and pathways would be constructed onsite. The pedestrian circulation concept provides connectivity to the surrounding neighborhoods while discouraging access to the Rodeo Preserve. Entries to the site would be provided at each neighborhood road intersection.

Fire and emergency vehicle access would be provided by the entry off Cabra Street and would provide access to the southeast corner area of the covered multi-use sport field. A 20-foot-wide fire access lane would be provided to the covered multi-sport field and a 12-foot-wide emergency vehicle access lane would extend to the concession building.

1.6 Utility Infrastructure

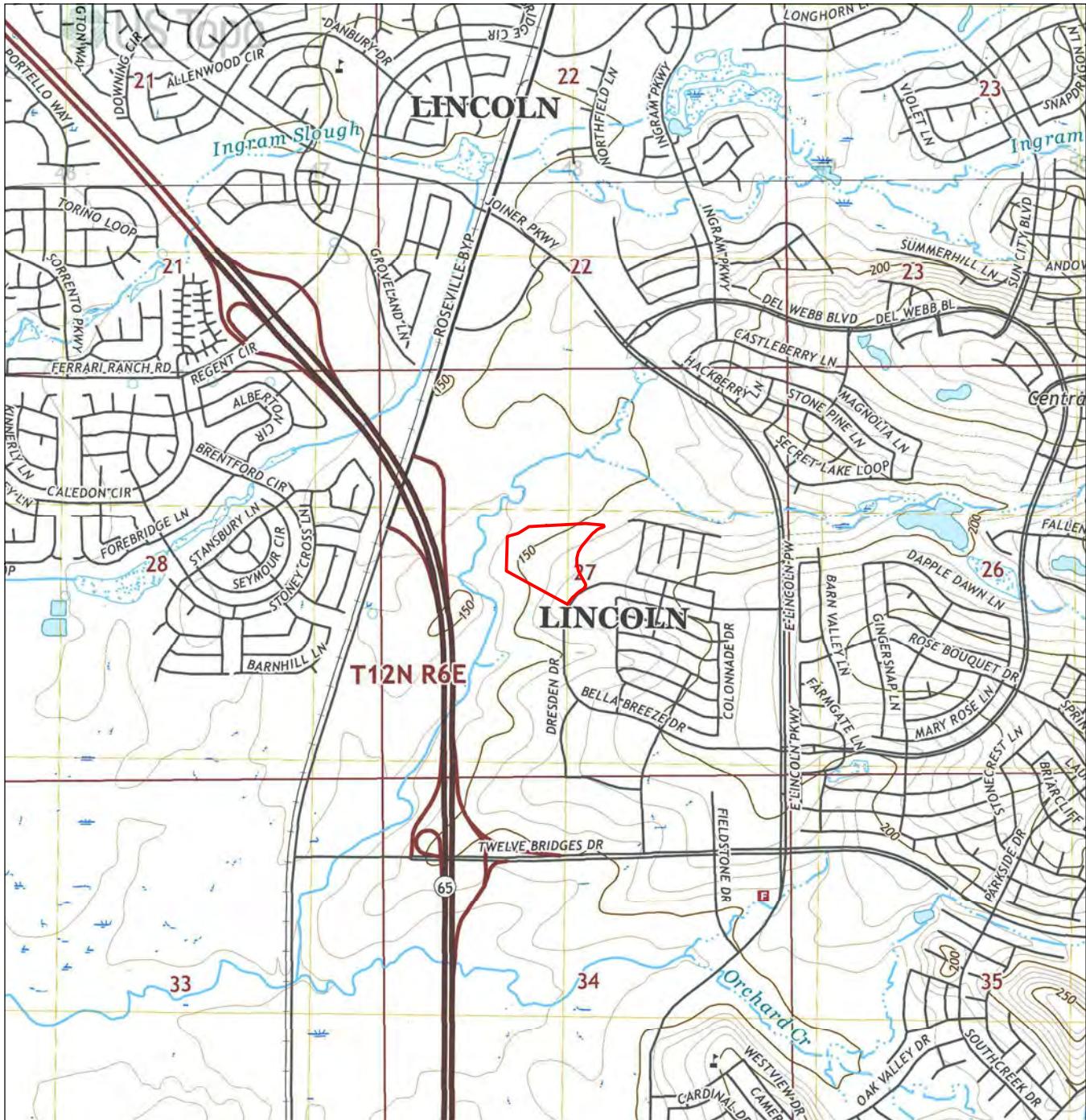
Utilities proposed at the site would include domestic water, fire water, sewer, and stormwater drainage to support the planned improvements. The domestic water system would include water supply lines to serve the restrooms, concession building, drinking fountains, and landscape irrigation. Reclaimed water is not available or planned to serve the proposed project for landscape irrigation. A fire water loop, if required, would be constructed to provide fire protection for the multi-use covered field and concession and restroom building. Domestic water service would connect to the existing water main located in Bella Breeze Drive, and the fire water loop, if required, would connect to the existing waterline located in Cabra Street and McCullough Street.

Construction of the sewer system is proposed to serve the restrooms, drinking fountains, and concessions by connecting to the existing onsite sewer line. Two new manholes are proposed, and the existing manhole located in the middle of the project site would be retained in place with its lid buried under the field. Stormwater lines would be constructed to route runoff to the new stormwater basin for treatment prior to release.

1.7 Stormwater Basin

A stormwater basin would be developed along the northern boundary of the project site. The stormwater basin would be approximately 18,000 square feet and would provide retention and treatment of onsite runoff from pervious and impervious areas prior to release offsite. The proposed stormwater basin would discharge treated runoff to the adjacent open space parcel. The actual treatment area of the new stormwater basin would be approximately 13,000 square feet and would include an approximately 5,000-square-foot berm along the perimeter. The pervious areas onsite would be designed to capture, treat, and infiltrate stormwater.

The proposed project would not include improvements to the existing stormwater basin located adjacent to the northeastern portion of the site. Surface improvements such as planting/irrigation around the basin may occur, but its function would not be altered. The proposed project would not use the existing stormwater basin for onsite stormwater drainage.



 Project Area

USGS 7.5-minute Topo Quad: Roseville

0 1,000 2,000
Feet
1 inch = 0.38 miles

 **Stantec**

Project Location
Placer County, CA

Prepared by PG on 2023-11-08
Technical Review by JS on 2023-11-08



Client/Project

Bella Breeze Master Plan

Figure No. **1**

Title
Project Location



 Project Area

USGS 7.5-minute Topo Quad: Roseville

0 400 800
1 inch = 600 feet
1:7,200 (at original document size of 8.5x11) 

Project Location
Placer County, CA

Prepared by PG on 2023-11-06
Technical Review by JS on 2023-11-06

N

Client/Project

Prepared by PG on 2023-11-06
Technical Review by JS on 2023-11-06

Bella Breeze Ma

Figure No. 2

Project Area

Document Path: V:\1857\Active\2042673300\03 data\gis_cad\gis\ProjectSite.mxd

Notes:
1. Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
2. Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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2 Regulatory Context

2.1 California Environmental Quality Act

Historical and archaeological resources are afforded consideration and protection by CEQA (14 California Code of Regulations [CCR] Section 21083.2, 14 CCR Section 15064). CEQA guidelines define significant cultural resources under two regulatory designations: historical resources and unique archaeological resources.

A historical resource is a “resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (CRHR),” or “a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code,” or “any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the agency’s determination is supported by substantial evidence in light of the whole record” (14 CCR Section 15064.5[a][3]).

Historical resources automatically listed in the CRHR include California cultural resources listed in or formally determined to be eligible for the National Register of Historic Places (NRHP) and the California Historical Landmarks list from No. 770 onward (Public Resources Code [PRC] 5024.1[d]). Locally listed resources are entitled to a presumption of significance unless a preponderance of evidence in the record indicates otherwise.

Under CEQA, a resource is considered historically significant if it meets the criteria for listing in the CRHR. As used in section 21083.2, “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As used in this section, “nonunique archaeological resource” means an archaeological artifact, object, or site that does not meet these criteria. A nonunique archaeological resource need be given no further consideration other than the simple recording of its existence by the lead agency if it so elects.

2.1.1 DEFINITIONS

The State CEQA Guidelines set the standard for determining whether a proposed project will result in a “substantial adverse change” in the significance of historical resources in Title 14 CCR Section

15064.5(b). It states, “A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.”

Title 14 CCR Section 15064.5(b)(1) further clarifies “substantial adverse change” as such: “Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

Title 14 CCR Section 15064.5(b)(2) in turn explains that a historical resource is “materially impaired” when a project “Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.”

As such, the test for determining whether a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the NRHP, CRHR, or other local landmark programs.

This analysis considers direct and indirect impacts to historical resources using the following definitions of each:

- Direct or primary impacts are caused by the project and occur at the same time and place (14 CCR Section 15358 [a][1]).
- Indirect impacts, or secondary effects, are reasonably foreseeable and caused by a project but occur at a different time or place (14 CCR Section 15358 [a][2]).

3 Environmental and Cultural Context

3.1 Environmental Setting

The Project area is in a Mediterranean climate within the Northern Sierra Foothills of the Central California Foothills and experiences hot, dry summers and cool, wet winters. This ecoregion forms a dissected plain between the coastal hills to the west and the western margin of the Sacramento Valley (Griffith et al. 2016).

3.1.1 GEOGRAPHY AND GEOLOGY

The Project area is located in an area of gentle slope (approximately 3%) oriented northwest. The closest water source is the northern branch of Orchard Creek (WATERS 2023); a wetland associated with the creek forms the northwest border of the project site. Geologically, the project is underlain by Miocene non-marine rocks, comprising sandstone, shale, conglomerate, and fanglomerate (USGS 2023). Soils in the project area consist of Ink-Exchequer series (UCD-CASRL 2023). The Ink series consists of shallow, well drained soils that formed in material weathered from consolidated or cemented sediments from

volcanic rocks. The Exchequer series consists of shallow, somewhat excessively drained soils that formed in material weathered from hard andesitic breccia, schist, and metamorphosed volcanic rocks.

3.1.2 FLORA AND FAUNA

The Project area straddles two different California ecoregions: the Northern Terraces of the Sacramento Valley and the Northern Sierra Foothills (Griffiths et al. 2016). The Northern Terraces ecoregion occurs on gently sloping to sloping terraces and alluvial fans at the northern end and eastern side of the Sacramento Valley. It is mostly rolling grassland, and it generally lacks the oaks that occur upslope. Soil temperature regimes are thermic and soil moisture regimes are xeric. The vegetation of annual grasses and forbs is used mostly for dryland range and pasture. A few areas of blue oak woodlands occur, primarily at high elevations near the boundary with the Sierra Foothills ecoregion (as in this project area). The Northern Sierra Foothills consist of moderately steep to steep mountains and hills at the western foot of the northern and central Sierra Nevada. The soil temperature regime is thermic and soil moisture regime is xeric. Common vegetation includes needlegrass and annual grasslands, chamise, manzanita, interior live oak, ceanothus, blue oak, and foothill pine.

Fauna present in the region include a variety of small and medium-sized mammals, including cottontail rabbit, mule deer, bobcat, and coyote. Also found are migratory and predatory birds such as Canada goose, goshawk, Cooper's hawk, red-tailed hawk, and red-shouldered hawk (Wintu Audubon Society 2022). In Orchard Creek, warmwater species such as sunfish and catfish are common, along with native species such as pikeminnow and roack (Sacramento River Watershed Program 2022).

3.2 Precontact Background

The archaeological record of the Central Valley, and the Sacramento Valley in particular, is divided into three time periods, with many periods themselves being subdivided. These include the Paleo-Indian (13500–10500 BP [years before present]), the Archaic (10500–850 BP, divided into Lower, Middle, and Upper), and the Emergent Period (850–180 BP). 180 BP generally represents the date of historic “contact” with Euro-American settlers. For a complete discussion of the characteristic features of the Central Valley, see Rosenthal et al. (2007), from which this summary is drawn.

The Paleo-Indian Period (13500 to 10500 BP)

This period represents the transition from the Pleistocene to the Holocene geologic epoch, and many Pleistocene landforms are long eroded, and sites lost. However, a distinctive projectile point type, basally thinned with a central flute, is well dated to this time period. These concave-base points have been found in several locations within the San Joaquin Valley and one within the Sacramento Valley (Rosenthal et al. 2007:151).

The Archaic Period (10500 to 850 BP)

THE LOWER ARCHAIC PERIOD (10500 TO 7500 BP): During the middle Holocene, a period of climate change resulted in a cycle of “widespread fan and floodplain deposition”, presumably deeply burying and destroying many archaeological sites that would date to this time period (Rosenthal et al. 2007:152).

However, the limited evidence that does exist suggests that regional trade networks had been established by this point, as shell beads from California are found in the western and central Great Basin.

THE MIDDLE ARCHAIC PERIOD (7500 TO 2500 BP): The subsistence base of prehistoric groups begins to expand and diversify during the Middle Archaic period with a developing acorn economy, as evidenced by the advent of the mortar and pestle, and the growing importance of fishing, as evidence by novel technology like gorge hooks, composite bone hooks and spears.

Middle Archaic sites dating between 6000–4000 BP are relatively common in the foothills, as in Solano County, compared to the valley floor (Rosenthal et al 2007:152). The assemblages are characterized by expedient cobble tools used for chopping, pounding, and scraping; acorns and pine nuts were targeted plant foods. Few (presumably decorative) bone or shell artifacts have been recovered, suggesting assemblages dating to this period are functional in nature.

During the Middle Archaic, the Windmiller Pattern (4500–2500 BP) emerges in the Central Valley and Delta regions. The Windmiller Pattern is defined by its distinctive funerary styles and elaborate material culture (stone net sinks, daggers, shell and bone ornaments, twine imprints in clay, items of unknown function or purpose), many of which were used as funerary offerings. Trade networks were well established and widespread, with obsidian coming from the eastern Sierra Nevada and shell beads moving both east and west toward the coast. Extended residential settlement at Windmiller sites, often on mounds, is suggested by refined and specialized tool assemblages, trade objects, and plant and animal foods sourced throughout the year (Rosenthal et al. 2007:154).

UPPER ARCHAIC PERIOD (2500 TO 850 BP): In the lower Sacramento Valley, including Solano County, a new cultural practice emerged in the Upper Archaic. Berkeley Pattern sites are characterized by a higher degree of sedentism, a highly developed bone tool industry, numerous mortars and pestles that further imply a greater reliance on acorns, and tightly flexed burials with few to no associated artifacts or preference toward orientation. When present, associated burial artifacts typically include Olivella saddle and saucer beads and *Haliotis* pendants (Milliken et al. 2007). Additionally, a proliferation of specialized tool technologies developed, including bone whistles and other ornaments.

Emergent Period (850 BP to 180 BP)

The Emergent period is thought to be associated with a new level of sedentism, status ascription, and regional trade as indicated by the presence of finished artifacts and food remains that could not be obtained locally. This set of characteristics at the beginning of the Emergent period is referred to as the Augustine Pattern (Milliken et al. 2007:116) in the lower Sacramento Valley.

The Augustine Pattern has several distinctive characteristics. An increase in status ascription is associated with novel funerary practices and material culture, with certain burials containing vast numbers of grave goods, like shell beads and ornaments. New levels of sedentism and population growth are suggested by an increase in settlement density, especially along waterways, and a dramatic increase in food remains. Specifically, large quantities of fish bone indicate that more people on the landscape were eating more fish. The increasing diversity of plant foods shows that acorns had been supplemented, if not supplanted, by plant foods like small seeds from grasses (Wohlgemuth 2004). The florescence of shell

bead types and the decentralized nature of manufacture are potentially signs of a monetized economy with shell bead currencies, which has been documented elsewhere in California at this time (Arnold 2001).

3.3 Ethnographic Background

3.3.1 NISENAN ETHNOGRAPHY

The project is located within the traditional Nisenan tribal territory (Kroeber 1925; Wilson and Towne 1978). This information is provided as context within which to interpret the cultural resources identified in the proposed project area. Most of the following is excerpted and adapted from McCarthy (1994) and Waechter et al. (2007).

The Nisenan in the area traditionally lived in large villages, along streams and rivers on ridges, knolls, and benches above the waterways (Beals 1933; Kroeber 1925; Wilson and Towne 1978). The Nisenan were the southernmost Maidu speakers, which is part of the California Penutian linguistic Family. Three dialects of Nisenan were distinguished: Northern Hill Nisenan, Southern Hill Nisenan, and Valley Nisenan (Shipley 1978:83; Wilson and Towne 1978). The Nisenan once held a territory that stretched from the South Fork Feather River south to the Middle Fork Cosumnes River and from the Sacramento River east to the Sierra crest (Beals 1933:338–339; Kroeber 1925:391–392; Merriam and Talbot 1974:16–17). They apparently did not reside in the mountains above approximately 3,000 feet but used this territory for summer hunting and gathering expeditions (Beals 1933:363).

Villages ranged in size from 30 to 1,000 people (Cook 1976:9; Kroeber 1925:831; Wilson and Towne 1978:389). The largest villages were in the Sacramento Valley along the river and its tributaries.

Structures (which might be represented in the archaeological record) included pole-frame dome-shaped houses 10 to 15 feet in diameter covered with tule or tule mats plastered with earth (Kroeber 1925:407; Wilson and Towne 1978:388); dance houses or k'um that are large semi-subterranean structures with the door facing the west; and at least one sweathouse or k'um-im-hü, separate from the dance house and similar in construction, although smaller (Kroeber 1929:259; Wilson and Towne 1978:389).

Both the Valley and Foothill Nisenan had access to diverse resources throughout their territories, and they scheduled their subsistence activities according to the seasonal availability of critical harvests. Families or groups of families moved to the gathering sites—now seen on the landscape as small, sparse scatters of flaked and/or ground stone—as the location of the resources and season dictated, returning to the permanent village to store the harvests and to live during the winter months. Valley people collected acorns from the local valley oaks, while the Foothill people collected blue oak and black oak acorns. Black oak acorns were the most highly preferred variety, and the Valley people traded with the Foothills people to obtain them (Beals 1933:351). The people stored as many acorns as possible since this was a food staple and was also important for ceremonies.

Fish, particularly salmon and lamprey eels, were essential protein sources for the Nisenan. Salmon were taken by the Valley people with fish weirs, which were built communally. The Foothill people used spears and harpoons but made extensive use of willow nets hung from two long poles. The rivers also yielded numerous other fish, as well as freshwater clams and mussels (Wilson and Towne 1978:389). Large



game mammals were an important component of the diet and included deer, antelope, elk, and bear (Beals 1933:347–348; Kroeber 1925:409–410; Voegelin 1942:58–59). Small game, such as rabbits and squirrels, were taken, as were many varieties of birds, particularly waterfowl. Bones from a variety of fish, birds, and mammals have been recovered from archaeological sites in the area.

Limited, formal trade was practiced between the Foothill people and the Valley people. Acorns, salt, and beads were the major trade items (Beals 1933:365). The Valley people received black oak acorns; sugar pine nuts; manzanita berries; yew wood for bows; yellowhammer and red-headed woodpecker scalps and feathers; dried deer and bear meat; wild cat, mountain lion, and bear hides; rabbit-skin blankets; redbud for baskets; milkweed for fiber; and salt, all of which were available in the foothills (there were valuable salt deposits near both Rocklin and Cool) (Beals 1933:365; Littlejohn 1928:35). In return, the Foothill people received basket roots, oyster shells, salmon, antelope meat, and the valuable shell beads that moved from the coast into the interior through active trade networks (Beals 1933:365; Littlejohn 1928:35). Clamshell disk beads had a standard value and acted as currency for most other resources and goods. Many other kinds of highly valued shell beads also moved through this exchange system. The east-west trade routes generally followed the major streams and major trails in Nisenan territory approximated the routes of U.S. Highway 50 and old Highway 40, which is now partially re-routed to Interstate 80 (Davis 1974:73, Map 1).

3.3.2 ETHNOHISTORY

The Indigenous patterns of Nisenan society were irrevocably changed with the arrival of Euro-Americans in California. By the 1830s, white trappers operated throughout the Central Valley. They brought many diseases, and in 1833, the Native population was decimated by a pandemic thought to have been malaria (Cook 1976). This would have had a devastating effect on the Nisenan communities. Also, by this time, Mexico had won its independence from Spain and was instituting new administrative policies in California. Many new land grants were given to private citizens for enormous ranchos, and, like the missionaries, the ranchers sought their labor supply in the Native villages. Although the missions were secularized in 1834, the Baptismal Register for Mission San Jose shows that Native Americans from the Cosumnes/Sacramento area, including a few Nisenan among them, were baptized in 1836, as was another similar group in 1840.

The Mexican government also allowed a small number of other nationals to settle, apply for Mexican citizenship, and become eligible to receive land grants. One such was the Swiss immigrant John Sutter, who, in 1840, established a fort, which he named New Helvetia, on the south bank of the American River in Valley Nisenan territory. Sutter engaged in cattle ranching, fur trapping, wheat farming, and other agricultural pursuits and also developed a grist mill, sawmill (in the foothills at Coloma), and tannery. Much of his labor was supplied by local Native Americans, whom he locked in the fort at night so as to have them on the job in the morning (Lienhard 1941:68). Undoubtedly, Nisenan were significantly affected by John Sutter's nearby activities.

Circumstances became even worse for the Nisenan when gold was discovered in 1848 at Sutter's sawmill in Coloma, in their territory on the south fork of the American River. A year later, 100,000 miners poured into the Sierra Foothills, many of them through the Sacramento-Folsom area, disrupting Nisenan (and

other Native) life and often destroying villages and homes. The riverbeds held the placer gold deposits and thus were a major focus of mining activities for many years. Consequently, Nisenan residents of the area would have borne a major brunt of the Gold Rush. However, many did survive, and today their descendants still live and work throughout the Sacramento Valley/Foothill region.

3.4 Historic Overview

The discovery of gold in California in 1848 at Sutter's Mill resulted in a mass migration to the state that began circa 1850. Previous movements west were driven by trappers and farmers, but the movement to California was driven by entrepreneurs, miners, and ranchers and later by railroad moguls (Gregory 1993). Gold was discovered in Placer County's Auburn Ravine shortly after the discovery at Sutter's Mill. Subsequently, mining towns were established throughout the county, although not all were permanent settlements due to the ephemeral nature of gold mining (Cardno, Inc. 2015).

In 1849, Colonel C. Lincoln Wilson arrived in California to establish himself in the transportation industry. In the following years Wilson operated a toll road, toll bridge, and shipping line. While successful, he branched into the railroad industry. Wilson brought engineer Theodore Judah to California in 1854 to survey for his planned California Central Railroad (The Historical Marker Database 2020). Prior to construction of the railroad, the area surrounding Auburn Ravine had scattered agricultural fields and miner's ditches. The area was serviced by the Sacramento and Virginia Road, which generally aligned with the ravine (Bureau of Land Management 1855). North of the ravine, Lincoln, named after Colonel C. Lincoln Wilson, was settled in 1859. The town became the terminus of Wilson's California Central Railroad in 1861 (Kyle 2002; *San Joaquin Republican* 1859).

Lincoln acted as a central freight and transportation center until the terminus of the railroad was extended to Wheatland in 1866 (Kyle 2002). Lincoln's population quickly waned until coal was discovered in 1873. The discovery of coal led to a resurgence in population and industry in Lincoln, including the brick and terra cotta enterprise of Gladding, McBean and Company, which operated in Lincoln beginning in 1875, and the development of granite quarries (Cardno, Inc. 2015; Logan 2003). The clay and granite industries in Lincoln flourished due to the presence of the railway. Surrounding the town, fertile agricultural lands grew cereal crops, grapes, and orchard crops, while other farms raised livestock to be transported via rail (Cardno, Inc. 2015). Lincoln was formally incorporated in 1890 (Logan 2003).

Despite the industrial and agricultural boon of the late nineteenth and early twentieth centuries the population decreased by 1920 as some industries declined. Agriculture, however, remained a mainstay of the Western Placer County economy until circa 1940 when the economy once again pivoted to ranching (Cardno, Inc. 2015). Lincoln's population experienced slow growth between 1920 and 1960, when the number of people increased from 1,325 to 3,188. Unprecedented population growth, however, began in the 1990s (Logan 2003). South of Lincoln and the Auburn Ravine sparse agricultural development remained dominant until suburban growth and residential construction became the leading land use around the turn of the twenty-first century (NETR Online 1998, 2002).

Curvilinear suburban growth first spread southeast of Lincoln and shortly after also spread to the southwest (NETR Online 2002, 2005). Lincoln's growth and organization led to receipt of the National

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CULTURAL RESOURCES INVENTORY**

Civic League “All-America City” award in 2006 (National Civic League 2023). Residential development adjacent to the project area began in 2010 with the grading of Bella Breeze Drive, but construction of houses did not begin until 2019 (Google Earth 2019; NETR Online 2010). While not developed with standing structures, a portion of the project area was graded and used for staging during nearby residential construction (Google Earth 2020).

4 Methods and Results

Cultural resources investigations for the project included a records search conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS), a desktop literature review, Native American outreach, and pedestrian survey.

4.1 CHRIS Records Search and Desktop Review

At the request of Stantec, NCIC staff performed a search of the CHRIS cultural resources database on September 14, 2023, for resources located within the project area and within a 0.25-mile radius of the project area (File No. PLA23-64; Appendix A). The following lists and databases were also reviewed:

- California Inventory of Historic Resources (Office of Historic Preservation 1976)
- California Historical Landmarks (California Office of Historic Preservation 1996)
- Points of Historical Interest (California Office of Historic Preservation 1992)
- Directory of Properties in the Historic Property Data File (California Office of Historic Preservation 2012) (Note, the directory includes listings of the NRHP, CRHR, California Historic Landmarks, and California Points of Historical Interest)

4.1.1 PREVIOUS STUDIES

Twelve previous studies cover the 0.25-mile search area, two of which overlap portions of the project area (Tables 1 and 2). The two overlapping studies are a report for the Twelve Bridges project and one for the Placer Ranch.

Table 1. Previous Studies Within or Adjacent to the Project Area

Study Number	Author	Date	Title
3868	Thomas L. Jackson	1996	Final Cultural Resources Inventory and Evaluation Report Twelve Bridges Project Lincoln, Placer County, California
3873	John W. Foster, Daniel G. Foster, and Richard C. Jenkins	1986	An Archaeological Survey and Assessment Of Cultural Resources On The Placer Ranch Placer County, California

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Table 2. Previous Studies Within 0.25 miles of the Project Area

Study Number	Author	Date	Title
452	William Roop	1978	An Archeological Evaluation of 1100 Acres Near Roseville
2944	Peter M. Jensen and Sean M. Jensen	2001	Arch. Inventory Survey: Proposed 270 Acre Lincoln Development Project, Adjacent to the West Side of Highway 65 South of Lincoln, Placer County, CA
3841	Eleanor Derr	1994	A Cultural Resources Study for The Twelve Bridges/State Route 65 Interchange and Freeway Widening, Placer County, California
3866	Eleanor Derr	1994	A Cultural Resources Study for The Twelve Bridges/State Route 65 Interchange and Freeway Widening Placer County, California
3867	W.L. Norton	1998	Archaeological Survey Report for State Route 65 Widening Project, Placer County, California
4051	California Department of Transportation (Publisher)	1994	Finding of Effect for the Proposed Route 65 Modification Study near Lincoln, Placer County, California
4058	John W. Dougherty	2001	Historic Property Survey Report Route 65 Widening, Placer County, California
6091	Peter M. Jensen and Sean M. Jensen	2004	Archaeological Inventory Survey for Proposed Development Adjacent to Hwy 65
9326	Laura Leach-Palm, Bryan Larson, Paul Brandy, Jay King, Lindsay Hartman, and Pat Mikkelsen	2008	Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba Counties
11361	Ric Windmiller	2012	Lincoln 270 and Lincoln 270 Off-Site Mitigation Area Cultural Resources Inventory & Evaluation Placer County, California

4.1.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

The records search conducted at the NCIC revealed no previously recorded resources within the project area. Seven previously recorded resources are located within 0.25 miles of the project's area of potential effects (Table 3). The closest previously recorded resource is P-31-000751, approximately 600 feet to the southwest of the project area, on the west bank of Orchard Creek.

Table 3. Previously Recorded Cultural Resources within 0.25 miles of the Project Area

P-Number	Trinomial	Description	Previous NRHP/CRHR Recommendations
P-31-000009	CA-PLA-001119	Lithic Scatter	7 (Unevaluated)
P-31-000751	CA-PLA-000625	Bedrock Mortars	7 (Unevaluated)
P-31-001475		Isolated Mano	7 (Unevaluated)
P-31-001466	CA-PLA-001132	Bedrock Mortar	7 (Unevaluated)
P-31-001479	CA-PLA-001145	Rock Alignment	7 (Unevaluated)
P-13-001716		Lincoln Rodeo Grounds	6 (Not Eligible)
P-31-002905		Bedrock Mortars	7 (Unevaluated)

4.2 Native American Outreach

On September 14, 2023, Stantec sent an email with a map depicting the project area to the NAHC, requesting a review of their sacred lands files for any Native American cultural resources that might be affected by the project. On October 31, 2023, Stantec received a negative result from the NAHC, but their reply included a list of tribes who may have more information. On November 8, 2023, Stantec mailed outreach letters, requesting information relating to tribal cultural resources in the Project vicinity and requesting input in park design, to the listed tribal representatives. On November 15, the City sent letters to the representatives as well. Stantec made follow up phone calls on November 20, 2023 (see Appendix B). As of May 31, 2024, conversations between the City and tribal groups were ongoing.

4.3 Pedestrian Survey

4.3.1 SURVEY METHODS

On October 4, 2023, Stantec archaeologists Robley Lawson and Amanda Kamp conducted a pedestrian survey for the project. The survey was conducted by walking parallel transects spaced at 5 to 15 meters across the entire project area. Exposed soils, such as vehicle tracks and rodent burrows, were closely examined for evidence of buried cultural deposits. Stantec documented the survey with digital photographs and written notes. Trowel and boot scrapes were deployed at regular intervals where visibility was below 30 percent due to vegetation or duff.

The eastern portion of the project area appears to have been used as a spoils location for neighboring construction activities. This area is undeveloped and evidence of animal husbandry (e.g., goats) was observed. The entirety of the project area has been affected by grading and tilling activities. The eastern region features spoil piles that have been graded and terraced. The western region has been tilled. Other disturbances include the grading and construction activities associated with the paved bike lane and Bell Breeze Drive. Bioturbation was observed throughout the site, as well as modern refuse dumping.

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Photograph 1. Overview of northeastern region of the Project area, facing west-southwest.



Photograph 2. Overview of northwestern portion of the Project area, facing east.

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Photograph 3. Example of cobble spoils in the northeastern portion of the Project area, facing east-northeast.



Photograph 4. Overview of evidence of tilling in eastern portion of the Project area, facing east-northeast.

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Photograph 5. Overview of paved bike lane in the western portion of the Project area, facing northeast.



Photograph 6. Overview of the southern portion of the Project area, facing north.

4.3.2 SURVEY RESULTS

No cultural resources were encountered during the inventory.

5 Conclusion and Recommendations

Stantec conducted a cultural resources inventory for the project that included background research, a records search at NCIC, Native American outreach, and pedestrian survey of the project area. The record search indicated no known resources existed within the project area, and the NAHC Sacred Lands File search as negative. The pedestrian survey of the project area encountered no cultural resources. Stantec recommends no further work and a finding of *No Impacts to Historic Resources* under CEQA. Should the footprint or design features change, additional analysis may be required.

5.1 Recommendations

Stantec recommends no further work.

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APPENDICES

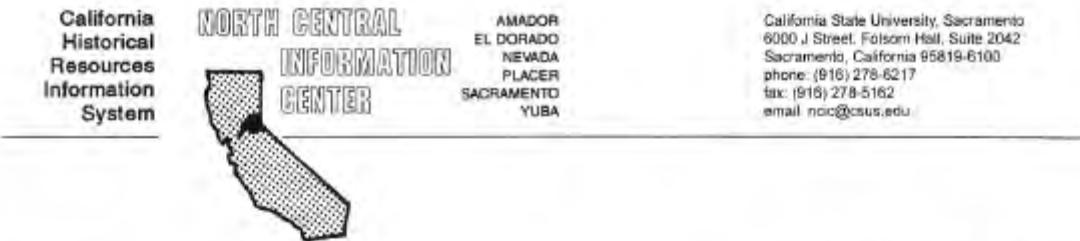


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Appendix A Records Search Results



BELLA BREEZE MASTER PLAN PROJECT, LINCOLN, CALIFORNIA
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9/14/2023

NCIC File No.: PLA-23-64

Jenna Santly
Stantec
1383 N. McDowell Blvd
Petaluma, CA 94954

Please note: I will be out of the office on PTO from 10/10/2023-10/27/2023. If you have a priority records search please submit request prior to 10/5/2023.

Re: Bella Breeze Project

The North Central Information Center (NCIC) received your records search request for the project area referenced above, located on the Roseville USGS 7.5' quad. The following reflects the results of the records search for the project area and a 1/4-mi radius.

As indicated on the data request form, the locations of resources and reports are provided in the following format: custom GIS maps GIS data

Recorded resources within project area:	None
Recorded resources outside project area, within radius:	P-31-9 P-31-751 P-31-1457 P-31-1466 P-31-1479 P-31-1716 P-31-2905
Known reports within project area:	3868 3873
Known reports outside project area, within radius:	452 2944 3841 3866 3867 4051 4058 6091 9326 11361

<u>Resource Database Printout (list):</u>	<input type="checkbox"/> enclosed <input checked="" type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Resource Database Printout (details):</u>	<input type="checkbox"/> enclosed <input type="checkbox"/> not requested <input checked="" type="checkbox"/> nothing listed/NA
<u>Resource Digital Database Records:</u>	<input checked="" type="checkbox"/> enclosed <input type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Report Database Printout (list):</u>	<input type="checkbox"/> enclosed <input checked="" type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Report Database Printout (details):</u>	<input type="checkbox"/> enclosed <input checked="" type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Report Digital Database Records:</u>	<input checked="" type="checkbox"/> enclosed <input type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Resource Record Copies:</u>	<input checked="" type="checkbox"/> enclosed <input type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Report Copies:</u>	<input type="checkbox"/> enclosed <input checked="" type="checkbox"/> not requested <input type="checkbox"/> nothing listed/NA
<u>Built Environment Resources Directory:</u>	<input type="checkbox"/> enclosed <input type="checkbox"/> not requested <input checked="" type="checkbox"/> nothing listed/NA

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<u>Archaeological Resources Directory:</u>	<input type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input checked="" type="checkbox"/> nothing listed/NA
<u>CA Inventory of Historic Resources (1976):</u>	<input type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input checked="" type="checkbox"/> nothing listed/NA
<u>Caltrans Bridge Survey:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>Ethnographic Information:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>Historical Literature:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>Historical Maps:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>Local Inventories:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>GLO and/or Rancho Plat Maps:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>Shipwreck Inventory:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA
<u>Soil Survey Maps:</u>	<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed/NA

Please forward a copy of any resulting reports and resource records from this project to NCIC as soon as possible. The lead agency/authority and cultural resources consultant should coordinate sending documentation to NCIC. Digital materials are preferred and can be sent to our office via our file transfer system. Please contact NCIC for instructions. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, it is possible that not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the records search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Coordinator
North Central Information Center



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Appendix B Native American Heritage Commission
Outreach



BELLA BREEZE MASTER PLAN PROJECT, LINCOLN, CALIFORNIA
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STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

October 31, 2023

Jenna Santy
Stantec

CHAIRPERSON
Reginald Pagaling
Chumash

Via Email to: jenna.santy@stantec.com

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

Re: Bella Breeze Project, Placer County

SECRETARY
Sara Dutschke
Miwok

Dear Ms. Santy:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were **negative**. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

PARLIAMENTARIAN
Wayne Nelson
Luiseño

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

COMMISSIONER
Laurena Bolden
Serrano

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

COMMISSIONER
Reid Milanovich
Cahuilla

Sincerely,

Pricilla Torres-Fuentes

COMMISSIONER
Vacant

Pricilla Torres-Fuentes
Cultural Resources Analyst

EXECUTIVE SECRETARY
Raymond C.
Hitchcock
Miwok, Nisenan

Attachment

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95891
(916) 373-3710

BELLA BREEZE MASTER PLAN PROJECT, LINCOLN, CALIFORNIA
CULTURAL RESOURCES INVENTORY

Table B-1. Record of NAHC Contacts and Responses

Tribe Name	Contact Person	Time of Call on 11/21/2023	Notes
Colfax-Todds Valley Consolidated Tribe	CTVCT Preservation, Cultural Preservation Dept.	1:16 PM	Left voicemail
Colfax-Todds Valley Consolidated Tribe	Pamela Cubbler, Vice Chairperson	12:26 PM	Has not yet seen letter, will take a look and get back to me
Colfax-Todds Valley Consolidated Tribe	Clyde Prout, Chairperson	12:31 PM	Left voicemail
Nevada City Rancheria Nisenan Tribe	Saxon Thomas, Tribal Council Member	12:33 PM	Mailbox full, unable to leave voicemail (same number)
Nevada City Rancheria Nisenan Tribe	Richard Johnson, Chairman	12:33 PM	Mailbox full, unable to leave voicemail (same number)
Nevada City Rancheria Nisenan Tribe	Shelly Covert, Tribal Secretary	12:33 PM	Mailbox full, unable to leave voicemail (same number)
Shingle Springs Band of Miwok Indians	James Sarmento, Executive Director of Cultural Resources	12:35 PM	Left voicemail
Shingle Springs Band of Miwok Indians	Kara Perry, Director of Site Protection	12:37 PM	Left voicemail
Shingle Springs Band of Miwok Indians	Dustin Murray, Tribal Administrator	12:39 PM	Mailbox full, unable to leave voicemail
Shingle Springs Band of Miwok Indians	Krystal Moreno, TEK Program Manager	N/A - no contact information	
Shingle Springs Band of Miwok Indians	Regina Cuellar, Chairperson	12:40	Number disconnected or no longer in service
Shingle Springs Band of Miwok Indians	Malissa Tayaba, Vice Chairperson; Director of TEK	12:42 PM	Left voicemail
Tsi Akim Maidu	Grayson Coney, Cultural Director	1:01 PM	Said he cannot give any input and to contact the Native American Heritage Commission
Tsi Akim Maidu	Don Ryberg, Chairperson	N/A	same number as previous
United Auburn Indian Community of the Auburn Rancheria	Gene Whitehouse, Chairperson	1:05 PM	Left voicemail
Wilton Rancheria	Dahlton Brown, Executive Director of Administration	1:12 PM	Left voicemail at general office (same number)
Wilton Rancheria	Herbert Griffin, Executive Director of Cultural Preservation	1:12 PM	Left voicemail at general office (same number)
Wilton Rancheria	Jesus Tarango, Chairperson	1:12 PM	Left voicemail at general office (same number)
Wilton Rancheria	Steve Hutchason, THPO	1:12 PM	Left voicemail at general office (same number)
Wilton Rancheria	Cultural Preservation Department,	1:12 PM	Left voicemail at general office (same number)



APPENDIX E

Report date: 6/5/2024

Case Description: 12 Bridges Bella Breeze Park - Site Preparation

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)			Equipment		
		Daytime	Evening	Night	Spec	Actual	Receptor
Description		Impact	Device	Usage(%)	Lmax (dBA)	Lmax (dBA)	Distance (feet)
Residential Across Cabra Street	Residential		No	40		81.7	50
Dozer			No	40		81.7	50
Dozer			No	40		81.7	50
Dozer			No	40		81.7	50
Tractor			No	40	84		50
Front End Loader			No	40		79.1	50
Backhoe			No	40		77.6	50
Tractor			No	40	84		50
Results							
Calculated (dBA)							
Equipment		Lmax	Leq				
Dozer		81.7		77.7			
Dozer		81.7		77.7			
Dozer		81.7		77.7			
Tractor			84	80			
Front End Loader			79.1	75.1			
Backhoe			77.6	73.6			
Tractor			84	80			
Total		90.4	86.4				

Report date: 6/5/2024
 Case Description: 12 Bridges Bella Breeze Park - Grading

---- Receptor #1 ----						
Description	Land Use	Baselines (dBA)				
		Daytime	Evening	Night	Equipment	Receptor
Residential Across Cabra Street	Residential	60	55	50	Spec	Estimated
					Impact	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	Distance (feet)	(dBA)
Excavator	No	40		80.7	50	0
Excavator	No	40		80.7	50	0
Grader	No	40	85		50	0
Dozer	No	40		81.7	50	0
Scraper	No	40		83.6	50	0
Scraper	No	40		83.6	50	0
Tractor	No	40	84		50	0
Front End Loader	No	40		79.1	50	0
Results						
Calculated (dBA)						
Equipment		Lmax	Leq			
Excavator		80.7	76.7			
Excavator		80.7	76.7			
Grader		85	81			
Dozer		81.7	77.7			
Scraper		83.6	79.6			
Scraper		83.6	79.6			
Tractor		84	80			
Front End Loader		79.1	75.1			
Total		91.7	87.7			

Report date: 6/5/2024
 Case Description: 12 Bridges Bella Breeze Park - Grading

---- Receptor #1 ----						
Description	Land Use	Baselines (dBA)				
		Daytime	Evening	Night	Equipment	Receptor
Residential Across Cabra Street	Residential	60	55	50	Spec	Estimated
		Impact	Device	Usage(%)	Lmax	Distance (feet)
Crane		No		16	80.6	50
Gradall		No		40	83.4	50
Gradall		No		40	83.4	50
Gradall		No		40	83.4	50
Generator		No		50	80.6	50
Tractor		No		40	84	50
Front End Loader		No		40	79.1	50
Backhoe		No		40	77.6	50
Welder / Torch		No		40	74	50
Results						
Calculated (dBA)						
Equipment		Lmax		Leq		
Crane		80.6		72.6		
Gradall		83.4		79.4		
Gradall		83.4		79.4		
Gradall		83.4		79.4		
Generator		80.6		77.6		
Tractor		84		80		
Front End Loader		79.1		75.1		
Backhoe		77.6		73.6		
Welder / Torch		74		70		
Total		91.1		87		

Report date: 6/5/2024

Case Description: 12 Bridges Bella Breeze Park - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residential Across Cabra	Residential	60	55	50

Description	Equipment				
	Impact	Spec	Actual	Receptor	Estimated
	Device	Lmax	Lmax	Distance (feet)	Shielding (dBA)
Paver	No	50	77.2	50	0
Paver	No	50	77.2	50	0
Paver	No	50	77.2	50	0
Paver	No	50	77.2	50	0
Roller	No	20	80	50	0
Roller	No	20	80	50	0

Results

Calculated (dBA)

Equipment	Lmax	Leq
Paver	77.2	74.2
Roller	80	73
Roller	80	73
Total	86.1	81.6

Report date: 6/5/2024
 Case Description: 12 Bridges Bella Breeze Park - Architectural Coating

---- Receptor #1 ----					
Description	Land Use	Baselines (dBA)			
		Daytime	Evening	Night	
Residential Across Cabra Street	Residential	60	55	50	
Equipment					
Description	Impact	Spec	Actual	Receptor	Estimated
		Lmax	Lmax	Distance (feet)	Shielding (dBA)
Compressor (air)	Device	Usage(%)	(dBA)	(dBA)	(dBA)
Compressor (air)	No	40		77.7	50 0
Results					
Calculated (dBA)					
Equipment		Lmax	Leq		
		77.7	73.7		
Total		77.7	73.7		

APPENDIX F



To: Araceli Cazarez
City of Lincoln
Project/File: 2042673300

From: Daryl Zerfass and Eric Mazzella
Stantec

Date: May 21, 2024

Reference: Bella Breeze Community Park | Off-Site Pedestrian Access Study and Draft Recommendations

Stantec has prepared this memorandum to identify potential off-site street improvements and recommend enhancements to address the safety of pedestrian routes to and from the Bella Breeze Community Park site (Park). The future Park sits on an 18.5-acre site in the City of Lincoln (City) and is anticipated to begin construction in 2025. The Park is bounded by Cabra Street to the east, Bella Breeze Drive to the south, McCullough Street to the west, and the Rodeo Open Space Reserve to the north. Upon completion, Park amenities will include children's playgrounds, courts for basketball and pickleball, fields for various sports, and numerous other facilities for outdoor activities per the approved masterplan (March 2024).

Up to 190 parking stalls will be provided and the Park will attract visitors from throughout the community, including the surrounding residential neighborhood. Because of the number of nearby residences, a significant number of pedestrians are expected. Appropriate treatments to the roadways surrounding the site will be needed to manage conflicts between pedestrians and motor vehicles.

Existing Setting

Bella Breeze Drive is designated as a Collector in the City's General Plan 2050¹ and there is no posted speed limit in the vicinity of the Park (the only speed limit sign along Bella Breeze Drive is a single 25 miles per hour (mph) sign posted near the John Adams Academy in the westbound direction). Along the Park frontage, Bella Breeze Drive is comprised of two general purpose travel lanes with a two-way center turn lane. In addition, a 12-foot-wide combination neighborhood electric vehicle (NEV)/bike lane is provided in each direction. Both Cabra Street and McCullough Street are residential streets with on-street parking and no center striping.

The existing intersection of Cabra Street/Bella Breeze Drive is controlled by a single stop sign on Cabra Street. A standard marked crosswalk is provided across Cabra Street.

The existing intersection of McCullough Street/Bella Breeze Drive is controlled by a single stop sign on McCullough Street. A standard marked crosswalk is provided across McCullough Street. The attached **Figure 1** illustrates the types of traffic control measures currently in place along Bella Breeze Drive in the vicinity of the Park site.

Traffic counts were collected along Bella Breeze Drive and Cabra Street for three consecutive days in April 2024 (Thursday through Saturday) and a speed survey was conducted on Bella Breeze Drive along the

¹ General Plan 2050, City of Lincoln, March 2008.

Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

Park frontage. The neighborhood served by McCullough Street is currently under construction and, as such, traffic counts were not collected on McCullough Street. A summary of the traffic counts and speed survey is provided below in **Table 1**.

Table 1 Traffic Data Summary

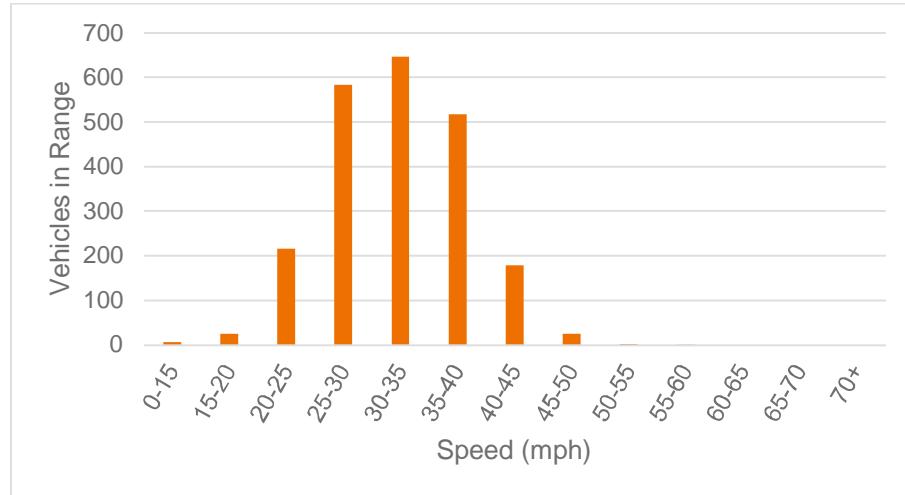
Street	Segment	ADT			85th Percentile Speed (mph) ¹
		Thursday	Friday	Saturday	
Bella Breeze	McCullough to Cabra	1,456	1,511	965	38
	Nightfall to Ledyard	979	1,060	563	--
Cabra	Tortosa to Bella Breeze	857	828	713	--

¹The 85th percentile speed represents the speed at which 85% of vehicles are traveling at or less than.

As shown above, average daily traffic (ADT) in the vicinity of the Park is generally at or under 1,500 vehicles. Weekend ADT is considerably less than weekday ADT. Traffic count data is attached for reference.

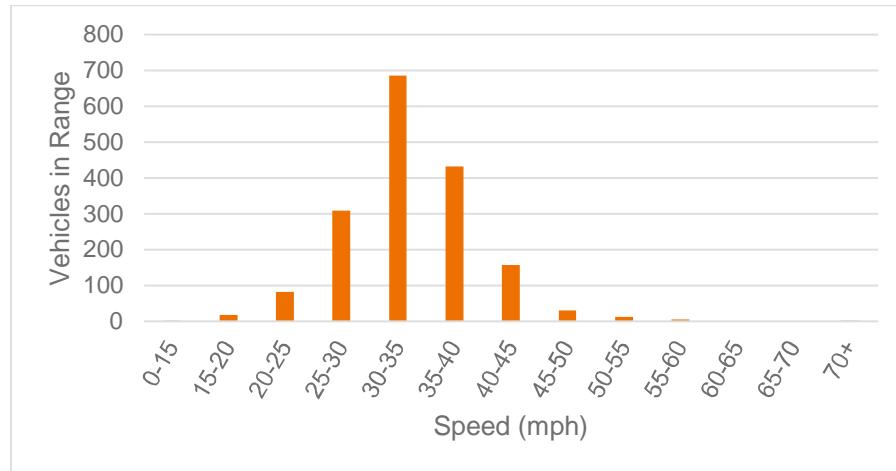
The measured speed data indicates that 85% of vehicles along Bella Breeze Drive (between McCullough Street to Cabra Street) travel at 38 miles-per-hour (MPH) or less. Only 32% of vehicles travel at 30 MPH or less, and only 9% travel at 25 MPH or less. In addition, eastbound speeds were observed to be higher than westbound speeds and some vehicles were measured at speeds that exceed 50 MPH. **Table 2** and **Table 3** show graphical summaries of speed data for westbound speeds and eastbound speeds, respectively.

Table 2 Westbound Bella Breeze Drive Speed Summary (3-day totals)



Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

Table 3 Eastbound Bella Breeze Drive Speed Summary (3-day totals)



As noted above, the Park is expected to attract pedestrians from the neighborhoods south of Bella Breeze Drive, including children of various ages that may or may not be accompanied by adults. Given the wide width of Bella Breeze Drive, which results in an approximately 72-foot crossing distance for pedestrians, combined with the majority of vehicle speeds in excess of 25 MPH, enhanced pedestrian crossings are recommended.

Examples of Enhanced Pedestrian Crosswalk Treatments

For reference, a range of potential pedestrian crosswalk safety treatments are listed below based on Federal Highway Administration (FHWA) guidance.

The *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (FHWA, 2018) outlines six proven countermeasures that improve safety at pedestrian crossing locations. Following is a description of the six countermeasures as excerpted from the FHWA guide.

Crosswalks Visibility Enhancements

High-visibility crosswalks should be striped with a ladder, continental, or bar pairs pattern. These crosswalks provide more visibility to drivers than conventional transverse line crosswalks. Along with crosswalk striping, signs, such as pedestrian crossing (CA MUTCD W11-2) and the downward diagonal arrow (CA MUTCD W16-7p) should be provided at both ends of the crossing. Street lights should be



Enhanced Crosswalk with Warning Signs
Source: FHWA

Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

furnished in advance of the crossing to increase pedestrian visibility. Curb ramps should be compliant with Americans with Disabilities Act (ADA) standards.

Parking restrictions on the crosswalk approach at all established pedestrian crossings (both approaches) is recommended so there is adequate sight distance for motorists on the approaches to the crossings and ample sight distance for pedestrians attempting to cross. The minimum setback is 20 feet where speeds are 25 mph or less, and 30 feet between 26 mph and 35 mph. If setbacks are not feasible, curbs should be "bulbed out" to allow the pedestrian to see past the parked vehicle along the street.

In-street pedestrian crossing signs (CA MUTCD R1-6) may be used to remind road users of State right-of-way laws at unsignalized pedestrian crosswalks. In-street signs are generally appropriate on 2-lane or 3-lane roads with speed limits of 30 mph or less and are placed in the middle of the road at a crossing and are often used in conjunction with refuge islands.



Advance Yield Here To Pedestrians signs (CA MUTCD R1-5a) are placed between 30 and 50 feet in advance of a marked crosswalk along with a "shark's teeth" yield line on multi-lane streets. This is a candidate treatment for any uncontrolled pedestrian crossing.

A curb extension, also referred to as a "bulbout", extends the sidewalk or curb line into the street or parking lane, thereby reducing the street width and improving sight distance between the driver and pedestrian. Curb extensions should not extend into paths of travel for bicyclists.



Raised Crosswalk

Raised crosswalks function as an extension of the sidewalk and allow a pedestrian to cross the street at a constant grade. A raised crosswalk is typically applied on 2-lane or 3-lane roads with speed limits of 30 mph or less and traffic volumes below 9,000 ADT.

Pedestrian Refuge Island

A pedestrian island is typically constructed in the middle of a 2-way street and provides a place for pedestrians to stand and wait for motorists to stop or yield. Median islands may be a candidate treatment for uncontrolled pedestrian crossings on 3-lane or 2-lane roads, especially where the street is wide and/or where vehicle speed or volumes are moderate to high. Consideration should be given to creating a two-stage crossing with the island to



Continental-style Crosswalk with Pedestrian Refuge Island
Source: FHWA

Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

encourage pedestrians to cross one direction of traffic at a time and look towards oncoming traffic before completing the second part of the crossing.

Pedestrian Hybrid Beacon (PHB)

A PHB head consists of two red lenses above a single yellow lens and is used in conjunction with pedestrian signal heads installed at each end of a marked crosswalk. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that control vehicular traffic, while the pedestrian signal heads indicate the pedestrian walk interval and a pedestrian clearance interval.

The use of a PHB is based on vehicular speed, pedestrian volume, vehicular volume, and crossing length. Research indicates that PHBs are most effective at roads with three or more lanes that have daily traffic volumes above 9,000 ADT.

Road Diet

A road diet reconfigures the roadway, and generally involves converting a 4-lane, undivided roadway into a 3-lane roadway with a center turn lane. This is a candidate treatment for any undivided road with wide travel lanes or multiple lanes that can be narrowed or repurposed to improve pedestrian crossing safety.

Rectangular Rapid-Flashing Beacon (RRFB)

An RRFB is a pedestrian-actuated enhancement used in combination with a pedestrian crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk). The RRFB's irregular flashing pattern is unlit when not activated and can be activated manually by pedestrians using a push button or passively by a pedestrian detection system.

Research indicates RRFBs can result in substantial motorist yielding rates at marked crosswalks. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph.



Continental-style Crosswalk with RRFB
Source: FHWA

Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

Off-site Crosswalk Enhancement Recommendations

Under California law, the intersection of two roadways generally comprises a legal crosswalk (CVC Section 275), whether marked or unmarked. The Park will be a major generator of pedestrian trips, with a significant number originating in the residential neighborhoods south of Bella Breeze Drive. The crossing width of Bella Breeze Drive (approximately 72 feet), together with the majority of vehicle speeds in excess of 25 MPH, results in the need for enhanced pedestrian crossings.

The above section discusses common safety enhancement treatments for crosswalks. The attached **Figure 2** illustrates the expected paths of travel for pedestrians accessing the park and outlines the recommended off-site treatments to improve pedestrian safety. These recommendations are as follows:

Bella Breeze Drive & Cabra Street Intersection

Recommendation: Provide all-way stop control with continental crosswalks and construct an ADA compliant curb ramp on the south side of Bella Breeze Drive with a connection to the existing sidewalk.

An all-way stop at this location would be installed in accordance with the California Manual of Uniform Traffic Control Devices (CA MUTCD), which outlines requirements that should be met prior to installation of all-way stop control. The CA MUTCD states that a criteria that may be considered is "(t)he need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes" (Section 2B.07, Option B). Since the Park will generate high pedestrian volumes, with a substantial number expected to cross Bella Breeze Drive, an all-way stop is appropriate. All-way stop control is also consistent with other intersections along Bella Breeze Drive, which are currently configured in this manner (refer to the attached **Figure 1**). The all-way stop will also reduce vehicular speeds along the park frontage and the use of continental crosswalks will help alert motorists to the potential presence of pedestrians.

Bella Breeze Drive & McCullough Street Intersection

Recommendation: Provide all-way stop control with continental crosswalks and construct an ADA compliant curb ramp on the east side of Bella Breeze Drive with a connection to the existing sidewalk.

An all-way stop at this location is recommended based on the same rationale as for Cabra Street discussed above.

Cabra Street & Cordoba Court Intersection

Recommendation: Convert the existing conventional crosswalk to a continental crosswalk.

This intersection is currently controlled by an all-way stop and a conventional-style crosswalk (two parallel stripes) is provided across the south leg (Cabra Street). To improve visibility of the crosswalk, conversion to a continental crosswalk is recommended.

Cabra Street & Tortosa Court Intersection

Recommendation: Provide a continental crosswalk across the north leg (Cabra Street) together with Pedestrian Crossing Ahead (W11-2 / W16-9P) signs in each direction.

Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

A marked continental crosswalk at this location will reinforce to motorists the potential presence of pedestrians crossing between the park and the residential neighborhood east of Cabra Street.

McCullough Street & Strauss Street Intersection

Recommendation: Provide a continental crosswalk across the north leg (McCullough Street) together with Pedestrian Crossing Ahead (W11-2 / W16-9P) signs in each direction.

A marked continental crosswalk at this location will reinforce to motorists the potential presence of pedestrians crossing between the park and the residential neighborhood west of McCullough Street.

Off-site Improvements Not Recommended At This Time

Certain treatments would not be appropriate for the subject locations due to factors such as vehicular volumes. For example, installation of a PHB is not recommended since PHBs are generally recommended for roadways with volumes exceeding 9,000 ADT, whereas Bella Breeze Drive currently carries only approximately 1,500 ADT and is expected to be far less than 9,000 ADT when the neighborhood is fully built out.

A road diet to reduce the widths of Bella Breeze Drive or the local streets would require a significant amount of reconstruction of the recently built curbs, gutters, and sidewalks. Before undertaking a substantial reconstruction effort, the recommended treatments discussed above should be implemented as they are expected to sufficiently address pedestrian crossing needs. If the recommended treatments are found to be insufficient, implementation of more extensive treatments such as a road diet could then be investigated.

Conclusion

The use of high-visibility continental crosswalks on the roadways in the immediate vicinity of the Park is strongly recommended. This countermeasure is shown to reduce pedestrian injury crashes by up to 40 percent. Appropriate signage and roadway striping improvements should be utilized in conjunction with high-visibility crosswalks.

The application of all-way stop control is recommended for the Bella Breeze Drive/Cabra Street intersection and the Bella Breeze Drive/McCullough Street intersection based on CA MUTCD criteria for the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, such as the Park. The all-way stop will also provide a secondary benefit of reducing vehicular speeds along Bella Breeze Drive, the majority of which exceed 30 MPH and is excessive for a neighborhood street.

After obtaining concurrence on the recommended off-site pedestrian treatments outlined above, the next step of this process will be to prepare conceptual design plans, which will address additional detailed elements such as the use of in-street pedestrian crossing signs, pedestrian refuge islands, and raised crosswalks.

References:

Urban Street Design Guide, National Association of City Transportation Officials, October 2013.
<https://nacto.org/publication/urban-street-design-guide/>.

Reference: Bella Breeze Community Park Off-site Pedestrian Access Enhancements

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Federal Highway Administration, July 2018. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf.

Pedestrian Safety Guide and Countermeasure Selection System, Federal Highway Administration, August 2013. <http://www.pedbikesafe.org/PEDSAFE/index.cfm>.

Proven Safety Countermeasures – Crosswalk Visibility Enhancements, Federal Highway Administration. <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>.

Regards,

STANTEC CONSULTING SERVICES INC.

Daryl Zerfass TE, PTP
Principal, Transportation Planning & Traffic Engineering
Phone: (949) 923-6058
Daryl.Zerfass@stantec.com

Eric Mazzella TE
Transportation Engineer
Phone: (949) 923-6136
Eric.Mazzella@stantec.com

Attached: Figure 1 Bella Breeze Drive Existing Traffic Control
Figure 2 Off-site Pedestrian Access Recommendations
Traffic Count Worksheets

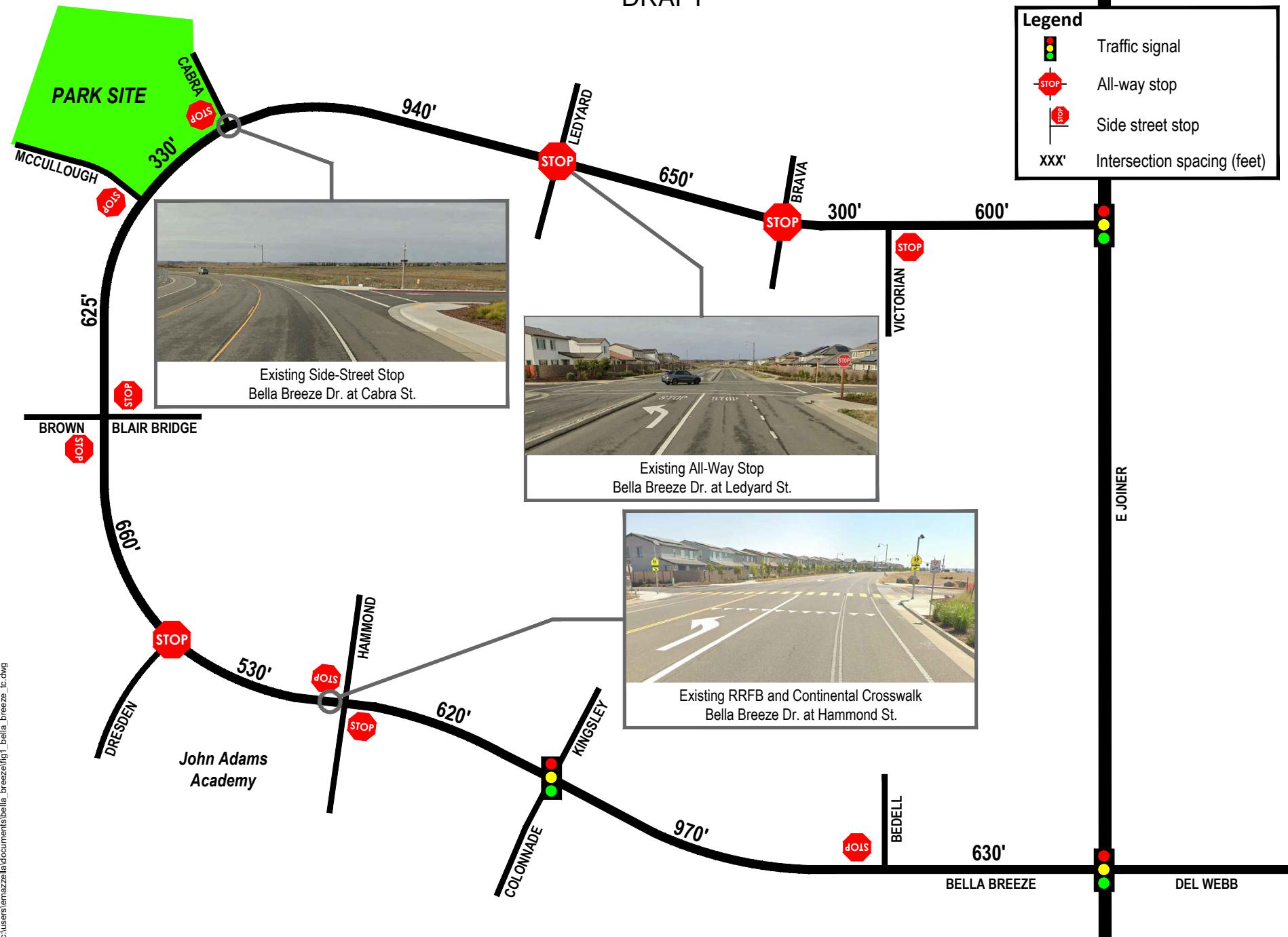


Figure 1

Bella Breeze Drive Existing Traffic Control



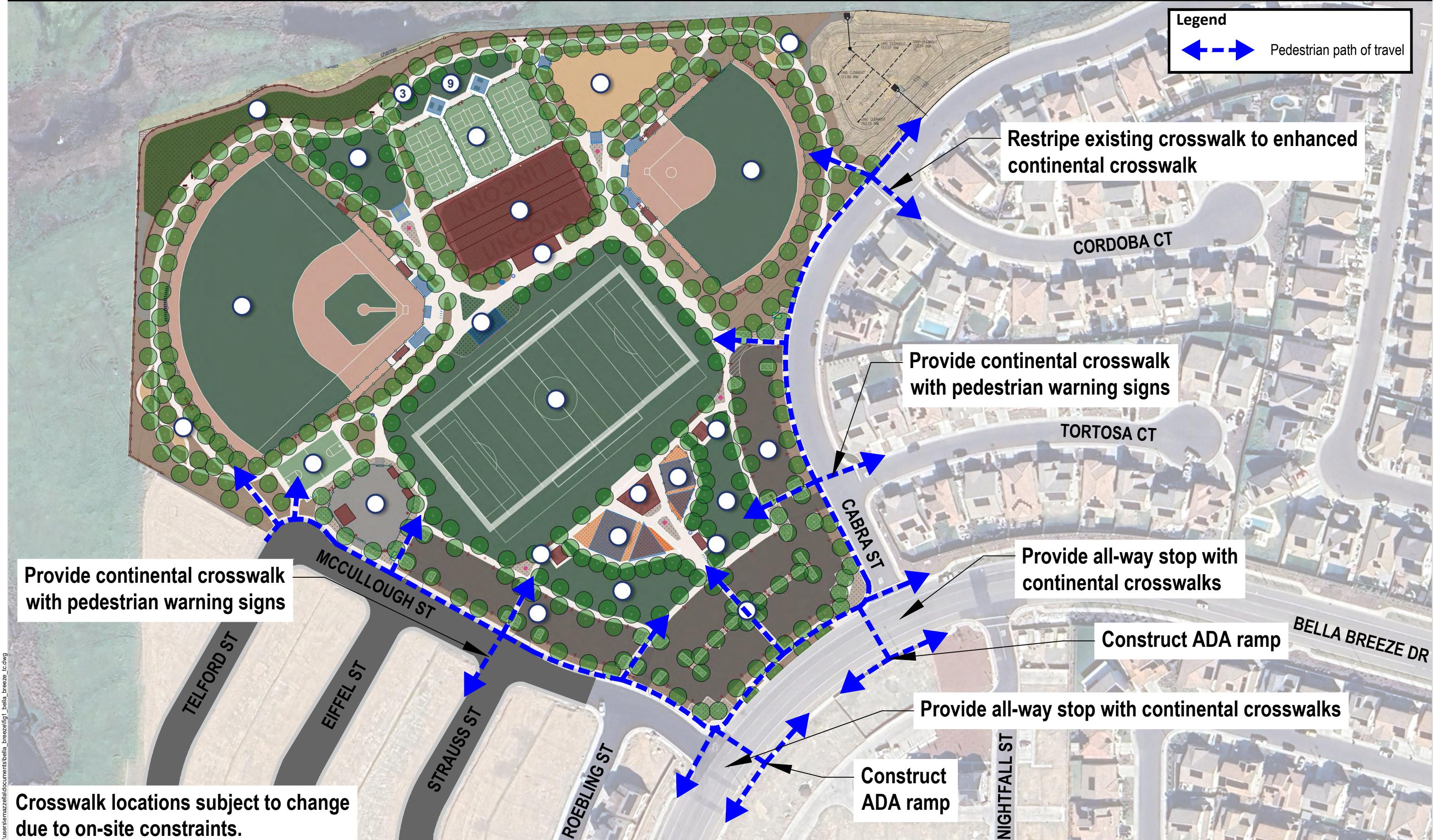


Figure 2

Off-site Pedestrian Access Recommendations

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	2	2	1	0	0	0	0	0	0	0	5	26-35	3
01:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	31-40	1
05:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	26-35	2
06:00 AM	0	0	1	4	2	0	1	1	0	0	0	0	0	9	26-35	5
07:00 AM	0	1	2	1	11	2	1	0	0	0	0	0	0	18	31-40	11
08:00 AM	0	0	2	7	19	9	2	0	0	0	0	0	0	39	31-40	23
09:00 AM	0	0	1	4	7	5	3	0	0	0	0	0	0	20	31-40	10
10:00 AM	0	2	0	5	12	7	0	0	0	0	0	0	0	26	31-40	16
11:00 AM	0	0	3	8	19	5	1	1	0	0	0	0	0	37	26-35	23
12:00 PM	0	0	0	8	14	13	3	0	2	0	0	0	0	40	31-40	23
01:00 PM	0	1	0	6	16	10	2	1	1	0	0	0	0	37	31-40	22
02:00 PM	0	1	3	5	17	6	6	1	0	1	0	0	0	40	31-40	19
03:00 PM	0	0	2	6	29	28	10	0	2	0	0	0	0	77	31-40	48
04:00 PM	0	0	1	4	25	15	4	2	1	0	0	0	0	52	31-40	33
05:00 PM	0	0	2	7	34	11	8	1	1	0	0	0	0	64	31-40	38
06:00 PM	0	2	0	6	16	15	3	0	0	0	0	0	0	42	31-40	26
07:00 PM	0	0	3	6	19	9	5	0	0	1	0	0	0	43	31-40	23
08:00 PM	0	0	1	6	11	11	3	0	0	0	0	0	0	32	31-40	18
09:00 PM	0	0	2	2	7	5	2	0	0	0	0	0	0	18	31-40	10
10:00 PM	0	0	0	3	4	2	0	0	0	0	0	0	0	9	26-35	6
11:00 PM	0	0	1	2	3	2	0	0	0	0	0	0	0	8	28-37	4
Day Total	0	7	24	92	271	157	54	7	7	2	0	0	0	621	31-40	357
Percent	0%	1.1%	3.9%	14.8%	43.6%	25.3%	8.7%	1.1%	1.1%	0.3%	0%	0%	0%			
AM Peak Volume	12:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	8:00 AM	9:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM			
	0	2	3	8	19	9	3	1	0	0	0	0	0	39		
PM Peak Volume	12:00 PM	6:00 PM	2:00 PM	12:00 PM	5:00 PM	3:00 PM	3:00 PM	4:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	3:00 PM			
	0	2	3	8	34	28	10	2	2	1	0	0	0	77		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Lincoln, CA

DATE: Apr 26 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	0	2	0	0	0	0	0	0	0	3	31-40	2
01:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	31-40	1
04:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	2	26-35	1
05:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	26-35	2
06:00 AM	0	0	1	1	3	2	1	0	0	0	0	0	0	8	31-40	4
07:00 AM	0	2	2	5	8	2	1	0	0	1	0	0	0	21	26-35	11
08:00 AM	0	0	0	6	16	8	2	0	0	0	0	0	0	32	31-40	20
09:00 AM	0	0	0	5	12	8	3	0	0	0	0	0	0	28	31-40	17
10:00 AM	0	1	1	7	8	9	4	0	0	0	0	0	0	30	31-40	14
11:00 AM	0	0	4	4	8	14	3	1	1	0	0	0	0	35	31-40	18
12:00 PM	1	0	4	8	15	23	11	4	1	0	0	0	0	67	31-40	32
01:00 PM	0	0	3	10	10	14	2	1	0	0	0	0	0	40	31-40	20
02:00 PM	0	0	3	5	17	12	8	0	0	0	0	0	0	45	31-40	24
03:00 PM	0	0	2	10	25	7	6	1	1	0	0	0	1	53	26-35	29
04:00 PM	0	1	0	12	19	16	6	2	1	0	0	0	0	57	31-40	29
05:00 PM	0	0	1	10	21	19	10	2	0	0	0	0	0	63	31-40	33
06:00 PM	0	0	1	9	24	20	7	0	0	0	0	0	0	61	31-40	37
07:00 PM	0	0	1	3	19	9	4	0	0	0	0	0	0	36	31-40	23
08:00 PM	0	0	2	3	8	4	0	1	0	0	0	0	0	18	31-40	10
09:00 PM	0	1	6	5	7	4	1	0	0	0	0	0	0	24	26-35	10
10:00 PM	0	0	0	7	5	1	1	0	0	0	0	0	0	14	26-35	10
11:00 PM	0	0	1	4	2	0	1	0	0	0	0	0	0	8	26-35	5
Day Total	1	5	32	116	231	175	72	12	4	1	0	0	1	650	31-40	338
Percent	0.2%	0.8%	4.9%	17.8%	35.5%	26.9%	11.1%	1.8%	0.6%	0.2%	0%	0%	0.2%			
AM Peak Volume	12:00 AM	7:00 AM	11:00 AM	10:00 AM	8:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
	0	2	4	7	16	14	4	1	1	1	0	0	0	35		
PM Peak Volume	12:00 PM	4:00 PM	9:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM		
	1	1	6	12	25	23	11	4	1	0	0	0	1	67		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Lincoln, CA

DATE: Apr 27 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	4	31-40	3
01:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	16-25	1
02:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26-35	1
03:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	31-40	1
04:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	2	26-35	1
05:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	21-30	1
06:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	3	31-40	3
07:00 AM	0	0	0	3	6	3	0	1	0	0	0	0	0	13	26-35	8
08:00 AM	0	0	1	5	10	4	3	1	0	0	0	0	0	24	26-35	13
09:00 AM	0	0	3	5	10	6	0	2	0	0	0	0	0	26	31-40	13
10:00 AM	0	0	0	2	6	4	0	0	0	0	0	0	0	12	31-40	8
11:00 AM	0	0	3	7	11	5	2	0	0	0	0	0	0	28	26-35	15
12:00 PM	0	0	5	4	12	8	1	0	1	0	0	0	0	31	31-40	17
01:00 PM	0	1	2	8	16	11	1	1	0	0	0	0	0	40	31-40	23
02:00 PM	0	0	3	10	17	4	5	1	0	1	0	0	0	41	26-35	23
03:00 PM	0	0	0	6	14	14	2	1	0	0	0	0	0	37	31-40	23
04:00 PM	0	0	1	7	9	8	4	1	0	0	0	0	0	30	31-40	14
05:00 PM	0	2	5	6	9	6	3	0	0	0	0	0	0	31	26-35	13
06:00 PM	0	0	0	6	13	7	1	0	0	0	0	0	0	27	31-40	17
07:00 PM	0	1	0	5	10	6	1	1	1	0	0	0	0	26	31-40	13
08:00 PM	0	0	2	7	13	2	2	0	0	0	0	0	0	26	26-35	17
09:00 PM	0	1	0	7	2	2	3	1	0	0	0	0	0	16	26-35	8
10:00 PM	0	0	0	7	7	4	1	1	0	0	0	0	0	20	26-35	12
11:00 PM	0	0	0	4	12	2	1	0	0	0	0	0	0	19	26-35	13
Day Total	0	5	26	100	184	100	31	11	2	2	0	0	0	461	26-35	237
Percent	0%	1.1%	5.6%	21.7%	39.9%	21.7%	6.7%	2.4%	0.4%	0.4%	0%	0%	0%			
AM Peak Volume	12:00 AM	12:00 AM	9:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM			
	0	0	3	7	11	6	3	2	0	0	0	0	0			
PM Peak Volume	12:00 PM	5:00 PM	12:00 PM	2:00 PM	2:00 PM	3:00 PM	2:00 PM	1:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM			
	0	2	5	10	17	14	5	1	1	1	0	0	0	41		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

DRAFT SUMMARY - Tube Count - Speed Data

QC JOB #: 16570601

DIRECTION: EB

DATE: Apr 25 2024 - Apr 27 2024

0

Speed Range	15	15	20	25	25	30	35	35	40	45	50	55	55	60	65	65	70	70	75	Total	Pace Speed	Number in Pace	
Grand Total	1	17	82	308	686	432	157	30	13	5	0	0	0	60	65	70	200	200	1732	31-40	932		
Percent	0.1%	1%	4.7%	17.8%	39.6%	24.9%	9.1%	1.7%	0.8%	0.3%	0%	0%	0%	0%	0%	0%	0.1%	0.1%					
Cumulative Percent	0.1%	1%	5.8%	23.6%	63.2%	88.1%	97.2%	98.9%	99.7%	99.9%	99.9%	99.9%	99.9%	99.9%	100%								
ADT 577																				85th Percentile: 38 MPH	Mean Speed(Average): 32 MPH	Median: 32 MPH	Mode: 32.5 MPH

Comments:

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24	26 Apr 24	27 Apr 24							
12:00 AM				5	3	4	4		4	
01:00 AM				2	2	2	2		2	
02:00 AM				0	0	0	1		0	
03:00 AM				0	1	1	1		1	
04:00 AM				1	2	2	2		2	
05:00 AM				2	2	2	1		2	
06:00 AM				9	8	9	3		7	
07:00 AM				18	21	20	13		17	
08:00 AM				39	32	36	24		32	
09:00 AM				20	28	24	26		25	
10:00 AM				26	30	28	12		23	
11:00 AM				37	35	36	28		33	
12:00 PM				40	67	54	31		46	
01:00 PM				37	40	39	40		39	
02:00 PM				40	45	43	41		42	
03:00 PM				77	53	65	37		56	
04:00 PM				52	57	55	30		46	
05:00 PM				64	63	64	31		53	
06:00 PM				42	61	52	27		43	
07:00 PM				43	36	40	26		35	
08:00 PM				32	18	25	26		25	
09:00 PM				18	24	21	16		19	
10:00 PM				9	14	12	20		14	
11:00 PM				8	8	8	19		12	
Day Total			621	650	642	461		578		
% Weekday Average			96.7%	101.2%						
% Week Average			107.4%	112.5%	111.1%	79.8%				
AM Peak Volume			8:00 AM 39	11:00 AM 35	8:00 AM 36	11:00 AM 28		11:00 AM 33		
PM Peak Volume			3:00 PM 77	12:00 PM 67	3:00 PM 65	2:00 PM 41		3:00 PM 56		
Comments:										

Report generated on 5/2/2024 9:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024

Start Time	0 15 15	15 20 20	20 25 25	25 30 30	30 35 35	35 40 40	40 45 45	45 50 50	50 55 55	55 60 60	60 65 65	65 70 70	70 200 200	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	1	5	2	1	0	0	0	0	0	0	0	0	9	26-35	6
01:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	11-20	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	1	0	4	2	1	0	0	0	0	0	0	0	8	31-40	5
05:00 AM	0	0	3	4	7	3	2	0	0	0	0	0	0	0	19	26-35	9
06:00 AM	0	0	3	24	14	6	3	2	0	0	0	0	0	0	52	26-35	32
07:00 AM	1	3	5	28	36	49	22	1	0	0	0	0	0	0	145	31-40	71
08:00 AM	0	0	6	26	58	51	16	1	0	1	0	0	0	0	159	31-40	91
09:00 AM	1	1	4	18	27	12	7	2	0	0	0	0	0	0	72	26-35	38
10:00 AM	0	2	5	16	21	15	1	0	0	0	0	0	0	0	60	26-35	31
11:00 AM	0	1	9	24	29	23	4	1	0	0	0	0	0	0	91	26-35	44
12:00 PM	0	0	6	19	27	14	4	1	2	0	0	0	0	0	73	26-35	38
01:00 PM	0	3	5	17	21	23	7	3	1	0	0	0	0	0	80	31-40	37
02:00 PM	1	2	10	16	32	27	10	1	0	1	0	0	0	0	100	31-40	49
03:00 PM	0	1	3	20	69	59	20	2	2	0	0	0	0	0	176	31-40	107
04:00 PM	0	1	5	15	38	24	4	2	1	0	0	0	0	0	90	31-40	52
05:00 PM	0	0	5	16	44	16	11	2	1	0	0	0	0	0	95	26-35	50
06:00 PM	0	2	5	20	23	20	4	2	0	0	0	0	0	0	76	27-36	36
07:00 PM	0	1	6	12	24	12	5	0	0	1	0	0	0	0	61	26-35	30
08:00 PM	0	0	1	8	15	12	4	0	0	0	0	0	0	0	40	31-40	23
09:00 PM	0	0	4	5	11	5	2	0	0	0	0	0	0	0	27	27-36	13
10:00 PM	0	0	0	3	5	2	0	0	0	0	0	0	0	0	10	26-35	7
11:00 PM	0	0	1	2	4	2	0	0	0	0	0	0	0	0	9	26-35	5
Day Total	3	18	88	298	513	379	127	20	7	3	0	0	0	0	1456	31-40	743
Percent	0.2%	1.2%	6%	20.5%	35.2%	26%	8.7%	1.4%	0.5%	0.2%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	7:00 AM	6:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM			
	1	3	9	28	58	51	22	2	0	1	0	0	0	159			
PM Peak Volume	2:00 PM	1:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM			
	1	3	10	20	69	59	20	3	2	1	0	0	0	176			
Comments:																	

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Lincoln, CA

DATE: Apr 26 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	2	0	2	0	0	0	0	0	0	0	5	21-30	3
01:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	3	26-35	3
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	31-40	2
04:00 AM	0	0	0	2	3	3	1	0	0	0	0	0	0	9	31-40	5
05:00 AM	0	0	1	8	6	2	1	0	0	0	0	0	0	18	26-35	12
06:00 AM	0	0	9	18	12	6	4	0	0	0	0	0	0	49	26-35	25
07:00 AM	0	2	6	27	26	43	13	3	0	1	0	0	0	121	31-40	58
08:00 AM	0	1	7	29	44	43	19	0	0	0	0	0	0	143	31-40	73
09:00 AM	0	2	5	14	33	18	4	0	0	0	0	0	0	76	31-40	43
10:00 AM	0	1	6	22	20	14	6	1	0	0	0	0	0	70	26-35	35
11:00 AM	0	3	6	14	27	29	9	2	1	0	0	0	0	91	31-40	47
12:00 PM	2	0	9	15	45	43	16	4	1	0	0	0	0	135	31-40	73
01:00 PM	1	0	9	23	23	33	6	3	0	0	0	0	0	98	31-40	47
02:00 PM	0	1	12	14	32	16	11	0	0	0	0	0	0	86	31-40	40
03:00 PM	0	2	7	24	37	19	7	1	1	0	0	0	1	99	26-35	51
04:00 PM	0	1	6	23	37	31	8	2	1	0	0	0	0	109	31-40	57
05:00 PM	0	0	7	33	45	47	20	2	0	0	0	0	0	154	31-40	77
06:00 PM	0	0	3	24	31	26	10	0	0	0	0	0	0	94	31-40	48
07:00 PM	0	1	4	7	25	13	5	0	0	0	0	0	0	55	31-40	32
08:00 PM	0	0	4	5	14	4	1	1	0	0	0	0	0	29	26-35	16
09:00 PM	0	1	6	9	8	4	2	0	0	0	0	0	0	30	26-35	14
10:00 PM	0	0	1	9	9	2	1	0	0	0	0	0	0	22	26-35	15
11:00 PM	0	0	1	6	3	1	1	0	0	0	0	0	0	12	26-35	8
Day Total	3	15	111	330	482	400	145	19	4	1	0	0	1	1511	31-40	735
Percent	0.2%	1%	7.3%	21.8%	31.9%	26.5%	9.6%	1.3%	0.3%	0.1%	0%	0%	0.1%			
AM Peak Volume	12:00 AM	11:00 AM	6:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	7:00 AM	12:00 AM	12:00 AM	8:00 AM			
	0	3	9	29	44	43	19	3	1	1	0	0	0			
PM Peak Volume	12:00 PM	3:00 PM	2:00 PM	5:00 PM	12:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM			
	2	2	12	33	45	47	20	4	1	0	0	0	1	154		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Lincoln, CA

DATE: Apr 27 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	2	2	1	1	0	0	0	0	0	6	31-40	3
01:00 AM	0	0	3	0	1	1	1	0	0	0	0	0	0	6	16-25	3
02:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26-35	1
03:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	3	26-35	2
04:00 AM	0	0	0	1	2	0	1	0	0	0	0	0	0	4	26-35	3
05:00 AM	0	0	0	2	4	1	1	0	0	0	0	0	0	8	26-35	5
06:00 AM	0	0	2	6	6	4	1	1	0	0	0	0	0	20	26-35	10
07:00 AM	0	1	4	9	14	7	1	1	0	0	0	0	0	37	26-35	19
08:00 AM	0	0	4	12	16	9	6	2	0	0	0	0	0	49	26-35	23
09:00 AM	0	0	7	14	24	13	2	2	0	0	0	0	0	62	26-35	32
10:00 AM	0	2	7	15	16	8	2	0	1	0	0	0	0	51	26-35	26
11:00 AM	0	0	7	20	24	10	2	0	0	0	0	0	0	63	26-35	37
12:00 PM	0	0	12	16	31	15	5	0	1	0	0	0	0	80	26-35	39
01:00 PM	0	1	6	25	23	17	1	2	0	0	0	0	0	75	26-35	40
02:00 PM	0	0	12	17	27	7	7	2	1	1	0	0	0	74	26-35	37
03:00 PM	0	0	2	17	25	18	5	1	0	0	0	0	0	68	31-40	36
04:00 PM	0	0	7	22	16	14	5	1	0	0	0	0	0	65	26-35	32
05:00 PM	0	3	10	16	14	10	5	0	0	0	0	0	0	58	26-35	25
06:00 PM	0	0	3	12	24	11	5	0	0	0	0	0	0	55	26-35	30
07:00 PM	0	1	1	14	20	8	3	1	1	0	0	0	0	50	26-35	28
08:00 PM	0	0	5	17	19	4	2	0	0	0	0	0	0	47	26-35	30
09:00 PM	0	1	4	10	5	3	4	1	0	0	0	0	0	28	26-35	13
10:00 PM	0	0	2	12	9	6	1	1	0	0	0	0	0	31	26-35	18
11:00 PM	1	0	1	5	13	2	2	0	0	0	0	0	0	24	26-35	15
Day Total	1	9	99	263	337	171	63	16	4	2	0	0	0	965	26-35	500
Percent	0.1%	0.9%	10.3%	27.3%	34.9%	17.7%	6.5%	1.7%	0.4%	0.2%	0%	0%	0%			
AM Peak Volume	12:00 AM	10:00 AM	9:00 AM	11:00 AM	9:00 AM	9:00 AM	8:00 AM	8:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM			
	0	2	7	20	24	13	6	2	1	0	0	0	0			
PM Peak Volume	11:00 PM	5:00 PM	12:00 PM	1:00 PM	12:00 PM	3:00 PM	2:00 PM	1:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM			
	1	3	12	25	31	18	7	2	1	0	0	0	0			
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

DRAFT
SUMMARY - Tube Count - Speed Data

QC JOB #: 16570601

DIRECTION: EB, WB

DATE: Apr 25 2024 - Apr 27 2024

LOCATION:	Bella Breeze Dr btwn McCullough St and Cabra St													QC JOB #:	16570601	
SPECIFIC LOCATION:														DIRECTION:	EB, WB	
CITY/STATE:	Lincoln, CA													DATE:	Apr 25 2024 - Apr 27 2024	
Speed Range	0	15	20	25	30	35	40	45	50	55	60	65	70	Total	Pace Speed	Number in Pace
15	15	20	25	30	35	40	45	50	55	60	65	70	200			
Grand Total	7	42	298	891	1332	950	335	55	15	6	0	0	1	3932	31-40	1902
Percent	0.2%	1.1%	7.6%	22.7%	33.9%	24.2%	8.5%	1.4%	0.4%	0.2%	0%	0%	0%			
Cumulative Percent	0.2%	1.2%	8.8%	31.5%	65.4%	89.5%	98%	99.4%	99.8%	100%	100%	100%	100%			
ADT 1310														<p>85th Percentile: 38 MPH Mean Speed(Average): 31 MPH Median: 31 MPH Mode: 32.5 MPH</p>		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24		26 Apr 24				27 Apr 24			
12:00 AM				9	5	7	6		7	
01:00 AM				2	3	3	6		4	
02:00 AM				2	1	2	1		1	
03:00 AM				0	2	1	3		2	
04:00 AM				8	9	9	4		7	
05:00 AM				19	18	19	8		15	
06:00 AM				52	49	51	20		40	
07:00 AM				145	121	133	37		101	
08:00 AM				159	143	151	49		117	
09:00 AM				72	76	74	62		70	
10:00 AM				60	70	65	51		60	
11:00 AM				91	91	91	63		82	
12:00 PM				73	135	104	80		96	
01:00 PM				80	98	89	75		84	
02:00 PM				100	86	93	74		87	
03:00 PM				176	99	138	68		114	
04:00 PM				90	109	100	65		88	
05:00 PM				95	154	125	58		102	
06:00 PM				76	94	85	55		75	
07:00 PM				61	55	58	50		55	
08:00 PM				40	29	35	47		39	
09:00 PM				27	30	29	28		28	
10:00 PM				10	22	16	31		21	
11:00 PM				9	12	11	24		15	
Day Total			1456	1511		1489	965		1310	
% Weekday Average			97.8%	101.5%						
% Week Average			111.1%	115.3%		113.7%	73.7%			
AM Peak Volume			8:00 AM	8:00 AM		8:00 AM	11:00 AM		8:00 AM	
			159	143		151	63		117	
PM Peak Volume			3:00 PM	5:00 PM		3:00 PM	12:00 PM		3:00 PM	
			176	154		138	80		114	
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	4	21-30	3
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	11-20	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	1	0	4	1	1	0	0	0	0	0	0	7	31-40	4
05:00 AM	0	0	3	4	5	3	2	0	0	0	0	0	0	17	26-35	8
06:00 AM	0	0	2	20	12	6	2	1	0	0	0	0	0	43	26-35	27
07:00 AM	1	2	3	27	25	47	21	1	0	0	0	0	0	127	31-40	60
08:00 AM	0	0	4	19	39	42	14	1	0	1	0	0	0	120	31-40	68
09:00 AM	1	1	3	14	20	7	4	2	0	0	0	0	0	52	26-35	28
10:00 AM	0	0	5	11	9	8	1	0	0	0	0	0	0	34	26-35	17
11:00 AM	0	1	6	16	10	18	3	0	0	0	0	0	0	54	31-40	23
12:00 PM	0	0	6	11	13	1	1	1	0	0	0	0	0	33	26-35	20
01:00 PM	0	2	5	11	5	13	5	2	0	0	0	0	0	43	36-45	15
02:00 PM	1	1	7	11	15	21	4	0	0	0	0	0	0	60	31-40	30
03:00 PM	0	1	1	14	40	31	10	2	0	0	0	0	0	99	31-40	59
04:00 PM	0	1	4	11	13	9	0	0	0	0	0	0	0	38	26-35	20
05:00 PM	0	0	3	9	10	5	3	1	0	0	0	0	0	31	26-35	16
06:00 PM	0	0	5	14	7	5	1	2	0	0	0	0	0	34	26-35	18
07:00 PM	0	1	3	6	5	3	0	0	0	0	0	0	0	18	26-35	9
08:00 PM	0	0	0	2	4	1	1	0	0	0	0	0	0	8	26-35	5
09:00 PM	0	0	2	3	4	0	0	0	0	0	0	0	0	9	26-35	6
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26-35	1
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26-35	1
Day Total	3	11	64	206	242	222	73	13	0	1	0	0	0	835	31-40	387
Percent	0.4%	1.3%	7.7%	24.7%	29%	26.6%	8.7%	1.6%	0%	0.1%	0%	0%	0%			
AM Peak Volume	7:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	9:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
	1	2	6	27	39	47	21	2	0	1	0	0	0	127		
PM Peak Volume	2:00 PM	1:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
	1	2	7	14	40	31	10	2	0	0	0	0	0	99		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Lincoln, CA

DATE: Apr 26 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	21-30	2
01:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26-35	1
04:00 AM	0	0	0	2	2	3	0	0	0	0	0	0	0	7	31-40	4
05:00 AM	0	0	1	8	4	2	1	0	0	0	0	0	0	16	26-35	10
06:00 AM	0	0	8	17	9	4	3	0	0	0	0	0	0	41	26-35	22
07:00 AM	0	0	4	22	18	41	12	3	0	0	0	0	0	100	31-40	49
08:00 AM	0	1	7	23	28	35	17	0	0	0	0	0	0	111	31-40	53
09:00 AM	0	2	5	9	21	10	1	0	0	0	0	0	0	48	31-40	26
10:00 AM	0	0	5	15	12	5	2	1	0	0	0	0	0	40	26-35	23
11:00 AM	0	3	2	10	19	15	6	1	0	0	0	0	0	56	31-40	28
12:00 PM	1	0	5	7	30	20	5	0	0	0	0	0	0	68	31-40	42
01:00 PM	1	0	6	13	13	19	4	2	0	0	0	0	0	58	31-40	27
02:00 PM	0	1	9	9	15	4	3	0	0	0	0	0	0	41	26-35	20
03:00 PM	0	2	5	14	12	12	1	0	0	0	0	0	0	46	26-35	22
04:00 PM	0	0	6	11	18	15	2	0	0	0	0	0	0	52	31-40	28
05:00 PM	0	0	6	23	24	28	10	0	0	0	0	0	0	91	31-40	43
06:00 PM	0	0	2	15	7	6	3	0	0	0	0	0	0	33	26-35	18
07:00 PM	0	1	3	4	6	4	1	0	0	0	0	0	0	19	28-37	8
08:00 PM	0	0	2	2	6	0	1	0	0	0	0	0	0	11	26-35	7
09:00 PM	0	0	0	4	1	0	1	0	0	0	0	0	0	6	26-35	4
10:00 PM	0	0	1	2	4	1	0	0	0	0	0	0	0	8	26-35	5
11:00 PM	0	0	0	2	1	1	0	0	0	0	0	0	0	4	26-35	3
Day Total	2	10	79	214	251	225	73	7	0	0	0	0	0	861	31-40	397
Percent	0.2%	1.2%	9.2%	24.9%	29.2%	26.1%	8.5%	0.8%	0%	0%	0%	0%	0%			
AM Peak Volume	12:00 AM	11:00 AM	6:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	0	3	8	23	28	41	17	3	0	0	0	0	0	111		
PM Peak Volume	12:00 PM	3:00 PM	2:00 PM	5:00 PM	12:00 PM	5:00 PM	5:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
	1	2	9	23	30	28	10	2	0	0	0	0	0	91		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Speed Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Lincoln, CA

DATE: Apr 27 2024

Start Time	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	41-50	2
01:00 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	4	36-45	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	26-35	2
04:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	26-35	2
05:00 AM	0	0	0	1	4	1	1	0	0	0	0	0	0	7	26-35	4
06:00 AM	0	0	2	6	4	3	1	1	0	0	0	0	0	17	26-35	8
07:00 AM	0	1	4	6	8	4	1	0	0	0	0	0	0	24	26-35	12
08:00 AM	0	0	3	7	6	5	3	1	0	0	0	0	0	25	26-35	11
09:00 AM	0	0	4	9	14	7	2	0	0	0	0	0	0	36	26-35	19
10:00 AM	0	2	7	13	10	4	2	0	1	0	0	0	0	39	26-35	19
11:00 AM	0	0	4	13	13	5	0	0	0	0	0	0	0	35	26-35	22
12:00 PM	0	0	7	12	19	7	4	0	0	0	0	0	0	49	26-35	26
01:00 PM	0	0	4	17	7	6	0	1	0	0	0	0	0	35	26-35	20
02:00 PM	0	0	9	7	10	3	2	1	1	0	0	0	0	33	26-35	14
03:00 PM	0	0	2	11	11	4	3	0	0	0	0	0	0	31	26-35	18
04:00 PM	0	0	6	15	7	6	1	0	0	0	0	0	0	35	26-35	18
05:00 PM	0	1	5	10	5	4	2	0	0	0	0	0	0	27	25-34	13
06:00 PM	0	0	3	6	11	4	4	0	0	0	0	0	0	28	26-35	14
07:00 PM	0	0	1	9	10	2	2	0	0	0	0	0	0	24	26-35	16
08:00 PM	0	0	3	10	6	2	0	0	0	0	0	0	0	21	26-35	13
09:00 PM	0	0	4	3	3	1	1	0	0	0	0	0	0	12	21-30	6
10:00 PM	0	0	2	5	2	2	0	0	0	0	0	0	0	11	21-30	6
11:00 PM	1	0	1	1	1	0	1	0	0	0	0	0	0	5	21-30	2
Day Total	1	4	73	163	153	71	32	5	2	0	0	0	0	504	26-35	263
Percent	0.2%	0.8%	14.5%	32.3%	30.4%	14.1%	6.3%	1%	0.4%	0%	0%	0%	0%			
AM Peak Volume	12:00 AM	10:00 AM	10:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	10:00 AM			
	0	2	7	13	14	7	3	1	1	0	0	0	0	39		
PM Peak Volume	11:00 PM	5:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM			
	1	1	9	17	19	7	4	1	1	0	0	0	0	49		
Comments:																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

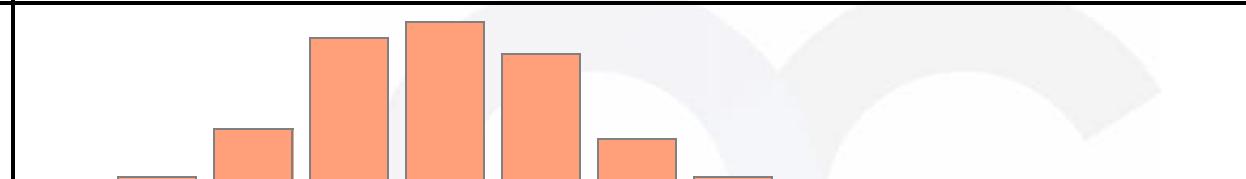
Type of report: Tube Count - Speed Data

DRAFT
SUMMARY - Tube Count - Speed Data

QC JOB #: 16570601

DIRECTION: WB

DATE: Apr 25 2024 - Apr 27 2024

LOCATION:	Bella Breeze Dr btwn McCullough St and Cabra St													QC JOB #:	16570601	
SPECIFIC LOCATION:														DIRECTION:	WB	
CITY/STATE:	Lincoln, CA													DATE:	Apr 25 2024 - Apr 27 2024	
Speed Range	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 200	Total	Pace Speed	Number in Pace
Grand Total Percent	6 0.3%	25 1.1%	216 9.8%	583 26.5%	646 29.4%	518 23.5%	178 8.1%	25 1.1%	2 0.1%	1 0%	0 0%	0 0%	0 0%	2200	26-35	1024
Cumulative Percent	0.3%	1.4%	11.2%	37.7%	67.1%	90.6%	98.7%	99.9%	100%	100%	100%	100%	100%			
ADT 733														<p>85th Percentile: 37 MPH Mean Speed(Average): 31 MPH Median: 31 MPH Mode: 32.5 MPH</p>		
<i>Comments:</i>																

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Bella Breeze Dr btwn McCullough St and Cabra St

QC JOB #: 16570601

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24	26 Apr 24	27 Apr 24							
12:00 AM				4	2	3	2		3	
01:00 AM				0	1	1	4		2	
02:00 AM				2	1	2	0		1	
03:00 AM				0	1	1	2		1	
04:00 AM				7	7	7	2		5	
05:00 AM				17	16	17	7		13	
06:00 AM				43	41	42	17		34	
07:00 AM			127	100	114	24			84	
08:00 AM			120	111	116	25			85	
09:00 AM			52	48	50	36			45	
10:00 AM			34	40	37	39			38	
11:00 AM			54	56	55	35			48	
12:00 PM			33	68	51	49			50	
01:00 PM			43	58	51	35			45	
02:00 PM			60	41	51	33			45	
03:00 PM			99	46	73	31			59	
04:00 PM			38	52	45	35			42	
05:00 PM			31	91	61	27			50	
06:00 PM			34	33	34	28			32	
07:00 PM			18	19	19	24			20	
08:00 PM			8	11	10	21			13	
09:00 PM			9	6	8	12			9	
10:00 PM			1	8	5	11			7	
11:00 PM			1	4	3	5			3	
Day Total			835	861	856	504			734	
% Weekday Average			97.5%	100.6%						
% Week Average			113.8%	117.3%	116.6%	68.7%				
AM Peak Volume			7:00 AM	8:00 AM	8:00 AM	10:00 AM			8:00 AM	
			127	111	116	39			85	
PM Peak Volume			3:00 PM	5:00 PM	3:00 PM	12:00 PM			3:00 PM	
			99	91	73	49			59	
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Bella Breeze Dr btwn Nightfall St and Ledyard St

QC JOB #: 16570603

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24			26 Apr 24			27 Apr 24			
12:00 AM				0	3	2	3		2	
01:00 AM				2	1	2	1		1	
02:00 AM				0	0	0	0		0	
03:00 AM				0	1	1	1		1	
04:00 AM				1	2	2	0		1	
05:00 AM				1	2	2	0		1	
06:00 AM				4	2	3	1		2	
07:00 AM				17	10	14	8		12	
08:00 AM				16	19	18	16		17	
09:00 AM				16	23	20	25		21	
10:00 AM				21	24	23	10		18	
11:00 AM				19	31	25	21		24	
12:00 PM				27	54	41	27		36	
01:00 PM				18	32	25	19		23	
02:00 PM				36	32	34	18		29	
03:00 PM				59	30	45	13		34	
04:00 PM				34	31	33	14		26	
05:00 PM				33	41	37	19		31	
06:00 PM				24	29	27	11		21	
07:00 PM				20	24	22	13		19	
08:00 PM				20	12	16	13		15	
09:00 PM				9	10	10	9		9	
10:00 PM				6	9	8	7		7	
11:00 PM				2	1	2	3		2	
Day Total			385	423		412	252		352	
% Weekday Average			93.4%	102.7%						
% Week Average			109.4%	120.2%		117%	71.6%			
AM Peak Volume			10:00 AM 21	11:00 AM 31		11:00 AM 25	9:00 AM 25		11:00 AM 24	
PM Peak Volume			3:00 PM 59	12:00 PM 54		3:00 PM 45	12:00 PM 27		12:00 PM 36	
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Bella Breeze Dr btwn Nightfall St and Ledyard St

QC JOB #: 16570603

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24			26 Apr 24			27 Apr 24			
12:00 AM				1	3	2	5		3	
01:00 AM				3	1	2	3		2	
02:00 AM				1	0	1	0		0	
03:00 AM				0	2	1	2		1	
04:00 AM				4	6	5	2		4	
05:00 AM				8	7	8	2		6	
06:00 AM				21	20	21	11		17	
07:00 AM				103	86	95	18		69	
08:00 AM				105	98	102	34		79	
09:00 AM				53	53	53	45		50	
10:00 AM				48	51	50	26		42	
11:00 AM				50	78	64	48		59	
12:00 PM				51	124	88	63		79	
01:00 PM				47	79	63	39		55	
02:00 PM				84	54	69	38		59	
03:00 PM				142	76	109	34		84	
04:00 PM				64	71	68	32		56	
05:00 PM				53	113	83	38		68	
06:00 PM				49	48	49	29		42	
07:00 PM				37	39	38	33		36	
08:00 PM				30	20	25	22		24	
09:00 PM				15	13	14	18		15	
10:00 PM				8	13	11	15		12	
11:00 PM				2	5	4	6		4	
Day Total				979	1060	1025	563		866	
% Weekday Average				95.5%	103.4%					
% Week Average				113%	122.4%	118.4%	65%			
AM Peak Volume				8:00 AM	8:00 AM	8:00 AM	11:00 AM		8:00 AM	
				105	98	102	48		79	
PM Peak Volume				3:00 PM	12:00 PM	3:00 PM	12:00 PM		3:00 PM	
				142	124	109	63		84	
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Bella Breeze Dr btwn Nightfall St and Ledyard St

QC JOB #: 16570603

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24	26 Apr 24	27 Apr 24							
12:00 AM				1	0	1	2		1	
01:00 AM				1	0	1	2		1	
02:00 AM				1	0	1	0		0	
03:00 AM				0	1	1	1		1	
04:00 AM				3	4	4	2		3	
05:00 AM				7	5	6	2		5	
06:00 AM				17	18	18	10		15	
07:00 AM				86	76	81	10		57	
08:00 AM				89	79	84	18		62	
09:00 AM				37	30	34	20		29	
10:00 AM				27	27	27	16		23	
11:00 AM				31	47	39	27		35	
12:00 PM				24	70	47	36		43	
01:00 PM				29	47	38	20		32	
02:00 PM				48	22	35	20		30	
03:00 PM				83	46	65	21		50	
04:00 PM				30	40	35	18		29	
05:00 PM				20	72	46	19		37	
06:00 PM				25	19	22	18		21	
07:00 PM				17	15	16	20		17	
08:00 PM				10	8	9	9		9	
09:00 PM				6	3	5	9		6	
10:00 PM				2	4	3	8		5	
11:00 PM				0	4	2	3		2	
Day Total				594	637	620	311		513	
% Weekday Average				95.8%	102.7%					
% Week Average				115.8%	124.2%	120.9%	60.6%			
AM Peak Volume				8:00 AM	8:00 AM	8:00 AM	11:00 AM		8:00 AM	
				89	79	84	27		62	
PM Peak Volume				3:00 PM	5:00 PM	3:00 PM	12:00 PM		3:00 PM	
				83	72	65	36		50	
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Cabra St btwn Tortosa Ct and Bella Breeze Dr

QC JOB #: 16570604

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24	26 Apr 24	27 Apr 24							
12:00 AM				6	0	3	3		3	
01:00 AM				2	1	2	0		1	
02:00 AM				0	0	0	1		0	
03:00 AM				0	0	0	0		0	
04:00 AM				0	0	0	3		1	
05:00 AM				2	1	2	1		1	
06:00 AM				4	5	5	4		4	
07:00 AM				16	14	15	9		13	
08:00 AM				41	21	31	21		28	
09:00 AM				13	13	13	19		15	
10:00 AM				16	18	17	12		15	
11:00 AM				20	18	19	20		19	
12:00 PM				22	23	23	27		24	
01:00 PM				25	23	24	32		27	
02:00 PM				21	29	25	32		27	
03:00 PM				35	47	41	36		39	
04:00 PM				41	46	44	26		38	
05:00 PM				44	45	45	21		37	
06:00 PM				34	36	35	24		31	
07:00 PM				40	23	32	24		29	
08:00 PM				23	12	18	21		19	
09:00 PM				13	17	15	14		15	
10:00 PM				7	12	10	3		7	
11:00 PM				6	9	8	5		7	
Day Total			431	413		427	358		400	
% Weekday Average			100.9%	96.7%						
% Week Average			107.8%	103.3%		106.8%	89.5%			
AM Peak Volume			8:00 AM 41	8:00 AM 21		8:00 AM 31	8:00 AM 21		8:00 AM 28	
PM Peak Volume			5:00 PM 44	3:00 PM 47		5:00 PM 45	3:00 PM 36		3:00 PM 39	
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Cabra St btwn Tortosa Ct and Bella Breeze Dr

QC JOB #: 16570604

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24	26 Apr 24			27 Apr 24					
12:00 AM				10	1	6	4		5	
01:00 AM				3	2	3	1		2	
02:00 AM				1	1	1	1		1	
03:00 AM				0	0	0	1		0	
04:00 AM				4	3	4	4		4	
05:00 AM				13	12	13	6		10	
06:00 AM				31	29	30	14		25	
07:00 AM				68	46	57	26		47	
08:00 AM				88	54	71	41		61	
09:00 AM				40	42	41	52		45	
10:00 AM				34	44	39	47		42	
11:00 AM				47	38	43	44		43	
12:00 PM				37	37	37	62		45	
01:00 PM				44	50	47	56		50	
02:00 PM				50	62	56	54		55	
03:00 PM				64	74	69	60		66	
04:00 PM				70	75	73	52		66	
05:00 PM				69	88	79	38		65	
06:00 PM				58	55	57	40		51	
07:00 PM				59	36	48	38		44	
08:00 PM				30	21	26	40		30	
09:00 PM				20	24	22	20		21	
10:00 PM				10	22	16	6		13	
11:00 PM				7	12	10	6		8	
Day Total			857	828	848	713		799		
% Weekday Average			101.1%	97.6%						
% Week Average			107.3%	103.6%	106.1%	89.2%				
AM Peak Volume			8:00 AM	8:00 AM	8:00 AM	9:00 AM		8:00 AM		
			88	54	71	52		61		
PM Peak Volume			4:00 PM	5:00 PM	5:00 PM	12:00 PM		3:00 PM		
			70	88	79	62		66		
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

DRAFT

Type of report: Tube Count - Volume Data

LOCATION: Cabra St btwn Tortosa Ct and Bella Breeze Dr

QC JOB #: 16570604

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lincoln, CA

DATE: Apr 25 2024 - Apr 27 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
	25 Apr 24	26 Apr 24	27 Apr 24							
12:00 AM				4	1	3	1		2	
01:00 AM				1	1	1	1		1	
02:00 AM				1	1	1	0		1	
03:00 AM				0	0	0	1		0	
04:00 AM				4	3	4	1		3	
05:00 AM				11	11	11	5		9	
06:00 AM				27	24	26	10		20	
07:00 AM				52	32	42	17		34	
08:00 AM				47	33	40	20		33	
09:00 AM				27	29	28	33		30	
10:00 AM				18	26	22	35		26	
11:00 AM				27	20	24	24		24	
12:00 PM				15	14	15	35		21	
01:00 PM				19	27	23	24		23	
02:00 PM				29	33	31	22		28	
03:00 PM				29	27	28	24		27	
04:00 PM				29	29	29	26		28	
05:00 PM				25	43	34	17		28	
06:00 PM				24	19	22	16		20	
07:00 PM				19	13	16	14		15	
08:00 PM				7	9	8	19		12	
09:00 PM				7	7	7	6		7	
10:00 PM				3	10	7	3		5	
11:00 PM				1	3	2	1		2	
Day Total			426	415	424	355		399		
% Weekday Average			100.5%	97.9%						
% Week Average			106.8%	104%	106.3%	89%				
AM Peak Volume			7:00 AM	8:00 AM	7:00 AM	10:00 AM		7:00 AM		
			52	33	42	35		34		
PM Peak Volume			2:00 PM	5:00 PM	5:00 PM	12:00 PM		2:00 PM		
			29	43	34	35		28		
Comments:										

Report generated on 5/2/2024 9:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

APPENDIX G

To: City of Lincoln
600 6th Street
Lincoln, CA 95648

From: Jonny Zukowski, P.E.
Senior Civil Engineer
200 E. Carrillo Street, Suite 101
Santa Barbara, CA 93101

File: Bella Breeze_water_waste demand memo.docx

Date: June 19, 2024

Reference: Bella Breeze Park – Estimated Potable Water and Wastewater Demand**Purpose:**

The purpose of this memorandum is to document the estimated conceptual potable water demands and wastewater generation associated with the preferred concept design for the Bella Breeze Park project to aid in the revised CEQA documents.

Background:

The property for Bella Breeze Park is located within the southeastern portion of the City of Lincoln, CA (City) within the Twelve Bridges Specific Plan area and is currently undeveloped. Based on the preferred concept for the park within the Bella Breeze Master Plan, the project site spans 18.51 acres and will include natural turf baseball fields, playgrounds, natural turf sports fields, pickleball courts, activity areas, covered multi-sports fields, basketball court, walking paths, bike park, concession, restroom facilities, 180 paved parking stalls, and various landscaping.

The potable water will be supplied by the City's existing water system infrastructure via a metered connection on Bella Breeze Drive. The potable water meter will serve both domestic water demands, and landscape irrigation demands via a backflow prevention device.

The wastewater collection system will collect waste from the various buildings at the park and connect to an existing 8-inch sewer main owned and maintained by the City located in an existing dedicated sewer easement at the south end of the property.

POTABLE WATER AND WASTEWATER DEMANDS**Applicable Planning Level Documents and Duty Factors:**

The Water Master Plan 2017 (WMP) prepared by Tully and Young for the City was developed to aid the City in water related infrastructure decisions. The document provides water use duty factors based on land use that were used in a hydraulic water model and adopted by the City. The average day water use duty factor for parks used in the Water Master Plan was 3.73 acre-feet/year per acre of developed land. This included water used for domestic purposes and landscape irrigation. Per the WMP, the City's adopted maximum day demand is 2.2 times the average day demand. The peak demand used in the hydraulic model was 2 times the maximum day demand.

The Wastewater Collection System Master Plan (SMP) dated May 16, 2028 was prepared by Stantec for the City to provide an evaluation of the wastewater collection system capacity needs within the current and future boundaries of the City and to establish a capital improvement plan to address the existing and future needs of the wastewater collection system. The wastewater duty factor used in the SMP for parks and recreation was 20 gallons per day per acre (gpd/ac). The peak wet weather flow factor outlined in the City's design criteria is

Reference: Bella Breeze Park – Estimated Potable Water and Wastewater Demand

2.3. The 2.3 peaking factor is appropriate since the park may have times of high use, but this will not occur during wet weather. Also, inflow and infiltration from the park will be limited based on the stormwater utility design and the sewer pipe material used.

These duty factors and multiplying factors from the planning documents will be used as an aid to calculate the water and wastewater demands in this memo and are further discussed below.

Wastewater Generation:

The duty factor of 20 gpd/ac outlined in the SMP based on the acreage of the proposed project equates to Average Daily Flow (ADF) of 370 gpd. Because this project includes 180 parking stalls, concession, and numerous amenities, this planning level wastewater generation value is assumed to be too low for the project.

To estimate wastewater generated from a park with public parking and restroom facilities, the California Plumbing Code (CPC) Table H201.1(4) was used. This duty factor for *parks with-toilets-only* is 20 gpd/parking stall and equates to 3,600 gpd for the project. This provides a conservative estimate but is only applicable to toilet usage, therefore additional wastewater generation for the other amenities, such as lavatories (hand washing sinks) and concession sinks was calculated using various methods discussed further below.

Using 3,600 gpd and assuming toilets meeting the current CPC of 1.28 gallons per flush and three flushes per person per day, the average daily number of persons visiting the park was estimated to be 938 persons per day. The number of persons per day was used to develop water uses, as further discussed in the Potable Demand section. These water uses were categorized as returning or not-returning to the wastewater system. Toilet, lavatory, and other sink uses were assumed to return to the wastewater system and are counted in the wastewater generation. Landscape irrigation use and any outdoor water use from hose bibs are assumed not returning to the wastewater system and are not counted in wastewater generation.

The total ADF wastewater generation is equal to 4,247 gpd, see the domestic water demand section for calculations. Using the maximum day peaking factor of 2.3 as described in the SMP, the PWWF is equal to 9,768 gpd. This peak flow includes groundwater infiltration and stormwater inflow as described in the SWP.

Potable Water Demand:

Potable water demand for the project is divided into domestic water and landscape irrigation water. Domestic water is the water used for toilets, sinks, hose bibs, and drinking fountains. Landscape irrigation water is water used to irrigate the various plantings and turf fields on the project.

Using the planning level duty factor of 3.73 Acre-feet per year per acre equates to an Average Day Demand (ADD) of 61,633 gpd. This value is the total potable demand inclusive of domestic water and landscape irrigation demands. For this project, this value is assumed to be too high and is discussed further below.

Irrigation Demand

Landscape irrigation demands were developed by Stantec from Maximum Applied Water Allowance (MAWA) calculations and equate to an ADD of 33,890 gpd, with maximum day demands being 86,051 gpd. This equates to a flow rate of 70.60 gpm and 179.30 gpm, respectively, with an 8-hour per day watering cycle.

Reference: Bella Breeze Park – Estimated Potable Water and Wastewater Demand

Domestic Water Demand

Removing the landscape irrigation demand from the planning level demand of 61,633 gpd equates to 27,743 gpd of domestic water demand. This value is too high for the preferred concept for the park but may be suitable to account for any future or additional water use features constructed at the park such as splash pads or assembly buildings.

To estimate a more reasonable domestic water demand for the preferred concept, the estimated persons per day was applied to estimated uses per person with estimated duration of use per fixture. The quantity of fixtures was unknown at the time of this memo but were estimated and will need to be finalized based on plumbing plans developed during the design phase. See Table 1 for domestic water calculations and assumptions.

Table 1: Estimated Domestic Water Use

Building	Fixture Quantity	Estimated No. of Persons or employees	Water Duty Factor (gpf) (gpm)* (gpcpd)**	Uses per Person	Duration of Use (min)	ADD (gpd)	Return to Wastewater (Y/N)
Restroom							
Toilet/ water closet	11	938	1.28	3	-	3600	Y
Lavatory Sink	11	938	0.5*	3	0.33	469	Y
Concession							
Toilet/ water closet	1	2	1.28	5	-	13	Y
Lavatory Sink	1	2	0.5*	5	0.33	2	Y
Kitchen Sink	1	2	10.9**	1	-	22	Y
Hose Bib	1	2	7*	1	1.00	14	N
Maintenance							
Hose Bib	1	1	7*	2	5.00	70	N
Drinking Fountain	3	938	0.75*	1	0.20	141	Y
TOTAL Potable Demand						4,331	
TOTAL Return To Wastewater							4,247

gpf = gallons per flush

*gpm = gallons per minute

** gpcpd = gallons per capita per day

Estimated flow rates and water uses for fixtures were taken from the latest version of the CPC & International Plumbing Code (IPC). Duration of use and per capita uses were taken from *Waste Not Want Not: The Potential for Urban Water Conservation in California* developed by the Pacific Institute in 2003.

Reference: Bella Breeze Park – Estimated Potable Water and Wastewater Demand

Using the maximum day demand factor of 2.2 from the WMP, the MDD for domestic use equates 9,525 gpd.

The total ADD potable water demand is equal to $33,890 + 4,331 = 38,221$ gpd with the total MDD equal to 95,576 gpd and equates to 6.01 gpm and 13.23 gpm respectively, with a 12-hour day water use cycle.

Conceptual Utility Infrastructure Sizing:

Per the CPC, water services and building sewer services are sized based on water fixture units and drainage fixtures units. The number of fixture units are unknown at the time of this memo so alternate methods to size the utilities will be used in this memo.

For sizing the wastewater collection utilities, the design criteria adopted by the City was used. The City's criteria require services sewers to be a minimum of 4-inches in diameter and the maximum design velocities shall not exceed 10 feet per second. Using the PWWF of 9,768 gpd and converting to 13.56 gpm for a 12-hour use cycle, the velocity within a 4-inch service sewer equates to 2.04 feet per second. Applying a minimum slope of 2 percent equates to a depth of diameter ratio (d/D) of 23%. This is below the common engineering limits applied to sewer infrastructure. Design slopes and drainage fixture units will be required to properly size the service sewer during final design.

To size the potable water utilities, it is common engineering practice to maintain pipeline velocities within the range of 2 to 5 feet per second with maximum velocities below 8 feet per second. Based on the total flow rate of potable water, including domestic and landscape irrigation water, a minimum 3.5-inch service main will maintain velocities at 2.56 feet per second and 6.86 feet per second during ADD of 76.62 gpm and MDD of 205.76 gpm. Further calculations based on available pressure from the City and required pressure for fixtures, required water supply pressure as outlined in the City's adopted water design criteria, and water fixture units will be required to size the water service main and branch services to buildings during final design.

End