Draft Environmental Assessment/Initial Study

Maidu Bike Park Project

Auburn, California

U.S. Department of the Interior
Bureau of Reclamation

Auburn Area Recreation and Parks District

June 2017

DRAFT

Maidu Bike Park Project
CEQA Initial Study
NEPA Environmental Assessment

Prepared for:

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ADA	Americans with Disabilities Act
AMSL	above mean sea level
APCD	Air Pollution Control District
APE	Area of Potential Effect
ARD	Auburn Area Recreation and Park District
ATCM	Air Toxic Control Measure
BMP	best management practice
CARB	California Air Resources Board
CCAO	Central California Area Office
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historic Resources
CVCC	Canyon View Community Center
CVP	Central Valley Project
CVRWQCB	Central Valley Regional Water Quality Control Board
DOI	Department of the Interior
DPM	diesel particulate matter
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ESA	Environmental Site Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GHG	greenhouse gases
IMBA	International Mountain Bicycling Association
IS	Initial Study
ITE	Institute of Transportation Engineers
KDA	K.D. Anderson & Associates, Inc
LOS	level of service
MBTA	Migratory Bird Treaty Act
MMP	Mitigation Monitoring Plan

Acronym/Abbreviation	Definition
MND	Mitigated Negative Declaration
MPA	Managing Partner Agreement
MT	metric tons
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOA	naturally occurring asbestos
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PCAPCD	Placer County Air Pollution Control District
PCEHD	Placer County Environmental Health and Human Services Department Environmental Health Division
PCTPA	Placer County Transportation Planning Authority
PCWA	Placer County Water Agency
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PRC	Public Resources Code
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Officer
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
TIRE	Traffic Intrusion on Residential Environment
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
VEE	Visible Emissions Evaluations
WPWMA	Western Placer Waste Management Authority
WWTP	waste water treatment plant

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1 INTRODUCTION

This document is prepared as a joint Environmental Assessment and Initial Study/Mitigated Negative Declaration (EA/IS/MND) to meet the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The decision to prepare a joint EA/IS/MND document, as opposed to separate documents, was made to present a cohesive project proposal and analysis for the public, realize efficiencies in preparation, and ensure consistent and integrated environmental analyses for both federal and state environmental review requirements. The U.S. Bureau of Reclamation (Reclamation) is the lead agency for the NEPA process and the Auburn Area Recreation and Park District (ARD) is the lead agency for the CEQA process. The proposed project is located on federal land owned by Reclamation. ARD operates facilities on these lands under a management agreement with Reclamation that allows ARD to develop new recreational facilities. As the lead agency for NEPA, Reclamation is required to carry out environmental review in accordance with NEPA prior to taking action on a proposed project. In this case, Reclamation's action would be to approve the project proposed by ARD on the Reclamation lands operated under the management agreement. As the lead agency under CEQA, ARD is charged with carrying out environmental review under CEQA so that ARD's Board of Directors may evaluate the environmental impacts of the proposed project prior to taking action to carry out or reject the proposed project.

This joint EA/IS/MND serves as a planning document for decision makers. Officials at Reclamation will review the proposed action and alternatives in light of the evaluation contained in this document. ARD's Board of Directors will consider the evaluation of potential environmental impacts contained in this joint NEPA/CEQA document in considering approval of the proposed bike park project.

Project Summary

Project Title:	Maidu Bike Park Project
NEPA Lead Agency:	United States Department of the Interior Bureau of Reclamation Central California Area Office (CCAO) 7794 Folsom Dam Road, Folsom California 95630
NEPA Contact:	Jamie LeFevre, Natural Resources Specialist 916.978.5035
CEQA Lead Agency:	Auburn Area Recreation and Park District 471 Maidu Drive Suite 200 Auburn, California 95603-5427

Draft Maidu Bike Park Project
CEQA Initial Study
NEPA Environmental Assessment

Project Summary

CEQA Contact:	Kahl Muscott, District Administrator, Auburn Area Recreation and Park District 530.885.8461 Ext. 102
Project Location:	The project site is located within the U.S. Geological Survey (USGS) 7.5-minute map, Auburn Quadrangle: Section 22, Township 12 North, Range 8 East. The property is located just east of ARD's offices at 471 Maidu Drive, northwest of the intersection of Pleasant Avenue and Maidu Drive in south Auburn. Refer to the site and vicinity map and aerial photo provided in Figures 1 and 2. The approximate coordinates for the project site are 38°52'41.00" north latitude, 121°4'2.08" west longitude.
Project Sponsor:	Auburn Area Recreation and Park District
Project Background:	In 2012-2013, ARD prepared a list of potential projects that are needed and could be constructed over the next 10 years. A bike park was identified on this list. ARD has been coordinating with a volunteer community group, the Auburn Trails Alliance, and the International Mountain Bicycling Association (IMBA) to understand the physical opportunities and constraints of suitable locations for the bike park. The bike community has voiced its support for a bike park located in south Auburn. The proposed south Auburn location would locate the bike park in close proximity to schools and neighborhoods that would facilitate safe access for younger bike users. Three of the ARD parks are located on federal land owned by the Department of the Interior (DOI) Bureau of Reclamation (Reclamation). ARD operates the facilities under a Managing Partner Agreement (MPA) with Reclamation entered into in February, 2000. This MPA applies to Reclamation lands managed by ARD which are part of the Auburn Dam and Reservoir Area Lands associated with the Auburn-Folsom South Unit, American River Division, Central Valley Project (CVP). These lands include Railhead Park, Overlook Park, and the Canyon View Community Center (CVCC) and surrounding area. The Management Agreement grants ARD the non-exclusive right to construct and/or install, develop, manage, maintain and operate public recreation facilities on the real property in the Railhead Park and Auburn Dam Overlook Areas (Overlook Park) and the Administration Building site on Maidu Drive (Maidu site). Overlook Park, Railhead Park and lands around the Administration Building site on Maidu Drive were evaluated as potential locations for the proposed bike park. ARD and Reclamation determined that the Maidu site offered the potential to develop a bike park appropriate for various skill levels with the least potential impact on the land and surrounding land uses. This location was presented to the ARD Board of Directors, which authorized the development of a detailed site plan, proposal to Reclamation, and environmental review for the proposed action.
Project Site Land Use Classifications:	The proposed bike park site is owned by Reclamation. As discussed in Project Background, ARD manages the subject property for recreational use under an MPA with Reclamation. The Placer County General Plan designates the project site as Greenbelt/Open Space. Typical land uses allowed within Greenbelt and Open Space areas are limited to low intensity agricultural and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and necessary public utility and safety facilities (Placer County 2013).

Project Summary

Project Site Existing Land Uses:	The project site is bisected by Placer County Water Agency's (PCWA) Shirland Canal. A parking lot is located in the northwestern portion of the project site and is used for overflow parking for the CVCC. The berm on the east side of the canal is used as a path by hikers, runners, cyclists, and equestrians and provides a connection to Overlook Park and a more northern portion of Pleasant Avenue as well as the greater trail system in the Auburn State Recreation Area. A portion of the site was previously developed with modular offices used by the Federal Highway Administration (FHWA) during the Foresthill Bridge project. These offices have since been removed from the site and a graded and graveled pad and utilities connections remain on that portion of the project site. The portion of the site downslope and east of the Shirland Canal is vacant oak woodland.
Supporting Technical Documents, Figures and Plans:	The figures included in this document and attachments depicting site plans/project designs are for general reference purposes. The latest revised set of project plans and specifications, and supporting technical documentation referenced throughout this document, are available for review upon request from ARD's Administrative Office at the CVCC in Auburn.

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2 PURPOSE AND NEED AND ALTERNATIVES

2.1 Purpose and Need

There is an identified public demand for a recreational facility where cyclists can practice and enhance bike handling skills on professionally-designed tracks that offer challenging constructed features and skills courses. The purpose of the proposed action is to construct a bike park to respond to the need for a bike skills recreational facility in the Auburn area. The bike community has expressed a strong preference for locating the bike park in south Auburn as the greater number of users are located in this part of the area served by ARD, and a facility in south Auburn would be accessible from nearby schools and neighborhoods and thereby facilitate safe access for park users.

2.2 Alternatives Considered and Rejected

ARD staff reviewed all the parks within their boundaries to identify potential locations for the proposed bike park. Eighteen alternatives were evaluated for suitability for a bike park. The screening process included working with the Auburn Trails Alliance and design experts from International Mountain Bicycling Association (IMBA) to evaluate the physical opportunities and constraints of each site for construction and operation of a bike park. ARD staff and ARD's Acquisition and Development Committee also reviewed the feasibility of each site. Two sites were ultimately identified, both located on lands managed by ARD under the MPA with Reclamation: 1) Overlook Park and 2) Maidu Drive site. A feasibility review was developed for each site addressing the following:

- Entitlement requirements and agency review/approval processes
- Site context and surroundings
- Physical site advantages and constraints
- Community concerns identified with the site
- Potential costs associated with the site
- Environmental review regulatory requirements and constraints

ARD consulted with Reclamation and presented conceptual site plans for both sites. The Maidu site was preferred by Reclamation and met the criteria to allow for developing a multi-faceted bike park with the least potential impact to the environment and surrounding neighborhood. This location was presented as the primary location to the ARD Board of

Directors and staff was authorized to proceed with a more detailed site plan and environmental discovery and review. Construction and operation of the bike park on the Maidu site is the only action alternative evaluated in this document.

2.3 Alternatives Including the Proposed Action

NEPA requires that alternatives to the proposed action be analyzed as part of the environmental review process. This document analyzes two alternatives; the Proposed Action Alternative and the No Action Alternative. It includes a detailed description of the Proposed Action and describes the No Action Alternative or what would happen if the proposed action were not implemented. The No Action Alternative reflects future conditions without the Proposed Action and serves as a basis of comparison for determining potential effects to the human environment.

2.4 No Action

Under the No Action Alternative the proposed bike park project would not be implemented and the project site would remain in its current condition and existing uses would continue. The recreational demand for a bike park in the Auburn area would remain and ARD would likely continue to search for a suitable location for a bike park facility.

3 PROPOSED ACTION/PROJECT DESCRIPTION

The proposed action would result in construction and operation of a recreational bike park on a site north of Maidu Drive. The project area includes the approximately 8.96-acre bike park site, the proposed bypass trail, and the existing trail alignment, as shown in Figures 1 and 2. The bike park would provide a variety of trails for various skill levels and activities. The project would also include an ADA-compliant picnic area, restrooms, and observation area adjacent to the existing Canyon View Community Center (CVCC) parking lot. The proposed site plan is attached as Appendix A. Details of individual elements of the bike park, including the area of anticipated soil disturbance associated with each bike park feature, are provided below and in the site plans.

Pump Track

A pump track is a continuous loop of soil berms and smooth soil mounds (rollers) that a user rides without pedaling. The pump track is proposed on an approximately 0.30-acre previously-developed and disturbed portion of the site. Large holes (18 – 24 inches diameter) would be bored through the existing asphalt base in this area to create dry wells to allow for stormwater drainage and soil infiltration (see Appendix A). The pump track is designed to direct surface drainage to the dry wells internal to the track and thereby contain stormwater runoff within the track area. The abandoned utility connections on the site would be capped below grade and existing electrical utilities, if serviceable, would be relocated to provide power for the proposed bike park. Water to the bike park would be provided from the existing irrigation lines near the lower CVCC parking lot. Water would be applied by an automated system to bike park features as necessary for maintenance and to control dust. Approximately 355 cubic yards of soil would be imported to the site to build the berms and mounds for the pump track. The maximum height of bike park features would be eight feet.

Jump Track and Return Trail

The jump track would contain larger, more difficult jumps. The track itself would measure approximately 200 feet long and 70 feet wide. This area would be constructed in a predominately open area with some site grading to allow the creation of the jumps from fill soil. The proposed jump track would result in disturbance to an approximately 0.36-acre area. Site grading would displace an estimated 542 cubic yards of material. Creation of the jump facility would require approximately 810 cubic yards of imported fill. Grading of this area would include removing shrubs and grasses and 16 oak trees with diameters ranging from 10 to 12 inches. Existing soils stockpiles from historic grading would be covered by fill material. Drainage will be directed to a local sub-drain system for filtration and runoff will be directed to multiple release points to minimize potential for erosion from concentrated flows (see Appendix A).

Strider Track

The strider track would be a small triangular circuit to serve younger children learning to use a bike. Minor surface grading would be necessary to remove vegetation from an area of approximately 1,250 square feet (0.03 acre). Approximately 50 cubic yards of material would be displaced and 30 cubic yards of soil would be imported to build the strider track. Stormwater runoff from the track will be directed to dry wells installed at drainage low points to allow for infiltration and to control and reduce runoff from the track (see Appendix A).

Directional Flow Trail

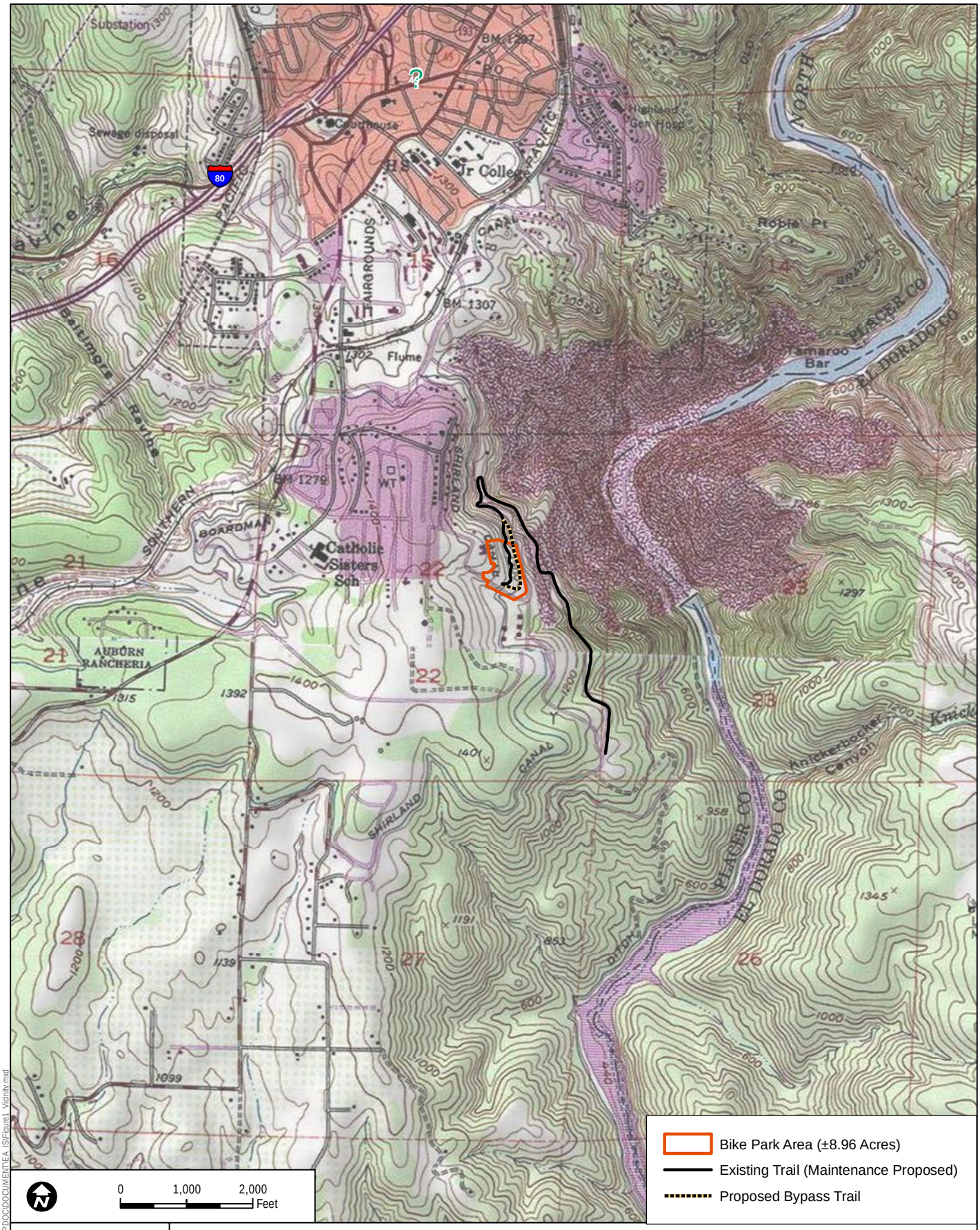
This trail would provide a rolling, meandering, natural-surface trail with berms for stability and rolling dips to maintain momentum. The trail would be ridden in the downhill direction only. The trail would be approximately 436 feet in length and would be cleared to an initial width of six feet, resulting in approximately 2,613 square feet of graded area (0.06 acre). While the trail would be graded to six feet in width, the final trail width would be dictated by use patterns as natural revegetation would occur in areas that are not frequently disturbed. Typically, use of this type of trail would result in an average width of two feet following natural revegetation. Approximately 24 cubic yards of material would be displaced to construct this trail.

All-Mountain Trail

This natural-surface trail would include obstacles such as rocks and small drops. There would be approximately 2,453 linear feet of trail cut to an initial width of two to four feet with a grade of approximately 8 percent. Final width following natural revegetation is anticipated to be approximately 2 feet. Total disturbance area would be approximately 0.18 acre. Approximately 74 cubic yards of soil would be moved with grading.

Naturalized Technical Trail

This trail would provide conditions similar to mountain bike trails in a State Park or National Forest. There would be approximately 725 linear feet of trail cut to an initial width of three to four feet. Final width after natural revegetation would be approximately 2 feet. Total disturbance area would be approximately 0.07 acre. Approximately 26 cubic yards of soil would be moved with grading.



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SOURCE: USGS 7.5-Minute Series Auburn Quadrangle.

FIGURE 1

Vicinity Map

ARD - Maidu Bike Park Project

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SOURCE: Bing 2014, ARD 2014

FIGURE 2

Study Area Map

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ARD - Maidu Bike Park Project

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Skills Loop

This natural-surface trail would combine elements of the All Mountain and Naturalized Technical trails with some obstacles. There would be approximately 615 linear feet of trail cut to an initial width of 3 to 4 feet. Total disturbance area would be approximately 0.06 acre. Approximately 23 cubic yards of soil would be moved with grading.

Connector Trails – On-site

Trails would provide internal circulation to allow users to move between different trail features in the bike park. These connector trails would be two-way traffic trails approximately 4 to 6 feet wide. A small bike and pedestrian bridge would be constructed over PCWA's Shirland Canal (Appendix A). This bridge would connect the portions of the bike park above and below the canal and would be installed just west of the jump area (see Appendix A). The bridge would have side railings to protect from falls into the canal and would be approximately 5 feet wide to allow two bikes to pass each other. Users would be required to walk their bikes over the bridge. The existing multi-use trail that bisects the project site more or less parallel to the canal would be rerouted farther to the east and closer to Pleasant Avenue to allow trail users to bypass the bike park and return to existing trails just north of the bike park site. This bypass trail, as shown in Figures 1 and 2, is about 1,600 linear feet and would result in approximately 0.09 acre of disturbance from clearing vegetation and light surface grading. Trail maintenance is also proposed to address maintenance needs on an existing trail route east of the proposed bike park that provides an optional route to crossing through the bike park and crossing Maidu Drive (Figures 1 and 2). Proposed trail maintenance is discussed in greater detail below.

Trailheads, Signage and Fencing

Two trailheads would be constructed as part of the proposed action. The first trailhead would be at the north end of the parking lot and would consist of a small area with signs for park users to review the bike park map and rules. This trailhead would mark the beginning point of the Naturalized Technical trail, the Directional Flow trail, and the All-Mountain trail. The second, smaller trailhead would be at the south end of the parking lot at the beginning point of a segment of the All-Mountain trail.

Signs installed at the park would comply with the requirements set forth by the ADA and the Reclamation's Visual Identity Manual and Sign Manual. Signs would provide trail information and would include emergency services information and directions to the nearest hospital.

Fencing would be constructed along the uphill side of the Shirland Canal to prevent park users from disturbing soil along the bank of the canal and to prevent users from entering the canal inadvertently. Fencing would extend approximately 700 feet along the canal from the sidewalk on the west side of the proposed park. There would be an opening in the fencing at the proposed bridge. Fencing would be constructed of metal posts supporting wood rails (Appendix A).

Maintenance on Existing Trail Alignment

The proposed action includes addressing maintenance needs along an existing trail route within the Auburn State Recreation Area that provides an alternative to using trails that run through the proposed bike park project site. This work would be completed in spring of 2018. While the alternate route is existing, the trails north of the bike park site are typically accessed from the south using a trail that crosses the proposed bike park site. ARD, in consultation with the California Department of Parks and Recreation (California State Parks), identified maintenance needs along the unnamed road between Pleasant Avenue and its intersection with the main China Bar entrance road that would enhance the condition of the trail, which provides an alternative to using trails that cross Maidu Road and the proposed bike park site. As part of the proposed bike park project, ARD would address minor maintenance needs along the unnamed roadway, which is an existing designated trail with intermittent paved and gravel-surfaced segments in addition to segments of single-track trail along wider shoulder areas. Maintenance would include the following:

A. Finely crushed aggregate would be placed along the shoulder of the roadway in several locations to improve the existing trail tread and correct for erosion that has lowered or incised the surface of the trail tread;

B. Repairs would be made to the existing fence along the dam keyway cut. Several fenceposts are bent and would be replaced along with chain link as necessary;

C. A guardrail would be constructed within the existing gravel road section for approximately 100 feet to protect trail users from a ledge that has resulted from erosion on the north side of the road;

D. Brush would be cleared along the existing portions of trail on the roadway shoulder to provide 5 feet of clear width for trail use. This would include mowing or weed eating and trimming overhanging limbs as necessary.

E. Up to nine directional trail signs would be installed at intersections of the unnamed road and existing trails and other roadways. Trail signs would be designed to be in conformance with other existing signs within the Auburn State Recreation Area.

Proposed trail maintenance would be carried out in existing disturbed areas or within the paved section of roadway along the existing trail alignment.

ADA Parking and Access, Restrooms, and Viewing Area

Two van-accessible, paved, ADA-compliant parking spaces would be provided in the existing CVCC lower parking lot. These parking spaces would be adjacent to the ADA-compliant viewing and picnic area and would provide ADA-compliant access to restrooms that would be constructed on the westerly edge of the parking lot. An ADA-compliant viewing area is proposed adjacent to the ADA parking area to allow observation of the bike park. Curb cuts and paths of travel would be constructed to ADA standards for accessibility. The viewing area would include an approximately 300-square-foot viewing deck and an ADA-compliant picnic table.

General parking for the bike park is proposed in the existing overflow parking lot for the CVCC. The lower parking lot has 36 standard parking spaces. Parking would also be available on portions of Maidu Drive, excluding the curbs immediately adjacent to and across from the park, which would be painted red to restrict parking and promote visibility and access into the bike park. A crosswalk meeting Reclamation standards would be painted on Maidu Drive at the existing trail crossing. This crosswalk would be painted during the first phase of construction activity.

The proposed bike park includes a small shed adjacent to the proposed pump track that would be used to store tools for bike park maintenance. The storage shed would be approximately 100 square feet and 8 feet high and would be painted in neutral colors to blend with the natural surroundings.

Project Operation and Maintenance

It is anticipated that the bike park would draw about 100 visitors throughout the day during peak use days, which are anticipated to be school holidays and weekends, and up to 150 during special events. In non-peak times, the intensity of use would decrease substantially. ARD maintenance personnel would monitor weather daily and would close the park during inclement weather. The park could also be closed during special trails events such as the American River 50 running event.

The bike park would be open from dawn to dusk and as such would not be lighted for use during nighttime hours. The project includes low level security lighting near the pump track area to allow the facility to be monitored at night.

ARD facilities personnel and the bike park volunteer community group would maintain the bike park. An automatic sprinkler system would be installed to periodically apply water for dust and erosion control to the pump track, jump area, and strider track. ARD staff would provide daily

maintenance of the facility and would clean on-site restrooms, empty trash receptacles, and perform other maintenance as necessary. The volunteer community group would be responsible for trail and facility maintenance, including mowing and weed control and defensible space maintenance. Volunteers would be trained by a designated Bike Park Volunteer Coordinator who would also organize volunteer work activities on a quarterly basis or as determined necessary to address specific needs. Signs would be posted on the site to educate users about the importance of cleaning their equipment prior to using the bike park to reduce the spread of invasive and noxious weed species from seed and propagules brought in on bicycles. The bike park would be operated in accordance with this project description. Existing trails subject to maintenance as part of the proposed project would be maintained by California State Parks in accordance with existing trails maintenance programs in the Auburn State Recreation Area.

Construction Methods and Phasing

The bike park would be constructed in two phases. The first phase is anticipated to be constructed in 2017 and would include the following:

- Construction of the trailhead, pump track, jump area, strider area, and internal connector trails serving these areas. The bypass trail would also be constructed during the first phase of the project. The existing asphalt at the site proposed for the pump track would remain in place and large holes would be drilled through the base to create dry wells to accommodate stormwater drainage and infiltration. Unpaved areas would be surface-excavated and soil would be imported and placed and molded into jumps and roller features. Jumps, roller and staging features would be a maximum of eight feet high. Soil used to construct the larger jumps and roller features would be a mix of decomposed granite and clay to ensure structural durability and to prevent erosion.
- Construction of ADA-compliant temporary restrooms, parking space, and observation area.
- Construction of a small bike and pedestrian bridge over the Shirland Canal. The bridge would be constructed in accordance with PCWA standards and specifications for bridges over the canal and would be constructed to preserve access along the canal on the existing berm for PCWA maintenance and by trail users (Appendix A).

The second phase of construction is anticipated to occur in summer and fall each year from 2017 through 2018 and would include the following:

- Directional Flow trail, Naturalized Technical trail, All-Mountain trail, and Skills Loop. Bike park trails would be cut with a mini-excavator and surface-groomed with hand tools such as shovels, McLeods, and pick axes.

Construction materials, equipment and vehicle staging during construction would be within existing disturbed or paved areas such as the CVCC parking lot, the graded former mobile office site, or the shoulder of Maidu Road. As construction moves forward, staging could also occur within areas disturbed as part of the proposed action.

Cut material from grading would be used on site and no cut material would be exported from the site. Cut material would be used for bench construction of trails on slopes to minimize the depth of cut on sideslopes and to construct bike park trail features such as berms and trail jumps.

Construction Schedule and Hours

The first phase of construction is anticipated to begin in spring of 2017 and require approximately 90 days to complete. The second phase of construction is anticipated to occur in 2017 through 2018 during summer and fall of each year. It is unknown how many working days will be required since these trails would be constructed as volunteer labor and funding becomes available. Construction activities would be carried out between the hours of 6:00 a.m. and 8:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays provided that all construction equipment be fitted with factory-installed muffling devices and be maintained in good working order.

Tree Removal and Vegetation Protection

To the extent possible, the project is designed to avoid removing or impacting trees. The jump area and strider track would be located away from mature trees. The pump track is proposed for a previously-disturbed area and would not substantially impact vegetation or trees. Grading to create the dirt jump area east of the canal would require removing 16 oak trees with stem diameters of approximately 10 to 12 inches.

Best Management Practices

Best management practices would be implemented to be consistent with requirements of the Placer County Grading Ordinance, and would include measures for slope stabilization, dust control, and temporary and permanent erosion control devices in all areas of construction disturbance. Erosion control and soil stabilization measures would be implemented in accordance with Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains (per the Placer County Grading Ordinance). No construction would occur without implementation of an erosion control plan providing site-specific measures for sediment and

erosion control. Specific minimum site stabilization and erosion control measures identified in project plans include (Appendix A):

- Installing erosion-control filter/silt fence;
- Revegetating all disturbed areas;
- Installing a gravel apron or equivalent BMP device or appropriate measures at off-site access points onto paved roadways to control soil track out onto area roadways;
- Applying mulch or an erosion control blanket to inactive disturbed areas.

Additional measures could be implemented as dictated by field conditions and as deemed appropriate by the project engineer. Any revegetation seed or plant material used will be of native seed mixes. Erosion control materials must be of certified "weed-free" materials. The erosion control plan and all proposed measures would be subject to review and approval by Reclamation.

Implementation of the proposed action would result in a total disturbance area of 0.91 acre. Since the project would result in less than one acre of ground disturbance no permit would be required for construction stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) and no Stormwater Pollution Prevention Plan (SWPPP) would be required. However, BMPs to ensure water quality and erosion control during construction are identified above and included in project plans. BMPs and permit compliance would ensure that stormwater runoff from the project does not adversely affect water quality in receiving waters, which include the North Fork American River downslope of the site.

As noted above under the description of bike park features, stormwater within the Pump Track, Jump Track and Strider Track would be infiltrated via dry wells or a sub-drain system to avoid increased runoff and concentrated flow release points. While geologic investigations have discovered no naturally-occurring asbestos on the project site, an Asbestos Dust Mitigation Plan (ADMP) would be implemented to comply with State regulations and would include measures to control airborne dust during construction.

Project plans include measures to protect the Shirland Canal from stormwater runoff from the bike park. No direct stormwater piping would discharge into the canal and erosion control measures would be implemented to prevent sediment and debris from entering the canal. The encroachment agreement between PCWA and ARD, which would allow for construction within

PCWA's Shirland Canal easement, requires specific measures be implemented to protect the canal from damage. These measures are summarized as follows:

- Repairs to the fence protecting the canal shall be made promptly to prevent crossing at locations other than the approved bridge;
- Signs shall be posted to warn park users against throwing trash or debris into the canal, entering the canal; or drinking water from the canal;
- No canal water is to be used for any purpose;
- Nothing may be built or stored along the canal berm within the easement area other than items specifically allowed by the encroachment agreement;
- BMPs shall be used to maintain the bike trails and associated storm water/sediment detention areas to prevent increased sediment and storm water delivery into the canal;
- Repairs or modifications must be made immediately to eliminate any observed increased sedimentation or stormwater delivery into the canal;
- Grading and landscaping must minimize concentrated flows into the canal. Sheet flow through native grasses to act as a filter is desired prior to entering the canal;
- Sediment traps must be installed to prevent sediment from entering the canal and must be cleaned regularly to maintain effectiveness;
- No grading cuts, landscaping or planting may be done along the canal;
- No contamination from construction or maintenance activities may enter the canal. This includes, but is not limited to dirt, mud, organic materials, salt and other chemicals;
- Any damage to the canal berm due to operation of the bike park must be repaired by ARD.

3.1 Required Approvals

The following approvals and permits would be required for the proposed bike park project:

- **Central Valley Regional Water Quality Control Board** –
  - General Order Waste Discharge Requirements (as necessary)
  - NPDES permit compliance (as necessary)
- **United States Bureau of Reclamation** – NEPA review and project approval
- **California State Parks** – approval of proposed trail maintenance
- **Placer County Air Pollution Control District** – Asbestos dust mitigation plan

3.2 Conservation Measures and Environmental Commitments

Conservation measures and environmental commitments are identified throughout this document in each resource topic analysis. Some are identified as mitigation measures, while others are federal, state, and local requirements that are applicable to the proposed action. A summary of mitigation measures is included in the Mitigation Monitoring Plan (MMP) attached as Appendix B. Mitigation measures are identified, as necessary, for each resource topic evaluated in this EA/IS/MND.

Mitigation measures were developed to reduce the potential impacts of the action alternatives. These mitigation measures include standard management requirements such as best management practices. Mitigation measures identified in the MMP are indexed to the resource topics evaluated in this document.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance
		☒ None with Mitigation

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

for Kahl Muscott — 5.31.17

Signature — Date

Kahl Muscott — Auburn Area Recreation and Park District

Printed Name — For

Joseph Fecko
Administrative Services Manager
Auburn Area Recreation & Park District

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES/EVALUATION OF ENVIRONMENTAL IMPACTS

This section identifies the potentially affected environmental resources and the environmental consequences that could result from the Proposed Action and the No Action Alternatives in order to determine the potential impacts and cumulative effects to the following environmental resources:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Utilities and Public Services
- Recreation
- Transportation / Traffic
- Service Systems
- Environmental Justice

Effects of the proposed project on Socioeconomics were preliminarily evaluated and found to be negligible. Therefore, Socioeconomic effects of the proposed project were eliminated from further discussion in this EA.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Affected Environment / Environmental Setting

The project area slopes moderately to the east toward the American River Canyon. The CVCC is upslope and west of the bike park site; vacant land and the PCWA maintenance yard is to the south; and the road and trail system and vacant land lies to the east. The berm on the east side of the canal is used by hikers, runners, cyclists, and equestrians.

The existing visual character of the project area is dominated by an open oak woodland with mature blue oak trees downslope and east of the Shirland Canal and developed elements, including the old building pad and the lower overflow parking lot for the CVCC, west of and upslope of the canal. Understory vegetation is sparse as the area is subject to fuels modification treatments to protect against wildland fires. The portions of the existing and proposed bypass trail above Pleasant Avenue are within relatively dense oak woodland. The project area is not a designated viewing area and does not provide a unique view of the canyon or the dam site. Below Pleasant Avenue and along the unnamed road the surroundings are characterized by chaparral, the roadway and the roadcut. Partial views to the American River Canyon are available from the project area and views to the American River are possible from the unnamed road. No formally designated scenic vistas are located within the project site.

Environmental Consequences / Environmental Impacts

No Action

The No Action Alternative would result in no change in site conditions. The existing deteriorating building pad and abandoned utility stubs would remain. These elements generally

detract from the overall character of the site and its surroundings.. Vegetation and trees on the site would remain and would continue to be subject to ongoing fuels modification treatments.

Proposed Action

a) The project area is not a component of any formally designated scenic vista. The primary scenic element in the area is the American River Canyon and Auburn Dam site. Construction of the bike park and trails maintenance would not eliminate views to the canyon or restrict public access to the project area. The viewing area constructed west of the bike park riding area would provide a location from which people could observe bike park activities. The proposed bike park would have a less than significant impact to the quality or availability of a scenic vista.

b) The project site is not visible from a designated state scenic highway. No impacts to scenic resources within the viewshed of a scenic highway would occur.

c) The proposed bike park project would construct trails and convert one section of the site from an existing paved building pad into a dirt track. Another portion of the site would be converted from treed grassland into a bare dirt track and trails and would remove sixteen oak trees. Views into the site from the adjacent roadway are limited by vegetation and topography and the site does not represent a significant visual feature in the area. The site and the surrounding area are characterized by disturbance and development including roads, trails, a canal, parking lots, a maintenance facility surrounded by chain-link fence, trailhead staging areas and roadcuts. Development of the proposed bike park, bypass trail, and trail maintenance activities would be visually consistent with other disturbance and recreational development in the surrounding area and would result in a less than significant impact associated with degradation of the existing visual character of the project site and its surroundings. Construction impacts to the visual character would be temporary and are considered less than significant.

d) The proposed bike park includes only low level security lighting and would not be lighted for nighttime use. Security lighting would be minimal and would be generally consistent with residential lighting in the area and would have a less than significant effect on views in the area. The project proposes no new source of substantial glare.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The Placer County General Plan designates the project site as Greenbelt and Open Space. Typical land uses allowed within Greenbelt and Open Space areas are limited to low intensity agricultural and public recreational uses and typically do not include timber production activities.

The project area does not support agricultural, timber, or forest operations. The California Department of Conservation California Important Farmland Finder online tool identifies the site as urban/other land (Department of Conservation, 2014). The project site carries no Farmland designation and is not under a Williamson Act contract.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, no change in site conditions or management of the project area would occur and the demand for a bike park would remain unmet. Since the site is on a steep slope and does not support timber species, it would not be suitable for agricultural or forestry production activities. While it is likely that a bike park facility would be constructed elsewhere to

meet the demand, no alternate location has been identified and it is unknown if an alternate location would affect Farmland or lands designated for or supporting forest resource production.

Proposed Action

a) No land designated by the state of California as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occurs on the project site; therefore the proposed action would have no impact on lands carrying these designations.

b) The project site is designated for recreational uses and is not under a Williamson Act contract; therefore the project would not be in conflict with local zoning or Williamson Act contracts supporting agricultural uses.

c-e) The project site is designated Greenbelt and Open Space in the Placer County General Plan. The Greenbelt and Open Space designation is applied to land intended for natural resource conservation and outdoor recreation, including lands owned by Reclamation, and is not intended to preclude uses other than forest or agricultural activities. The proposed action would be in conformance with the Greenbelt and Open Space land use designation and would be an allowable use by Reclamation. The site is not managed for timber production or forest products and supports no agricultural operations and is poorly suited to such activities due to slope and soils. The project site is subject to the terms of the MPA between ARD and Reclamation, which allows for recreational uses of the site. The proposed action is consistent with the land use designation applied to the site, and would result in no loss of land designated for timber production or with a Farmland designation.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Would the project:				
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The project area is located within the Sacramento Valley Air Basin (SVAB), within the jurisdiction of the Placer County Air Pollution Control District (APCD). The federal and state Clean Air Acts define standards for six criteria pollutants. When monitoring indicates that a region regularly experiences air pollutant concentrations that exceed those limits, the region is designated as non-attainment and is required to develop an air quality plan that describes air pollution control strategies to be implemented to reduce air pollutant emissions and concentrations.

The SVAB is designated severe non-attainment for the federal and state 8-hour ozone standards, and moderate non-attainment for the federal particulate matter ($PM_{2.5}$) standard and the state particulate matter (PM_{10}) standard. The area is in attainment or unclassified for all other state and federal standards.

To address the region's non-attainment status, the Air Quality Management Districts and Air Pollution Control Districts in the air basin have prepared the Sacramento Area Regional Ozone Attainment Plan, or the State Implementation Plan. Ozone is created as a result of a chemical reaction between reactive organic gases (ROG) and nitrogen oxides (NOx). The Sacramento Area Regional Ozone Attainment Plan identifies land use and transportation control measures to be applied to development projects in order to reduce emissions of the pollutants that create ozone.

The federal Clean Air Act requires that any action by a federal entity must conform to the applicable State Implementation Plan, which is required under Section 110(a) of the federal Clean Air Act. This is known as the General Conformity Rule and means that federal actions must be consistent with the State Implementation Plan's purpose of eliminating or reducing the

severity and number of violations of the National Ambient Air Quality Standards. *De minimis* levels for criteria pollutants are set (40 CFR 93 § 153) and establish the minimum threshold of emissions for which a conformity determination must be performed. No formal conformity determination is required for an action producing emissions lower than the established *de minimis* levels.

No sensitive receptors occur adjacent to the project area. The nearest sensitive receptors to the project area are residences located along Maidu Drive approximately 350 feet northwest of the project site.

The project area is mapped by the California Department of Conservation, California Geological Survey as an Area Most Likely to Contain Naturally Occurring Asbestos (Department of Conservation, 2008). This mapping is a broad representation of areas with potential to contain asbestos in naturally-occurring geologic materials and does not mean that asbestos has been found within the site. The analysis of risk of hazard associated with asbestos is included in Section VIII of this document.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative no construction activities would occur. Existing sources of air

pollution would be expected to remain the same. Community demand for a bike park facility would remain unmet and it is likely that a bike park facility would be constructed elsewhere to meet that demand and would result in emissions of air pollutants similar to the proposed action.

Proposed Action

a) Because the proposed action would not violate air quality standards or exceed emissions thresholds as discussed in Discussion Item III.b below, and is consistent with the Placer County APCD and current air quality management policies, the project is not anticipated to result in any impacts associated with a conflict with the Sacramento Area Regional Ozone Attainment Plan.

b-c) The SVAB is designated as non-attainment for the federal and state ozone standards (ROG and NO_x), nonattainment for the federal particulate matter standard ($PM_{2.5}$), and non-attainment for the state particulate matter standard (PM_{10}).

The Placer County Air Pollution Control District (APCD) recommends applying the APCD's New Source Review emissions standards to estimates of emissions during construction and during project operation. The New Source Review Rule pollutant emissions limits are listed in Table 1. In addition, the New Source Review Rule requires application of Best Available Control Technology for emissions sources that exceed these limits. Project emissions (as calculated by the CalEEMod program) that exceed threshold values could have a significant effect on regional air quality and the attainment of federal and state standards. The thresholds apply to both construction and operational air pollutant emissions.

Table 1
Placer County APCD Thresholds (pounds per day)

Air Contaminant	Construction Threshold	Operational Thresholds
Reactive organic gases (ROG)	82	55
Nitrogen oxides (NO_X)	82	55
Particulate matter less than 10 microns in diameter (PM_{10})	82	82

As recommended by Placer County APCD, Dudek used the CalEEMod modeling program to prepare emissions estimates for construction and operation of the proposed bike park. The applicable standards and the emissions estimated for this project are shown below in Table 2 Air Pollutant Emissions During Construction and Table 3 Air Pollutant Emissions During Operation. As shown in Tables 2 and 3, air pollutant emissions during project construction and throughout operation would remain below the New Source Review Rule thresholds. The CalEEMod modeling results are provided in Appendix C.

As shown in Table 2 and Table 3, the proposed action would not exceed Placer County APCD thresholds of significance which are set at values to ensure consistency with the EPA-approved State Implementation Plan.

Table 2
Air Pollutant Emissions During Construction (pounds per day)

Construction Phase and Year	Air Contaminant			
	ROG	*NO_X*	*PM_{10}*	*$PM_{2.5}$*
Demolition 2015*	1.2088	10.2017	3.3283	1.0167
Site Preparation 2015	2.0953	21.9315	5.9285	3.5994
Grading 2015	3.3783	34.4304	6.6496	4.2962
Construction 2015	1.1803	10.3703	0.7753	0.5727

Table 2
Air Pollutant Emissions During Construction (pounds per day)

Construction Phase and Year	Air Contaminant			
	ROG	*NO_X*	*PM_{10}*	*$PM_{2.5}$*
Architectural Coating 2015	10.8553	2.5895	0.2540	0.2249
Site Preparation 2016	2.9437	29.1966	7.3084	4.4418
Grading 2016	6.4565	65.8675	18.1337	11.1993

* Modeling was carried out with a prior anticipated project start date in 2015. Results of modeling remain valid and provide a conservative estimate of potential project emissions

Table 3
Air Pollutant Emissions During Operation (pounds per day)

Emission Source	Air Contaminant			
	ROG	*NO_X*	*PM_{10}*	*$PM_{2.5}$*
Area	0.219	0.00	0.00	0.00
Energy Use	0.00003	0.00032	0.00002	0.00002
Mobile	0.078	0.1893	0.0911	0.0260
Total	**0.2958**	**0.1897**	**0.0911**	**0.0260**

Table 4, below, identifies *de minimis* values for criteria pollutants as provided in 40 CFR 93.153 and estimated project emissions of criteria pollutants.

Table 4
Project Emissions and Federal General Conformity Thresholds

Estimated maximum project emissions (tons/year)			Federal general conformity De Minimis thresholds
Pollutant	*Construction phase*	*Operations Phase*	*Tons/year*
ROG (As an ozone precursor)	0.13	0.30	25
NO_x (As an ozone precursor)	1.29	0.19	25
$PM_{2.5}$ (total)	0.22	0.03	100
PM_{10} (total)	0.36	0.10	100

Source: 40 CFR 93.153

As shown in Table 4, CalEEMod emissions results for the proposed project are far below d*e minimis* values for criteria pollutants, which is the minimum threshold for which a conformity determination must be performed. Therefore, a written Conformity Determination stating that the action would be in conformance with the State Implementation Plan is not required.

According to CalEEMod analysis, the project would result in an increase in regional and local emissions from construction and operation. However, these emissions would not exceed the APCD's threshold of significance of 82 pounds per day of ROG, NOx, or PM10 for construction activities. Operational emissions resulting from the proposed project would remain far below Placer County APCD's thresholds of significance of 55 pounds per day of ROG or NOx and 82 pounds per day of PM10. The project's short-term construction air pollutant emissions would result from site grading activities, diesel-powered construction equipment, trucks hauling building supplies, and worker vehicle exhaust. While significance thresholds would not be exceeded by project emissions and no mitigation is necessary to reduce emissions, Mitigation Measure AIR-1 requires that grading/ improvement plans identify best practices to ensure that emissions are minimized during construction and ensure compliance with applicable District Rules and State Regulations. While geologic investigations have discovered no naturally-occurring asbestos on the project site, Mitigation Measure AIR-2 requires compliance with State regulations that require that an Asbestos Dust Mitigation Plan specifying measures to control airborne dust emissions during construction be prepared and submitted to the Placer County APCD for approval prior to the commencement of earth disturbing activities. While project emissions are less than significant without implementing mitigation, implementation of Mitigation Measures AIR-1 and AIR-2 would ensure best practices are implemented to minimize emissions during construction of the proposed project.

The project's long-term operational emissions would result primarily from vehicle exhaust and increased demand for utilities and water and wastewater treatment. The project would contribute emissions of ROG and NOx, but emissions would be less than significant since they would not exceed the Placer County APCD's threshold for requiring mitigation for cumulative emissions (55 pounds per day).

Emissions of carbon monoxide (CO) from idling vehicles can create pockets of high CO concentrations, called "hot spots." These pockets can exceed the state standards for CO. High CO concentrations can cause headaches, dizziness, and nausea and can contribute to chronic health conditions. At very high concentrations and/or with prolonged contact, CO exposure can be fatal. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service, where many thousands of cars

are idling, and/or with extremely high traffic volumes. Construction of the bike park project would not result in a large number of vehicles idling or unacceptable levels of service, as discussed in Section XVI, Transportation/Traffic, and the proposed bike park would not result in significant CO concentrations.

The proposed bike park includes no new stationary emission sources. No impact to air quality is anticipated from stationary source emissions.

d) The grading required for construction of the proposed bike park would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Diesel particulate matter (DPM) emissions would also result from the use of off-road diesel equipment required for site grading. The project would not result in DPM during operation. Because of the dispersive properties of DPM and the temporary nature of the mobilized equipment use, short-term construction and Toxic Air Contaminant emissions, no impact would occur associated with exposure of sensitive receptors to substantial pollutant concentrations.

e) Project construction activities could generate odors associated with the use of gasoline powered equipment. However, there are no sensitive receptors in the immediate vicinity of the project site and odors would disperse before reaching residents to the west of the property. No substantial odor generation is anticipated during operation of the proposed bike park project.

Mitigation Measures

MM AIR-1 The Grading and Improvement Plans shall include the following measures:

1. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment.
2. In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules.
3. The contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.

4. The contractor shall apply water or use other method to control dust impacts off site. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
5. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
6. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
7. In order to minimize wind driven dust during construction, the contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
8. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.
9. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.
10. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.
11. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

12. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
13. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.
14. The contractor shall submit to Placer County APCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

MM AIR-2 Prior to approval of Grading or Improvement Plans, the applicant shall submit an Asbestos Dust Mitigation Plan to the Placer County APCD for review and approval prior to construction. No ground disturbance shall occur prior to receiving Placer County APCD approval of the Asbestos Dust Mitigation Plan.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The project area slopes downhill from west to east and ranges from approximately 1,350 feet to 1,150 feet above mean sea level (AMSL). The project area, which includes the approximately 8.96-acre bike park site (the proposed project would result in ground disturbance of less than one acre within the bike park site), the proposed bypass trail, and the existing trail alignment as shown in Figures 1 and 2, is characterized by developed areas, blue oak woodland, and nonnative annual grassland (Table 4). Disturbed and developed areas include the Shirland Canal, which bisects the site, a graded and gravel-surfaced pad and utility connections previously used as a site for mobile offices by the FHWA during construction of the Foresthill Bridge, Maidu Drive, the overflow parking lot serving the CVCC, and Pleasant Avenue and the unnamed road running from Pleasant Avenue south to the China Bar access road. The project area is located on federal lands owned by the Bureau of Reclamation and are part of the Auburn Dam and Reservoir Area Lands associated with the Auburn-Folsom South Unit, American River Division, Central Valley Project. Local policies and ordinances of the City of Auburn and Placer County are not applicable to these lands.

Searches of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Electronic Inventory, and the United States Fish and Wildlife Service (USFWS) electronic database of special-status species were conducted in 2014 and updated in 2017 to determine species with potential to occur within the project region. The Natural Resources Conservation Service (NRCS) soils maps and geologic maps indicating the potential for ultramafic and serpentinite-derived rock were also reviewed. Based on the

special-status species database queries and field surveys for habitat suitability conducted on October 24, 2014, and April 1, 2015, Dudek biologists determined that there is a low likelihood for special-status plant species to occur within the project area. No special-status plant species were observed in the project area during field surveys. The biological resources assessment determined that the project area could provide suitable habitat for nesting birds and potentially suitable habitat for Townsend's big eared bat (*Corynorhinus townsendii* – state Candidate Threatened).

Vegetation Communities/Land Cover: There are 1.07 acres of non-native grassland and approximately 6.51 acres of blue oak foothill woodland on the proposed bike park site; the remainder of the area is developed or associated with the canal that runs through the site. The non-native grassland areas are dominated by introduced grassland species such as yellow starthistle (*Centaurea solstitialis*), ripgut brome (*Bromus diandrus*), hedgehog dogtail (*Cynosurus echinatus*), wild oat (*Avena fatua)* and vetch (*Vicia* sp.).. The blue oak foothill woodland overstory is dominated by blue oak (*Quercus douglasii*), interior live oak (*Quercus wizlizeni*), California buckeye (*Aesculus californica*), and foothill pine (*Pinus sabiniana*) while the understory is comprised of scattered native shrubs such as toyon (*Heteromeles arbutifolia*), coyote brush (*Baccharis pilularis*), and manzanita (*Actostaphylos manzanita*), and the same weed and grass species that dominate the nonnative grassland. Fuel reduction treatments have been carried out in this area and understory shrubs have been thinned and are generally sparse.

The proposed bypass trail and existing trail alignment upslope of Pleasant Avenue traverse areas of non-native grassland and oak woodland. The portion of the existing trail below Pleasant Avenue is within or adjacent to an intermittently paved road. Vegetation communities along the roadway include chamise chaparral and manzanita chaparral. A drainage detention basin occurs within several yards of the intersection of the bypass trail alignment and Pleasant Avenue; however the existing trail would be used in this location. The existing trail does not encroach on the drainage basin. Two other hydrologic features, a roadside ditch/seep and a culverted drainage, occur along the unnamed road.

Table 5
Vegetation Communities / Land Cover (On-site)

Vegetation Community/Land Cover	Acres on Site
Non-Natural Land Covers	
Developed	1.10
Canal	0.28
Non-Natural Land Covers Subtotal	*1.38*

Table 5
Vegetation Communities / Land Cover (On-site)

Vegetation Community/Land Cover	Acres on Site
Vegetation Communities	
Nonnative grassland	1.07
Blue oak foothill woodland	6.51
Vegetation Community Subtotal	*7.58*
Total	**8.96**

The majority of the special-status plant species that occur in the region surrounding the project site are associated with special habitat conditions such as seasonal wetlands and serpentine or gabbro soils. For example, species associated with serpentine or gabbro soils, such as Stebbins' false bindweed (*Calystegia stebbinsi*i – federal and state Endangered), Pine Hill ceanothus (*Ceanothus roderickii* – federal Endangered), El Dorado bedstraw (*Galium californicum* - federal Endangered), Layne's ragwort (*Packera layneae* – federal Threatened), El Dorado County mule ears (*Wyethia reticulata* – CNPS List 1B.2), Red Hills soaproot (*Chlorogalum grandiflorum* - CNPS List 1B.2), Jepson's onion (*Allium jepsonii* - CNPS List 1B.2), Butte County fritillary (*Fritillaria eastwoodiae* - CNPS List 3.2), and big-scale balsamroot (*Balsamorhiza macrolepis* - CNPS List 1B.2) are unlikely to occur because these gabbro soil/habitat types are not present on site.

Dubious pea (*Lathrys sulphureus* var. *argillaceus* - CNPS List 3), and oval-leaved viburnum (*Viburnum ellipticum* - CNPS List 2B.3) have a low potential to occur, as they are typically found in chaparral and cismontane woodlands, which occur within the study area. However, the project area has been subject to ongoing disturbance associated with fuel modification zones, development and maintenance of the Shirland Canal, Maidu Road, and other development, so it is unlikely that these special-status species would occur in the project area. The biological study concluded that there is a low likelihood for special-status plant species to occur within the project area; no special-status plant species were identified on site during field surveys conducted in 2014 and 2015.

Wildlife: Auburn State Recreation Area, adjacent to the proposed project site, is an open space park with recreation facilities and trails that includes the North Fork of the American River. While there are numerous impediments to wildlife movement near the project area, including roads and adjacent residential and commercial/industrial development, it provides a localized movement and habitat area adjacent to open space in the Auburn State Recreation Area. Species that would use the habitat within the project areas area would primarily be those adapted to proximity to human disturbance such as possum, skunk, raccoon, coyote, fox, and mule/black-

tailed deer. Wildlife species observed during the October 27, 2014 survey include Nuttall's woodpecker (*Picoides nuttallii*), California quail (*Callipepla californica*), black phoebe (*Sayornis nigicans*), western grey squirrel (*Sciurus griseus*), northern mockingbird (*Mimus ployglottos*), western scrub jay (*Aphelocoma californica*), northern flicker (*Colaptes auratus*), Anna's hummingbird (*Calypte anna*), American robin (*Turdus migratorius*), black-tailed deer [scat] (*Odocoileus hemionus columbianus*), and coyote [scat] (*Canis latrans*). No special-status species were observed during field surveys.

Influences and disturbance from on-site and adjacent development, and lack of suitable habitats make the project area highly unlikely to support special-status animal species. While no nests were observed during field surveys of the site, larger oak and pine trees within the project area provide suitable nesting habitat for raptors and other protected migratory bird species. Brush piles and standing snags on site are also suitable nesting habitat for other species of birds such as woodpeckers and northern flickers.

The snags and adjacent CVCC provide marginally suitable roosting habitat for Townsend's big eared bat (state Candidate Threatened), though this species typically prefers more mesic habitats that are richer in moths and other large flying insects. There are historical database occurrences from 1913 and 1950 of this species less than two miles north of the project site. Potential for occurrence of this species within surveyed areas is considered low.

No drainages or other defined hydrologic features would be subject to disturbance; the wet roadside ditch/seep and a drainage culvert under the roadway are outside of the anticipated disturbance area associated with the proposed project. There is no habitat in the project area that supports aquatic special-status species such as steelhead (*Oncorhynchus mykiss irideus* – federal Threatened) and western pond turtle (*Emys marmorata* – state Species of Special Concern). Shirland Canal is small, shallow, seasonal, concrete lined, and subject to chemical and mechanical maintenance treatments and is therefore unlikely to be used by aquatic species.

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphis* – federal Threatened) is closely associated with elderberry shrubs (*Sambucus nigra* ssp. *caerulea*) as their host species. No elderberry shrubs were found during field surveys conducted by Dudek biologists on October 24, 2014, and April 1, 2015 (Dudek, 2014 and 2015).

Environmental Consequences / Environmental Impacts

No Action

The No Action Alternative would result in no change to the project site and would remove no trees or other vegetation and would result in no disturbance to the project site or off-site areas.

Vegetation on site would continue to be maintained for fire prevention purposes. The existing habitat values on site would remain unchanged from the present condition and the No Action Alternative would result in no conflict with any policies, ordinances, or plans protecting biological resources. Community demand for a bike park facility would remain unmet under the No Action Alternative and it is likely that a bike park facility would be constructed elsewhere.

Proposed Action

a) The project would result in disturbance including soil excavation, removal of trees, and clearing of the shrub and herbaceous vegetation layers. The existing intermittently paved road would also be excavated in places to create a natural surfaced trail.

The biological resources assessment determined that the project area could support nesting by raptors and protected migratory bird species. Since trees and shrubs would be removed to construct the proposed bike park and work would occur near suitable nesting habitat, there is potential for the project to disturb active nests of raptors or other protected bird species if nest sites are within or adjacent to the project area. Mitigation Measure BIO.1 requires that a preconstruction survey be conducted to identify any active nests and that measures developed in consultation with the California Department of Fish and Wildlife (CDFW) and USFWS be implemented to avoid disturbance if any nests are discovered during pre-construction surveys.

There is low potential for bats to roost in trees on site or in adjacent developed areas where they could be disturbed by project activities. Mitigation Measure BIO.2 requires that a preconstruction survey be conducted to identify any evidence of active bat roosts and that measures developed in consultation with CDFW be implemented to avoid disturbance if active roosts are discovered during pre-construction surveys.

With implementation of Mitigation Measures BIO.1 and BIO.2, the proposed action would result in less than significant impacts to special-status species of wildlife or plants.

b) No wetlands, marshes, meadows, riparian zones or other designated or known sensitive habitat types occur within areas that would be disturbed by the proposed project. The proposed project would not affect the existing roadside detention basin on the west side of Pleasant Avenue and no disturbance would occur within the drainage basin. The proposed bike park project would improve the unnamed road for use as a trail and would result in no disturbance to the wet ditch on the west side of the road or the small drainage that crosses under the roadway. BMPs for erosion control and site stabilization are identified in project plans and as mitigation measures identified for erosion control and spill prevention in Section VI and Section VIII of this document, would further ensure

that no indirect impacts to off-site sensitive habitats would result from erosion or stormwater quality degradation. Impacts to sensitive habitats would be less than significant with mitigation.

c) Drainages in the project area would not be disturbed by construction of the proposed bike park, bypass trail, or maintenance of existing trails. The project would result in no impacts associated with filling or dredging waters of the U.S. or State of California and no 404 permit would be required from the U.S. Army Corps of Engineers.

d) No aquatic habitat suitable for supporting fish occurs within the project area. The project area is not within a known migratory corridor and does not provide habitat values that would make it an important nursery site for native wildlife. The proposed bypass trail would be adjacent to existing trail alignments and would not impede wildlife movement or result in a substantial change in existing habitat values. Impacts to important wildlife habitat would be less than significant.

e) The proposed action would result in no conflict with local ordinances since the project would be constructed on lands under the jurisdiction of the Bureau of Reclamation. The proposed action would be reviewed and approved by Reclamation. Placer County would not be issuing permits for the proposed bike park project and the County's Tree Ordinance and oak woodland policies would not apply. The project would remove 16 oak trees with 10- to 12-inch diameter trunks. To compensate for the loss of the 16 oak trees, ARD proposes *Mitigation Measure BIO-3* which requires planting three 1-gallon container oak trees for every oak tree removed from the project site and maintenance to ensure a minimum 2:1 mitigation ratio after 7 years. Trees planted would be the same as the species removed from the site. With implementation of *Mitigation Measure BIO-3* impacts associated with removing oak trees are considered less than significant.

The proposed action would increase potential noxious/invasive weed vectors, in the form of people, equipment, and materials, and presents an elevated risk of introduction or spread of noxious and invasive weed species that could further degrade habitat values on site. To avoid introducing non-native noxious or invasive weeds to the project area, Mitigation Measure BIO.4 requires that seed or plant material used for revegetation be approved by Reclamation and that all erosion control materials used on the site be of certified "weed-free" materials. This measure also requires that the erosion control and revegetation plan be reviewed and approved by Reclamation and that equipment used on the site be cleaned prior to arriving at the project site to remove debris that could contain plant material. Mitigation Measure BIO.4 further requires ARD to post signs to educate users about noxious weeds and to encourage them to maintain clean bicycles and use best

practices to avoid the spread of weeds in the project area. Implementation of the measures identified above would ensure that the proposed action would result in no conflict with plans or policies for protecting biological resources.

f) The project site is not subject to any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would result from conflicts with any local, state, or federal conservation plans.

Mitigation Measures

MM BIO.1 To avoid take of any active nests protected by the federal Migratory Bird Treaty Act (MBTA), and California Fish and Game Code §3503 and 3503.5, tree removal associated with the project should be conducted between September 1 and March 1, which is outside of the typical breeding season. For any construction activities, including tree removal, initiated during the typical breeding season (generally March 1 through August 31) a pre-construction nesting survey should be conducted by a qualified biologist within 14 days prior to project-related activities. If the construction site is inactive at any time for more than 7 days, another nesting survey shall be conducted prior to re-initiation of work on site. Results of the nest surveys shall be submitted to CDFW and USFWS for review and approval. If any active nests are found on or immediately adjacent to the proposed area of disturbance, consultation should be initiated with CDFW and USFWS to determine appropriate performance based protection and avoidance measures and mitigation responsibilities. Mitigation measures could include limited operating periods and/or establishing a construction exclusion buffer around the nest. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest the exclusionary buffer will be increased until nest defensive behavior is not observed. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

MM BIO.2 No earlier than 30 days prior to initiation of construction activities a pre-construction survey shall be conducted by a qualified biologist to determine if active bat roosts or maternal colonies are present on or within 300 feet of the construction area. Surveys shall include examination of the trees planned for removal for bats and suitable roosting habitat. Acoustic detectors may be utilized to determine species identification if needed. If bats or bat sign (guano, urine

staining) are detected in or around any of the trees planned for removal, the project applicant shall consult with the CDFW to determine the appropriate course of action prior to initiation of any construction activities within 300 feet of the occupied roost. Under no circumstance shall an active roost be directly disturbed and construction within 300 feet shall be postponed or halted until a qualified biologist has determined that the roost has been naturally vacated. If bats do not vacate the roost voluntarily, and the roost site must be removed, the project applicant shall consult with CDFW to develop an eviction plan and secure any necessary permit for incidental take of bats, if required.

MM BIO.3 Oak trees removed shall be replaced on-site at a 3:1 ratio. Replacement plantings shall consist of DeePot 40 size blue oaks (*Quercus douglasii)* and interior live oaks (*Quercus wislizenii*) to match the species removed. The plantings shall be monitored and maintained for a minimum of 7 years and a minimum 2:1 replacement ratio of surviving trees shall be achieved at the end of the monitoring period. Any planted tree replaced to achieve the required 2:1 ratio shall be monitored for survival for a minimum of 3 years. Successful completion of this measure shall be documented at the end of the monitoring period.

MM BIO.4 To avoid introducing non-native noxious or invasive weeds to the project area, the following measures shall be implemented by the Auburn Area Recreation and Park District and their contractors:

- All seed or plant material used for revegetation or site stabilization shall be approved by Reclamation prior to application;
- The erosion control and revegetation plan shall be reviewed and approved by Reclamation prior to site disturbance. Construction specifications shall require that all erosion control materials used on the site shall be of certified "weed-free" materials.
- Disturbed areas shall be revegetated as soon as possible to reduce likelihood of invasive plant establishment;
- Vegetation management activities shall be scheduled to maximize the effectiveness of control efforts and minimize introduction and spread of invasive plants;
- Construction specifications shall state that equipment brought on site shall be free of non-native invasive species before moving into the project area. This

may be accomplished by thoroughly washing equipment and vehicles prior to bringing them onto the project site to ensure that the equipment is free of soil, seeds, vegetative material, or other debris that could contain or hold seeds of non-native invasive species.

- ARD shall post and maintain educational information on the bike park site regarding the importance of minimizing the spread of noxious weeds in the area and instructing users to implement best practices, such as maintaining clean bicycles, to prevent the spread of weeds. .

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Affected Environment / Environmental Setting

A cultural resources study, including a field survey, was conducted for the project site by Dudek (Dudek, 2014, 2015). The cultural resources investigation was conducted in accordance with the standards and guidelines defined under the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act (NHPA). This inventory included a North Central Information Center (NCIC) records search, a Sacred Lands File search with the Native American Heritage Commission (NAHC), and intensive pedestrian surveys of the project area conducted on November 22, 2014, and April 2, 2015. Much of the area has been previously disturbed by grading or development associated with Maidu Drive, the CVCC, and the canal.

The file search found that one historical-era canal, the Shirland Canal, has been previously recorded within the project area (Area of Potential Effect (APE)). The study determined that the Shirland Canal does not meet eligibility requirements for listing on the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). The records search also determined that nine archaeological sites are recorded within 0.5-mile of the project

site. All of these resources are historic period resources; eight of the nine sites are historical-era mining features. The search of the Sacred Lands File conducted through the NAHC identified no sacred lands within the project area.

No new historic or pre-historic cultural resource artifacts or features were discovered during field surveys conducted on the site by a Dudek archaeologist. The study carried out for the site concluded that there is very low potential for inadvertent discovery of additional cultural resources during ground-disturbing activities.

Indian Sacred Sites and Tribal Cultural Resources: No sacred sites were identified during a search of the NAHC's Sacred Lands File. Tribal consultation carried out by Reclamation with the United Auburn Indian Community in accordance with Section 106 of the NHPA identified one area of potential cultural sensitivity in the project area (Carper 2015). The area identified through consultation is outside of the proposed disturbance area associated with the bike park project. Reclamation also consulted with the State Historic Preservation Officer (SHPO). The SHPO consultation resulted in concurrence with the findings of the study prepared by Dudek. In accordance with PRC Section 21080.3.1, ARD sent a letter dated December 2015 to the United Auburn Indian Community to notify them of the proposed project and to invite consultation regarding any potential Tribal Cultural Resources that could be within the project area. No formal consultation was requested by the United Auburn Indian Community. Indian sacred sites are further discussed in Section 5 of this document.

Indian Trust Assets: No Indian Trust Assets are within the project area. Please refer to Section 5 of this document for further discussion of Indian Trust Assets.

Environmental Consequences / Environmental Impacts

No Action

The No Action Alternative would result in no disturbance to the project area other than ongoing maintenance and fire fuels reduction activities. The No Action Alternative would result in no impacts associated with a change in the significance of cultural resources, destroying unique paleontological or geologic features, or disturbance of human remains. Community demand for a bike park facility would remain unmet under the No Action Alternative and it is likely that a bike park facility would be constructed elsewhere. It is unknown what impacts to cultural resources could occur from implementing the bike park in a different location.

Proposed Action

a) One historic-era canal has been previously recorded within the project area and nine previously recorded archaeological sites are within 0.5-mile of the project site. The proposed project includes fences on either side of the canal and a bridge spanning the canal and would not directly disturb this historic-era feature. The feature is not eligible for listing on either the NRHP or the CRHR. No other sites in the area would be affected by the proposed project. The proposed bike park would result in no modifications to any buildings or structures and would include no activities that would result in an adverse change in the significance of a historical resource, as defined in §15064.5 of the CEQA Guidelines. No affects to any historical resource included on the NRHP or CRHR would occur with project implementation. The proposed action would result in less than significant impacts associated with any impacts to historical resources.

b), d) The NCIC records search identified a previously recorded canal within the project APE and nine archaeological sites within 0.5-mile of the project site. All of these resources are historic period resources, and eight of the nine are historical-era mining features. These features are outside of the project APE and would not be affected by the proposed action. The field survey identified no archaeological resources within the project APE and no archaeological resources would be affected by the proposed action. Consultation carried out with the United Auburn Indian Community in compliance with Section 106 of the NHPA identified one culturally sensitive feature in the project area. This feature would not be disturbed by the proposed bike park project.

Since the project requires earth disturbance to construct trails and park features, the possibility exists for discovery of subsurface artifacts/Native American human remains. The inadvertent discovery of human remains on Federal land is subject to Federal law and regulation (Native American Graves Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001 et seq./43 CFR Part 10)). Should Native American human remains be discovered on the project site during project implementation, the Contractor and ARD will be required to contact Reclamation's Regional Archaeologist immediately upon the discovery of human remains so that NAGPRA may be implemented according to Federal law and regulation and Reclamation policy. If any other cultural materials (prehistoric or historic-era) are encountered during project implementation a Reclamation archaeologist also must be contacted for review and treatment pursuant to the requirements for post-review discoveries as outlined in the NHPA Section 106 implementing regulations (36 CFR § 800.13).

Implementation of *Mitigation Measure CULTURAL.1* would further ensure that the required measures outlined above are implemented and that impacts related to

inadvertent discovery of subsurface artifacts or Native American human remains would be less than significant.

c) The project site contains no known paleontological resources or unique geologic features and is not within an area considered sensitive for these resources. Potential impacts associated with effects to unique paleontological or geological features would be less than significant.

Mitigation Measures

MM CULTURAL.1 Should archaeological material such as artifacts, exotic rock or unusual amounts of shell or bone or human remains be identified in the area during earth moving activities, work shall be halted within 100 feet of the discovery and Reclamation's Regional Archaeologist and the Auburn Area Recreation and Park District shall be informed of the discovery. A qualified archaeologist shall be assigned to review the unanticipated find and evaluation efforts of the resource for NRHP listing shall be initiated in consultation with Reclamation. In the event that human remains are discovered, work must be halted in that area and Reclamation notified. Reclamation will initiate and facilitate the appropriate procedures relating to treatment of these remains, including consulting with tribal representatives if the remains are determined to be of Native American origin. No further soil-disturbing work shall be conducted within 100 feet of any resource discovery until an appropriate management plan is developed by a qualified archaeologist for the protection of any significant resources identified.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The project area is located in the Sierra Nevada physiographic province at elevations ranging from 1,200 to 1,400 feet above sea level. The site slopes generally to the east toward the North Fork American River Canyon.

The project site has been disturbed by grading associated with the modular offices that were previously located on the site and by construction associated with Maidu Road, Pleasant Avenue, the CVCC, and the Shirland Canal. The project site contains three soil types, including Auburn-Sobrante-Rock, Inks Cobbly loam, and Inks Variant Cobbly loam. The Auburn series consists of shallow to moderately deep, well-drained soils formed in material weathered from amphibolite schist. Auburn soils are on foothills and have slopes of 2 to 75 percent, and the depth of bedrock ranges from 10 to 28 inches. The Sobrante series consists of moderately deep, well-drained soils formed in material weathered from igneous and metamorphic rocks. Sobrante soils are on foothills and have slopes of 2 to 75 percent, and the depth of bedrock ranges from 20 to 40 inches and is variable over short distances. The Inks series consists of shallow, well-drained soils that formed from volcanic rocks. These soils are on undulating to hilly tubular volcanic ridges and steep side slopes, and depth to bedrock is 10 to 20 inches (Holdrege and Kull 2014). None of these soils is rated as having limitations associated with linear extensibility (shrink-swell potential)(NRCS, 2016).

The Inks Cobbly loam and Inks Variant Cobbly loam soils have a slight to high erosion hazard, and the Auburn-Sobrante-Rock soil has a high erosion hazard (Placer County 2003). There are no Alquist-Priolo mapped earthquake fault zones within the project area. The nearest active fault line is the Cleveland Hills Fault, located approximately 36 miles northwest of Auburn. Two potentially active faults lie within five miles of Auburn (City of Auburn General Plan, 1993). The most recent seismic event to occur nearby was the 1989 Emigrant Gap earthquake which measured 4.3 on the Richter scale; and the last major seismic activity within the Foothills Fault System was the 1975 Oroville Earthquake along the Cleveland Hills Fault with a magnitude of 5.7 on the Richter scale. The project site's proximity to active faults within central California makes it likely that the project would be subjected to seismic ground shaking in the future. Studies of past seismic events conclude that the maximum credible earthquake for the Foothills Fault System would be a Richter magnitude 6.5 event.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, no changes to the project site would occur. The No Action Alternative would result in no change in the likelihood of erosion or increased risks due to soils conditions, unstable geologic units, or seismic events. Community demand for a bike park facility would remain unmet under the No Action Alternative and it is likely that a bike park facility would be constructed elsewhere and that impacts associated with increased risks due to soils conditions, unstable geologic units, or seismic events would be similar to the proposed action.

Proposed Action

a) The proposed action would construct a bike park, bypass trail, and address maintenance needs along an existing trail alignment and would result in no increased risk of adverse effects should a seismic event occur. The project does not propose to construct buildings or other structures that would be at risk for damage during a seismic event. While portions of the proposed trails would be located on moderate slopes, trail construction would include minor grading in an area with existing trails and is not anticipated to result in slope instability that would increase the risk of landslide. Risks associated with landslide and seismic events would be less than significant.

b) A total of approximately 0.91-acre of ground disturbance would occur with implementation of the proposed bike park to grade the site, construct trails and the observation and picnic area, and to install ADA-compliant restrooms. Construction of the project would be carried out during summer and fall months when little rainfall would be expected. However, any

precipitation during construction could result in erosion and sediment transport with stormwater runoff. Project plans identify erosion control measures in accordance with Placer County Resource Conservation District's "Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains" that would be implemented to ensure the site is stabilized and appropriate erosion control measures are in place. These include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs (refer to Appendix A). While these measures are included in project plans, Mitigation Measure GEO-1 is included to further ensure these measures are implemented to protect against erosion and sedimentation. With implementation of erosion control measures and BMPs as specified by Mitigation Measure GEO-1, impacts from erosion and sedimentation would be less than significant.

Trails would be designed and constructed to minimize erosion by dissipating energy from concentrated stormwater runoff and trail use. On-site trails would be maintained by ARD and community groups. Maintenance would include monitoring for erosion and effectiveness of permanent BMPs to protect against erosion and sediment transport in stormwater runoff. Trails within the Auburn State Recreation Area would be maintained by California State Parks.

The proposed bike park dirt track areas would be constructed with a mix of imported soil that would remain stable following compaction into track features. These features are designed to infiltrate stormwater or detain water and release it to vegetated areas in a low-energy sheetflow discharge. The bike park would be monitored by ARD staff and any erosion would be addressed as necessary. Additionally, the project has been designed with permanent erosion control BMPs that would prevent erosion and sediment transport from the site (Appendix A). Measures that could be implemented as part of the erosion control plan include vegetated buffers, small swale features, fiber wattles or other measures appropriate for the project site. These measures would be incorporated into the project plans and would be implemented and maintained by ARD and bike park volunteers. With implementation of Mitigation Measure GEO-1, which requires implementation of erosion control measures identified by the SWPPP and / or consistent with Placer County Resource Conservation District's "*Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains*," impacts associated with erosion and sedimentation would be less than significant.

c) Please see VI.a, above. The proposed bike park project would result in no on-site or off-site risks associated with an unstable geologic unit. Risks associated with placement of the project on an unstable geologic unit would be less than significant.

d) Please see VI.a, above. The picnic area and restrooms would be constructed in compliance with local building standards which ensure that structures are constructed appropriately for local soil conditions. The bike track and trails would not create no risk associated with expansive soil conditions as onsite soils do not have limitations associated with linear extensibility. No impacts would result from expansive soil conditions.

e) The project proposes to install ADA-compliant restrooms that would be serviced regularly or hooked up to the existing sewer system in Maidu Drive. No septic systems would be relied upon for the proposed bike park.

Mitigation Measures

MM GEO.1 Erosion control measures shall be implemented in accordance with Placer County Resource Conservation District's "*Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains*" and in accordance with the erosion control plan. This could include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs such as straw wattles, track out control devices, silt fencing, sediment traps, tarping of stockpiled soils, revegetation treatments or other measures specified by the erosion and dust control plan or SWPPP or as determined to be necessary by the project engineer.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Affected Environment / Environmental Setting

Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of Greenhouse gases (GHGs) in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely

through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with climate change. State law defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (California Energy Commission, 2006). In order to avert these consequences, AB 32 establishes a state goal of reducing GHG emissions to 1990 levels by the year 2020 (a reduction of approximately 25 percent from forecast emission levels) with further reductions to follow.

The project area is located within the jurisdiction of the Placer County APCD. The Placer County APCD recommends use of a threshold of significance for GHG emissions of 1,100 metric tons CO2e per year determine the significance of GHG emissions for projects within the District.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, no changes to the project site would occur and there would be no change in direct or indirect GHG emissions. Community demand for a bike park facility would remain unmet and it is likely that a bike park facility would be constructed elsewhere to meet that demand and would result in GHG emissions similar to the proposed action.

Proposed Action

a and b)

Operational GHG Emissions

The proposed action would construct a public bike park and is expected to generate approximately 45 daily vehicle trips on weekdays and 278 on weekends. Modeling of the project's GHG emissions associated with these vehicle trips and other operational characteristics of the proposed bike park was completed using CalEEMod. Including consideration of water usage in the proposed restroom, maintenance operations, and vehicle trips to and from the project site, it is expected that the project would generate approximately 110 MT CO2e annually. This would be substantially below the threshold recommended by the Placer County APCD, and impacts would be less than significant.

Construction-related Emissions

Short-term emissions from construction equipment would not result in a cumulatively considerable contribution to global GHG emissions. GHG emissions during construction of the bike park project would primarily be generated by worker vehicle trips to the site and by emissions from operation of gas and diesel-powered construction equipment. *Table 5* identifies the estimated amount of construction GHG emissions associated with each construction phase, and the annual total of construction emissions for each year in which construction is assumed to occur. As shown in *Table 5*, the GHG emissions from each year of construction would be less than 90 MT CO2e, which would be substantially below the threshold recommended by the Placer County APCD, and impacts would be less than significant.

Table 6
Construction GHG Emissions

Year	Construction Phase	Number of Days in this Phase	GHG Emissions (MT CO2e)
2017*	Demolition	3	2.23
	Site Preparation	7	5.11
	Grading	51	62.37
	Building Construction	28	13.57
	Architectural Coatings	4	0.57
		Year 2015 Total	**83.86**
2018*	Site Preparation	5	6.58
	Grading	61	80.71
		Year 2016 Total	**87.29**

* Note that modeling outputs reference construction in 2015 and 2016.

Although construction period GHG emissions would be less than significant, Mitigation Measure GHG.1 is provided to minimize construction phase GHG emissions by limiting idling times of diesel equipment on site. This measure is also codified by Placer County Code (Section 10.14.040) and in Section 2449(d)(3) of CARB's In-Use Off-Road Diesel Regulation.

Mitigation Measures

MM GHG.1 Diesel trucks shall be prohibited from idling more than five minutes. A note stating that diesel engine idling shall be limited to a maximum of 5 minutes shall be included on improvement plans and signs that specify the no idling

requirement shall be posted on the construction site. This measure is codified by Placer County Code (Section 10.14.040) and in Section 2449(d)(3) of CARB's In-Use Off-Road Diesel Regulation.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Affected Environment / Environmental Setting

Hazardous materials stored and used in the area surrounding the proposed bike park site would likely be associated with common materials used in residential, industrial, and recreational activities, such as paints, cleaning solvents, bonding agents, and small quantity petroleum fuels and lubricants.

The Phase I ESA prepared for the project site by Holdrege & Kull included a search of Placer County records and the State Geotracker and Envirostor databases. The search found no record of hazardous materials within the project site and identified six properties within the 1-mile search radius that are included on specific environmental databases (Holdrege & Kull 2014). Four of these properties are located at a lower elevation than the proposed bike park site, and two are located at the same elevation or higher than the project site.

Sites Located at Lower Elevations:

- PCWA Field Operations Center, less than 1/8 mile south of the project site. Contains an aboveground petroleum storage tank with reportedly 1,555 gallons of petroleum and a small quantity generator. This site is currently active.
- Auto Repair Shop, less than 1/8 mile south of the project site. Four underground storage tanks were present on the property. The facility received closure by Placer County Environmental Health and Human Services Department Environmental health Division (PCEHD) in October 1995.
- PCWA, less than 1/8 mile south of the project site. Listed under the Hazmat Business Plan for storage of chemicals for use in pesticide applications and an Auto Shop; this facility is reported closed.
- Camp Flint, 0.5 to 1 mile north of the project site. This site was historically used as a headquarters and post for the Military Police Battalion to construct, maintain, and use a railroad crossing. The property is listed under the DTSC Site Cleanup Program for lead, but the list mentions there are no potential hazards currently identified at the site.

Sites Located at Higher Elevations:

- Mark John Construction, 0.25 mile northwest of the project site. Listed under the Hazmat Business Plan. The facility is listed as closed.
- Comstock Industries, 0.5 miles northwest of the project site. Two underground storage tanks and a small quantity generator were present on the property. The facility was closed on July 8, 1996.

Several soil mounds exist in the eastern portion of the project site. These are reportedly the result of historic grading activities on the site and contain only soil material from grading (Holdrege and Kull 2014).

The project area is mapped by the California Department of Conservation, California Geological Survey as an Area Most Likely to Contain Naturally Occurring Asbestos (Department of Conservation, 2008). Naturally occurring asbestos (NOA) was not detected above the threshold of significance for laboratory reporting (0.25%) in any of six soil samples taken from the site as part of the Phase 1 ESA performed for the site, indicating that NOA is not likely to occur at significant concentrations in soils that would be disturbed by construction or operation of the bike park (Holdrege & Kull, 2014). Only one of six samples collected had any detectable asbestos content and it was below the limit for laboratory reporting (0.25%).

To further characterize site geology and potential for NOA to occur, Holdrege & Kull subsequently performed a geologic evaluation of the site in 2016 (Holdrege & Kull, 2016a). This evaluation was performed in accordance with a work plan approved by the Placer County Air Pollution Control District (PCAPCD) and included the following measures to further characterize the geology of the site and provide a more thorough evaluation of potential for any portion of the project area to contain NOA in surface and near-surface materials that could be disturbed by construction or operation of the bike park:

1. Surface reconnaissance;
2. Review of existing geological maps and literature pertaining to the site and vicinity;
3. Mapping of site geology;
4. Identification and description of geologic units, rock and soil types, and features that could be related to the presence of ultramafic rocks, serpentine, or asbestos mineralization; and
5. Subsurface investigation (exploratory trenching) to evaluate the nature and extent of geologic materials in the subsurface where excavation is proposed as part of the bike park project.

Review of existing mapping indicated that a majority of the site is underlain by Mehrten formation soils, which are unlikely to contain NOA. Mapping indicated that ultramafic and metavolcanic formations occur within the northeastern portion of the site and at depth under the overlying Mehrten formation. Ultramafic and metavolcanic rocks have some potential to contain NOA. To further investigate and map site geology, the geologic evaluation included excavation of 23 exploratory trenches to depths ranging from 12 to 72 inches, which confirmed existing geologic mapping and further defined the contact between the Mehrten formation and ultramafic and metavolcanic rocks within the project site (Holdrege & Kull, 2016a). Youngdahl Consulting Group, Inc. was retained by the PCAPCD to review Holdrege & Kull's Geologic Evaluation, and concurred with Holdrege & Kull's evaluation in a letter dated March 7, 2016 (Youngdahl, 2016).

Further soil sampling and lab analysis were conducted by Holdrege & Kull for portions of the proposed bike park overlying geologic formations with the potential to contain NOA (areas mapped as ultramafic and metavolcanic formations) (Holdrege & Kull, 2016b). The testing program included excavation of an additional seven exploratory trenches to depths of approximately two feet below the ground surface, and collection of surface and subsurface soil samples for laboratory asbestos testing. Samples were collected at approximately 60-foot intervals along the proposed alignment of approximately 500 feet of trail proposed within the area underlain by soils with potential to contain NOA. Soil samples were obtained from 0-6 inches and 15-21 inches below the ground surface at six of the seven sample locations and from 0-4 inches and 6-12 inches below the surface at one sample location due to shallow rock encountered. A variety of soil and rock conditions were encountered in the trenches excavated, including Mehrten formation, ultramafic and metavolcanic rock, and fill material. The investigation included samples taken from stockpiled soil and fill material from previous grading on or near the bike park site. The 14 soil samples were analyzed for asbestos by polarized light microscopy California Air Resources Board (CARB) 435-A methodology with a reporting limit of 0.25%. Laboratory results indicated that the 14 soil samples were composed of 100% non-fibrous material and no asbestos was detected in any of the samples collected from areas overlying formations with potential to contain NOA.

No school exists within 0.25 mile of the project site and the site is not near any private airstrip or within the boundaries of an airport land use plan.

The California Department of Forestry and Fire Protection (CalFire) provides fire services to the project area under a contract with Placer County Fire) and Reclamation. However, Auburn Fire would be the first responder to any incident on the site due to proximity of resources according to the Western Placer County Fire Chiefs Association Closest Resource Response Plan (a cooperative agreement with all fire agencies in Western Placer County) (D'Ambrogi, 2015). Auburn Fire has an automatic and mutual aid agreement which ensures that three fire protection agencies would respond to any emergency in the project area. Responding agencies could include: CalFire, Newcastle City Fire Department, and Placer County Consolidated Fire Department. CalFire does not classify the site as a Very High Fire Hazard Severity Zone (CalFire, 2007). The project site is in an area known as the American River Canyon Shaded Fuel Break; a fuel reduction project around the canyon rim intended to protect development and property. Fuels around the project site were thinned in the last two years as part of this program (D'Ambrogi, 2015).

Environmental Consequences / Environmental Impacts

No Action

The No Action Alternative would result in no impacts associated with hazards and hazardous materials as no construction or site disturbance would occur. Adopted emergency response and evacuation plans would be unaffected. There would be no change in the risk of wildfire in the area; existing sources of potential wildfire ignition including use of public lands and maintenance of public and private parcels would be unchanged. Community demand for a bike park facility would remain unmet and it is likely that a bike park facility would be constructed elsewhere.

Proposed Action

a-b) The proposed action includes construction of a bike park, bypass trail, and maintenance along an existing trail alignment. The project would not result in routine transport, use, or disposal of hazardous materials.

The Phase I ESA prepared for the project site identified soil stockpiles at the site (Holdrege and Kull 2014). These stockpiles are reportedly associated with past grading to level building pads on the property and contain soil native to the site. The Phase I report concluded that the likelihood of soil contamination in these stockpiles is low. However, since testing of these stockpiles has not been completed, the Phase I report recommends that if these stockpiles are disturbed, and waste or evidence of contamination are observed, soil sampling and laboratory analysis should be carried out to characterize the material and determine appropriate measures for disposal or remediation. While the project proposes to entirely cover these soil stockpiles with fill dirt to create bike park features, Mitigation Measure HAZ-1 would ensure that this recommendation is carried out in the event that soil stockpiles are disturbed and evidence of contamination is observed during construction of the proposed bike park.

As described under *Affected Environment / Environmental Setting* above, extensive geologic investigations carried out on the site by Holdrege & Kull in 2014 and 2016 (Holdrege & Kull, 2014, 2016a, 2016b) and confirmed by an independent peer review conducted by Youngdahl Consulting (Youngdahl, 2016) indicate that the area that would be subject to disturbance as a result of implementing the proposed bike park project does not contain NOA at levels that would represent a hazard during construction or operation of the proposed bike park. Twenty soil samples were obtained from the project site and potential disturbance areas and were tested for the presence of NOA using methods approved by the California Air Resources Board (CARB Method 435-A). Asbestos was

not detected in any of the samples above the threshold of significance for laboratory reporting (0.25%). The 0.25% threshold is also enforced by PCAPCD in compliance with the California Air Resources Board Asbestos Air Toxic Control Measure (ATCM). As noted previously, laboratory results detected asbestos in one soil sample at a concentration of less than 0.25%. This sample was obtained from the upper six inches of soil in the northeastern portion of the study area from an area in which no disturbance is proposed as part of the bike park project.

Test results indicate that disturbance of native soils as part of the proposed project would result in no adverse effects associated with NOA. The geologic evaluation determined that the Mehrten formation extends greater than three feet below the ground surface and no ultramafic or metavolcanic rocks were encountered to the maximum depth explored (57 inches). Excavations to construct the bike park and soil displacement as a result of bike park use are considered unlikely to extend through the Mehrten Formation into geologic formations with potential to contain NOA. Therefore, soil disturbance associated with trail building and erosional processes, which would be less than three feet based on the project grading plan, would be unlikely to expose rock with potential to contain NOA.

However, there is low potential for soils and rock with potential to contain NOA to be exposed by very deep excavations or substantial trail erosion if trails are not adequately maintained within areas with potential to contain NOA. Deep excavations are proposed for the upper edge of the jump track area and the proposed jump return trail is within potential NOA-containing geologic units. Additionally, since the site is within an area mapped by the California Geological Survey as likely to contain asbestos, the project is subject to mitigation measures specified in the State Asbestos ATCM. The measures identified in Mitigation Measure HAZ-2 would ensure that hazards associated with potential NOA discovery and exposure would be less than significant by requiring dust control measures, monitoring and evaluation of deep excavations during and following construction, clean soil coverage in all areas with potential to contain NOA, public access restrictions within potential NOA areas, and by requiring ongoing maintenance and monitoring of trail conditions and exposed soils to ensure that trails are maintained to avoid deep cuts or erosion that could expose geologic formations with potential to contain NOA. Mitigation Measure HAZ.2 would ensure that appropriate measures are taken should any metavolcanic or ultramafic rock or asbestos-containing material be uncovered during construction and requires implementation of measures to ensure that operation of the bike park does not expose metavolcanic or ultramafic rock or asbestos-containing material as a result of erosion. Mitigation Measure HAZ.2 further requires that measures to encapsulate and cover

any metavolcanic or ultramafic rock or asbestos-containing material be implemented in the event that it is discovered during project construction or operation.

The proposed project includes importing a substantial quantity of fill material to construct bike park features above the existing grade of the site. Import of fill material containing NOA at concentrations above the 0.25% threshold could represent a hazard to users of the proposed bike park. Mitigation Measure HAZ.2 requires verification of import material to ensure that fill material does not contain NOA above regulatory thresholds.

While the site has been the subject of intensive geologic investigations and no NOA has been discovered, these measures would further ensure compliance with the State Asbestos ATCM and would ensure that any asbestos hazard identified during construction or operation of the bike park is identified and mitigated to avoid hazards associated with potential exposure to asbestos from implementation of the proposed project.

Abandoned utility hookups and underground utilities are present on the abandoned building pad. Any utilities on site, including any on-site wastewater disposal systems, if present, would be abandoned or disposed of in accordance with Placer County regulations.

Construction activities would involve the use of common hazardous materials used in construction, including bonding agents used for joining pipe and conduit, and petroleum fuels, hydraulic fluids, and lubricants used in vehicles and equipment. Large quantities of these materials would not be stored at or transported to the construction site. By complying with storage and use guidelines included on the packaging and Material Safety Data Sheet of such chemicals, and by proper maintenance of construction vehicles used on site, potential hazards to the public or the environment from use, transport, upset or spill of hazardous materials would be minimized. Mitigation Measure HAZ.3 identifies further measures to avoid spills and reduce the potential for adverse impacts should a spill occur. Implementation of Mitigation Measure HAZ.3 would ensure that hazards associated with release of hazardous materials during construction would be less than significant.

c) No schools are located within 0.25 mile of the project site.

d) The project site is not included on lists of regulated hazardous materials facilities or sites of known contamination or spills maintained by the State Water Resources Control Board's GeoTracker or the Department of Toxic Substance Control's Envirostor databases. Of the cases for hazardous materials contamination or regulated facilities that are within the project vicinity, only one is reported open (PCWA Field Operations Center). However, this site is located at a lower elevation than the project site and as such would not affect the project site. Therefore, no impacts associated with disturbing a listed hazardous materials site would occur with implementation of the proposed action.

e-f) The site is not located within any airport land use plan and would result in no impact related to proximity to a public or private airport.

g) Access for emergency vehicles and residential traffic would be maintained at all times throughout construction. While Maidu Road would remain open at all times during construction, roadway width could be temporarily reduced during work in the road section, such as painting the crosswalk. Operation of the project would not restrict emergency vehicle access to the project site or surrounding areas. The project would result in a less than significant impact associated with impairing implementation of emergency response and evacuation plans.

h) Construction of the project would temporarily introduce potential sources of fire ignition as a result of equipment operation and other construction site activities, which would temporarily increase the risk of wildfire. However, construction personnel would be required to adhere to California Building Code and Fire Code standards for fire prevention during construction activities, which require that fire prevention practices be followed and that basic fire suppression equipment is maintained on site at all times. Through compliance with existing codes, risks associated with an elevated risk of wildfire during construction of the proposed bike park would be less than significant.

Users of the proposed bike park could represent another potential source of wildfire ignition. However, the site and surrounding Auburn State Recreation Area are frequently used by the public for recreational purposes and it is anticipated that the proposed bike park would result in no substantial increase in the risk of wildfire as a result of recreational use in the area. Residential areas and structures in the area are required to comply with defensible space requirements to reduce wildfire risks and the proposed bike park would result in no change in these requirements. Additionally, a shaded fuel break is already established in the area of the proposed bike park site to further reduce the risk of wildfire to residential areas upslope. Risk associated with increased risk of wildfire as a result of the proposed action would be less than significant.

Mitigation Measures

MM HAZ.1 If existing soil stockpiles on the site are disturbed and waste or evidence of contamination are observed, a qualified geologist or other environmental professional shall conduct soil sampling and laboratory analysis to characterize the materials present and determine appropriate measures for disposal or remediation of any hazardous materials detected by the analysis.

MM HAZ.2 Asbestos Hazard Mitigation Plan for Construction and Operation of the Proposed Bike Park

Construction and Earthwork

a. **Airborne Dust Control:** An asbestos dust mitigation plan shall be prepared in compliance with CCR Title 17 Section 93105 (*Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations*) and shall be approved by the Placer County APCD prior to being implemented during construction. All required measures shall be implemented throughout the duration of construction on the project site. Measures could include some or all of the following in accordance with the *Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations*:

   i. Construction vehicle speed at the work site must be limited to fifteen (15) miles per hour or less;

   ii. Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent visible emissions from exceeding 10% in opacity or from crossing the property line;

   iii. Areas to be graded or excavated must be kept adequately wetted to prevent visible emissions from crossing the property line;

   iv. Storage piles must be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile;

   v. Equipment must be washed down before moving from the property onto a paved public road; and

   vi. Visible track-out on the paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours.

b. **Earthwork and Operation - Potential NOA Area:** A registered geologist shall conduct observations of trails constructed within geologic areas with potential to contain NOA, the "Potential NOA Area," to determine whether the metavolcanic or ultramafic rock layer has been exposed, and in deep cuts and excavations in the Mehrten formation upslope of the Jump Track to confirm that the cut does not extend through the Mehrten formation into geologic units with potential to contain NOA. A qualified geologist shall

monitor and evaluate subsurface conditions in deep cuts and excavations in this area for potential NOA-containing soils or rock. The "Potential NOA Area" is collectively defined as areas underlain by metavolcanic and / or ultramafic rock, as mapped by the geologic evaluation prepared by Holdrege & Kull dated February 24, 2016, and the area within 15 feet to the west of the interpolated geologic contact line between the Mehrten formation area and areas underlain by metavolcanic and / or ultramafic rock.

Within the mapped Potential NOA Area, the Auburn Recreation District or their contractor shall implement the following measures:

i. Prevent disturbance of NOA, ultramafic rock, or metavolcanic rock within public access areas by paving or by providing a top cover of at least 3 inches of clean imported fill, or with in-fill material where the asbestos content has been determined by soil samples and lab analysis to be less than 0.25% as established by CARB Method 435. Public access areas are defined as areas where public access is intended or anticipated. Existing topsoil may be deemed to provide clean cover if at least 3 inches of compacted topsoil is maintained and the topsoil contains less than 0.25% asbestos, as determined by pre-construction sampling and laboratory analysis. All public access areas in the Potential NOA Area having less than 3 inches of clean cover shall be provided with additional cover until at least 3 inches of clean cover is established.

ii. In non-public access areas, construct barriers, curbs, fences, gates, posts, signs, or other effective control measures to limit public access. Non-public access areas are areas where public access is limited by signs prohibiting access and/or physical barriers.

iii. No fill material shall be taken from the Potential NOA area.

iv. Ensure that all cover is imported clean cover materials, determined by a registered geologist as having come from source(s) having no likelihood of having asbestos content, or shown by bulk sampling and lab analysis to have less than 0.25% asbestos content as established by CARB Method 435.

c. **NOA Discovery – Potential NOA Area:** If naturally-occurring asbestos is discovered in the Potential NOA Area during project construction or operation, the Auburn Recreation District shall:

   i. Provide written notification to the PCAPCD by the next business day following the discovery; and

   ii. Determine the extent of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock presence and whether the discovered material is naturally occurring in this location or from fill.

   iii. Submit a proposed mitigation plan to PCAPCD within fourteen (14) days of the discovery of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock, incorporating additional mitigation measures. The mitigation plan shall be submitted to PCAPCD for review and approval prior to implementation.

   iv. Additional mitigation measures shall include, but are not limited to:

      1) For public access areas, placement of at least 12 inches of clean imported fill, or on-site fill material where the asbestos content determined by soil samples and lab analysis is less than 0.25% as established by CARB Method 435. Clean imported fill is as previously defined;

      2) For non-public access areas, installation of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other effective measures to minimize soil disturbance.

d. **NOA Discovery – Mehrten Formation:** If naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock is discovered in the area identified in Figure 6 of the Holdrege & Kull *Geologic Evaluation: Proposed Maidu Bike Park*, dated February 24, 2016, as the Mehrten Formation, the owner /operator shall:

   i. Provide written notification to the PCAPCD by the next business day following the discovery; and

   ii. Determine the extent of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock presence and whether the discovered material is naturally occurring or from fill.

   iii. Submit a proposed mitigation plan to PCAPCD within fourteen (14) days of the discovery of naturally-occurring asbestos, serpentine,

ultramafic rock, or metavolcanic rock, incorporating additional mitigation measures. Approval of the plan by PCAPCD is required.

iv. Additional mitigation measures shall include, but are not limited to:

1) For public access areas, placement of at least 12 inches of clean imported fill, or with in-fill material where the asbestos content determined by the soil samples and lab analysis to be less than 0.25% as established by CARB Method 435. Clean imported fill is as previously defined;

2) For non-public access areas, installation of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other effective measures to minimize soil disturbance.

e. **Fill Material:** Fill for the jump track shall be clean imported fill or material derived from cut on the western side of the jump track location or soil that is presently stockpiled in the vicinity, and which was assessed in the Holdrege & Kull Geologic Evaluation: Proposed Maidu Bike Park, dated February 24, 2016 (Holdrege & Kull, 2016), to be free of observable ultramafic or metavolcanic rock, and determined through sample analysis to be free of asbestos.

Post-Construction Monitoring

A post-construction monitoring program shall be implemented to ensure continuation of the measures described above for the life of the project, including maintenance of clean cover for public access areas located within the Potential NOA Area, and maintenance of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other measures implemented to minimize soil disturbance in the non-public access areas within the Potential NOA Area.

Monthly monitoring shall be performed by ARD to verify that potentially asbestos-containing materials are not disturbed. Any exposed serpentine, metavolcanic rock, or ultramafic rock shall remain covered by at least 3 inches of compacted clean soil, and 12 inches for exposed NOA. Monitoring shall be performed/overseen by a qualified geologist whenever earth-disturbing work other than routine trail maintenance is proposed in the Potential NOA Area. Examples of earth-disturbing work that would require monitoring/oversight by a qualified geologist include earthwork, construction of additional trails, re-routing trails, or disturbance of approved cover on existing trails.

MM HAZ.3 The following measures shall be implemented prior to and during construction and shall be incorporated into project plans and specifications.

- All equipment will be inspected by the contractor for leaks prior to the start of construction and regularly throughout project construction. Leaks from any equipment shall be contained and the leak remedied before the equipment is again used on the site.
- BMPs for spill prevention shall be incorporated into project plans and specifications and shall contain measures for secondary containment and safe handling procedures according to the product Material Safety Data Sheets.
- A spill kit shall be maintained on site throughout all construction activities and shall contain appropriate items to absorb, contain, neutralize, or remove hazardous materials stored or used in large quantities during construction.
- Project plans and specifications shall identify construction staging areas and designated areas where equipment refueling, lubrication, and maintenance may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be approved by the Auburn Area Recreation and Park District. Potential sites include the lower parking lot serving the CVCC and the shoulder of Maidu Drive.
- In the event of any spill or release of any chemical during construction, the contractor shall immediately notify the Auburn Area Recreation and Park District.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Affected Environment / Environmental Setting

Drainage from the site is generally by sheetflow downslope to the east. Stormwater from the CVCC lower parking lot is collected in the drop inlet on the south end of the lot and discharges just downslope of the Shirland Canal. No natural drainage features occur within the project area. Three drainage features occur in close proximity to the existing trail alignment where maintenance activities would occur as part of the proposed project: a small drainage basin exists several yards north of the intersection of the proposed bypass trail and Pleasant Avenue; a small seep and roadside ditch along the upslope side of the unnamed road, and a small intermittent drainage that crosses via a culvert under the unnamed road; these features are not within the anticipated disturbance area associated with the proposed project. The site is not within a FEMA-mapped floodplain.

Environmental Consequences / Environmental Impacts

No Action

The No Action Alternative would result in no change in existing hydrological conditions on site. Community demand for a bike park facility would remain unmet and it is likely that a bike park facility would be constructed elsewhere to meet that demand.

Proposed Action

a.-j) The proposed bike park includes no change to natural flow patterns on site, no residential development, and proposes no changes or structural impediments to on-site hydrology. No new groundwater sources or contracts would be necessary to provide water to the project. The project would construct a bike park with compacted earthwork that would reduce stormwater infiltration. On-site operational stormwater BMPs would be included as prescribed by the erosion control plan or the SWPPP that would be prepared for the proposed bike park project and the project would be required to comply with applicable waste discharge requirements. The project would require no change in any existing stormwater facilities. Project plans include measures to protect the Shirland Canal from sediment delivered by stormwater runoff from the bike park. No direct stormwater piping would discharge into the canal and erosion control measures would be implemented to prevent sediment and debris from entering the canal.

Construction activities on site would implement BMPs for erosion control and stormwater quality maintenance during project construction, as specified in the erosion control plan or SWPPP. This could include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs. As specified in project plans and required by Mitigation Measure GEO-1, erosion control measures consistent with Placer County Resource Conservation District's "*Erosion and Sediment Control Guidelines for Developing Areas of the Sierra* Foothills and Mountains" would be implemented to limit erosion on the project site. Measures could include straw wattles, silt fences, water bars, revegetation and seeding, mulch application, tarping of soil stockpiles, limited operating periods, and other measures proven effective for controlling erosion and sediment transport. Proposed maintenance of the existing trail alignment would be performed in accordance with California State Parks standards to protect against erosion of the trail surface and concentrated runoff. With implementation of required erosion control measures and BMPs, impacts from erosion and sedimentation would be less than significant and no additional mitigation measures are necessary.

With implementation of measures to ensure hazardous materials spill prevention required by *Mitigation Measures GEO-1* and *HAZ-1*, the proposed action would have a less than significant impact associated with changes in on-site hydrology and water quality.

Mitigation Measures

No mitigation measures are necessary with implementation of required and proposed BMPs.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Affected Environment / Environmental Setting

Bike Park and Observation Area

The project site includes open space as well as a parking lot in the northwest portion of the site, which is currently used for overflow parking for the CVCC. A portion of the project site was previously developed with modular offices used by FHWA during the Foresthill Bridge project. These modular offices have since been removed from the site and a graded and graveled pad and utilities connections remain. PCWA's Shirland Canal bisects the project area. The berm on the east side of the canal is used as a path by hikers, runners, cyclists, and equestrians and provides access to Overlook Park and a more northern portion of Pleasant Avenue as well as the greater trail system in the Auburn State Recreation Area. The portion of the site downslope and east of the Shirland Canal is vacant oak woodland.

Reclamation owns the project property in fee title. The project site is part of the Auburn Dam and Reservoir Area Lands, which are associated with Reclamation's Auburn-Folsom South Unit, American River Division, CVP. Providing public recreational opportunities is a crucial component of Reclamation's strategic planning throughout the West (Reclamation 2009).

The MPA entered into between ARD and Reclamation grants ARD the non-exclusive right to construct and/or install, develop, manage, maintain and operate public recreation facilities on the real property in the Railhead Park and Auburn Dam Overlook Areas (Overlook Park) and the Administration Building site on Maidu Drive (Maidu site). The Administration Building portion includes the proposed bike park project site.

The project site is in unincorporated Placer County within the boundaries of the County's General Plan. The County designates the project site as Greenbelt/Open Space, which designates land intended for natural resource conservation and outdoor recreation, including lands owned by the Bureau of Reclamation. Typical land uses within Greenbelt/Open Space include low-intensity agricultural and public recreational facilities.

Existing Trails Maintenance

Maintenance would be performed along the existing trail between the bike park project site and Pleasant Avenue and along an approximately 1-mile section of an existing road and trail alignment between Pleasant Avenue and the China Bar access road. The proposed trails maintenance would occur within Reclamation lands operated by California State Parks as part of the Auburn State Recreation Area.

Environmental Consequences / Environmental Impacts

No Action

No changes would occur under the No Action Alternative. The project site would continue to be operated under the terms of the MPA between Reclamation and ARD and future development could occur, though the type of development is unknown. The public demand for a bike park would remain unmet under the No Action Alternative and it is likely that a bike park would be constructed elsewhere within ARD's boundaries in the near future.

Proposed Action

a-c) The proposed action would construct a bike park and an observation area on Reclamation land that is subject to the terms of the MPA which grants ARD the use of the land for recreational uses. The project would conform to the land use designation of the project site in the Placer County General Plan and would be consistent with the recreational uses and development envisioned by ARD and Reclamation under the MPA. Maintenance of the existing trail alignment would occur on land managed for recreation by California State Parks as part of the Auburn State Recreation Area and would improve and add to

the existing trail system in the area. The project includes no components that would result in a physical division of an established community or that would conflict with other applicable land use policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project area does not fall within the jurisdiction of any habitat conservation plan or natural community conservation plan.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The project site supports no mining activity. The Placer County General Plan assigns a Greenbelt/Open Space land use designation to the proposed bike park site and the existing trail alignment below Pleasant Avenue is within the Auburn State Recreation Area. Mineral resource extraction is not an allowable activity within the Greenbelt/Open Space designation or within the Auburn State Recreation Area. The project site does not provide access to any known mineral resources nor is it a part of a locally important mineral resource recovery site. No mining currently occurs on the project site.

Environmental Consequences / Environmental Impacts

No Action

The No Action Alternative would result in no change in the availability of or access to mineral resources. Mineral extraction is not an allowable use under the General Plan or within the Auburn State Recreation Area. Community demand for a bike park facility would remain unmet under the No Action Alternative and it is likely that a bike park facility would be constructed elsewhere.

Proposed Action

a-b) The proposed action would have no impact on access to or availability of any mineral resources.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE—Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The background and analysis in this section relies on the *Auburn Recreation District Bike Park Environmental Noise Assessment* prepared by J.C. Brennan and Associates, Inc (J.C. Brennan & Associates, 2014).

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal

over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime weighting is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 6 lists several examples of maximum noise levels associated with common noise sources.

Table 7
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
--	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	--
Gas Lawn Mower at 1 m (3 ft)	--90--	--
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
--	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: J.C. Brennan and Associates, Inc., 2014 citing Caltrans, *Technical Noise Supplement, Traffic Noise Analysis Protocol*. November 2009.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted; the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dBA per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

Regulatory Setting

The site is within the boundaries of the County's General Plan and is governed by the policies and regulations of the Placer County General Plan. The noise level standards of the City of Auburn's General Plan govern nearby uses. The City of Auburn's hourly noise level standard (L_{eq}) for new projects affected by or including non-transportation noise sources is 55 dB (7 a.m. to 10 p.m.). Placer County's hourly noise level standard (L_{eq}) for stationary noise sources is also 55 dB (7 a.m. to 10 p.m.). The maximum allowable noise exposure due to transportation noise sources for residential land uses and neighborhood park uses are 60 dBA and 70 dBA, respectively, in both the City of Auburn and Placer County.

Approved construction activities that generate temporary noise during 6:00 a.m. to 8:00 p.m. on Monday through Friday or 8:00 a.m. through 8:00 p.m. on Saturday and Sunday are exempt from adopted noise standards, provided that all construction equipment is fitted with factory-installed muffling devices and is maintained in good working order (Placer County Code, Section 9.36.030).

Existing Noise Levels

Noise levels in the project area were measured southwest of the project site at the nearest sensitive receiver property line on the west side of the project site, east of the CVCC lower parking lot, and south of the project site on the northern boundary of the PCWA corporation yard (Figure 3). The noise level measurements were conducted between Monday and Thursday, October 27-30, 2014 and between Monday and Wednesday, November 10-12, 2014. The noise level measurements were conducted to determine typical background noise levels and for comparison to the project related noise levels.

The observed noise sources on the west side of the project site included roadway traffic on Vista Del Lago and heavy equipment loading noise associated with the PCWA Corporation yard activities. The L_{eq} measured under existing conditions ranged from 43-50 dBA. The observed noise sources east of the CVCC lower parking lot included roadway traffic on Maidu Drive and people jogging and talking along the PCWA irrigation canal trail. The L_{eq} measured at this site under existing conditions ranged from 41-44 dBA. The observed noise sources south of the project site on the northern boundary of the PCWA corporation yard included roadway traffic on Maidu Drive, Pleasant Avenue and equipment activities at the PCWA Corporation yard. The L_{eq} measured at this site under existing conditions ranged from 43-46 dBA.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, the bike park would not be constructed and no change in ambient permanent or temporary noise levels would occur. Noise levels in the area would comply with City of Auburn and Placer County regulations. The public demand for a bike park would remain unmet under the No Action Alternative and it is possible that a bike park would be constructed elsewhere within ARD's boundaries. Impacts associated with siting a bike park at an alternate location are unknown as no detailed noise studies have been carried out for other sites.

Proposed Action

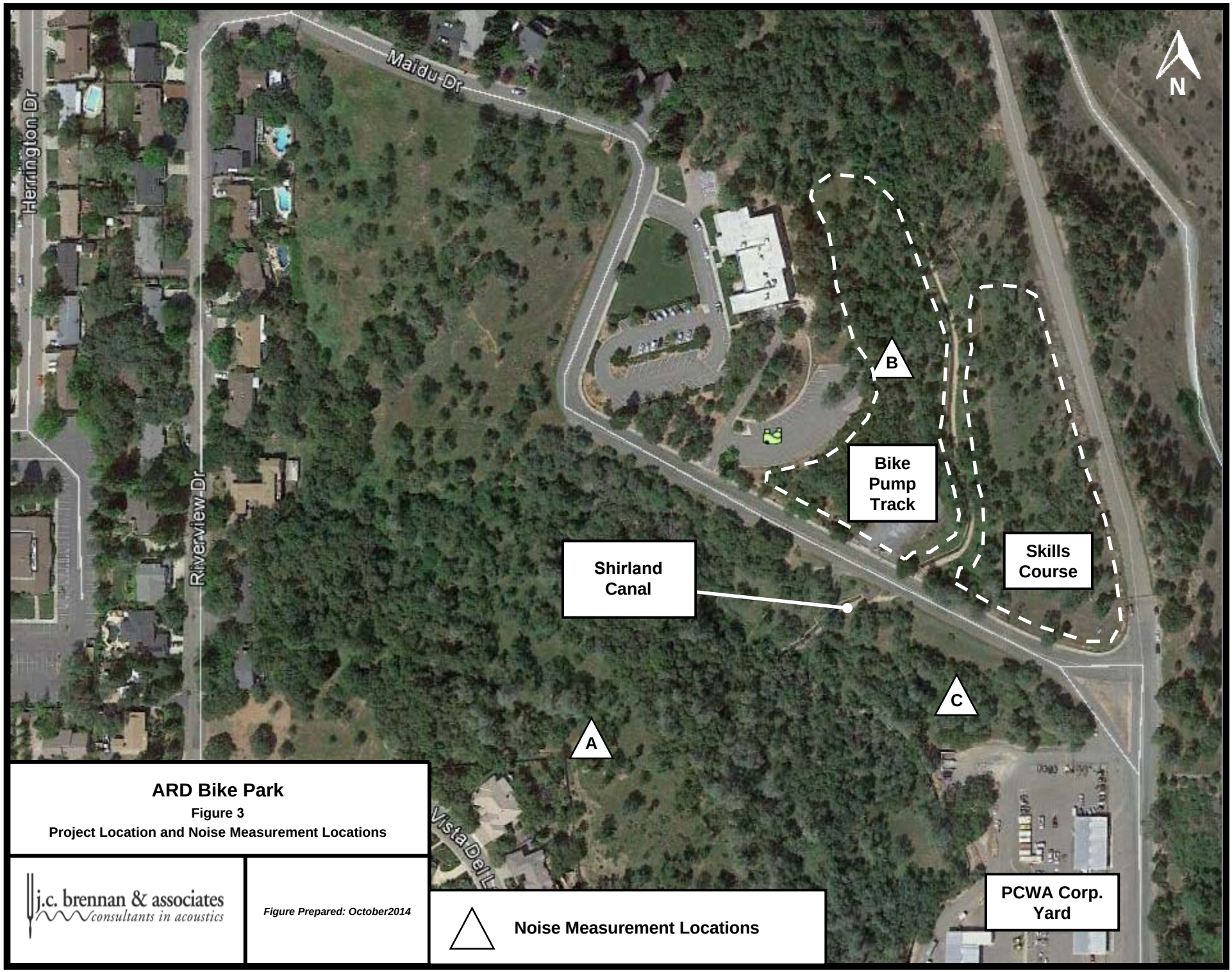
a) Construction

The proposed bike park would generate temporary construction noise associated with vegetation removal, earthwork, and revegetation. Noise would be generated by workers, vehicles, and construction equipment, and would be anticipated to intermittently exceed the 55 dbA noise level standard for residential areas over a period of approximately 90 days. While noise levels would be elevated, no blasting or pile-driving is anticipated as part of construction. Noises generated by temporary construction activities would be exempt from applicable noise standards if generated within normal construction hours (6:00 a.m. to 8:00 p.m. on weekdays, 8:00 a.m. to 8:00 p.m. on weekends); noise-generating construction activities would be restricted to these hours. Temporarily elevated noise levels as a result of construction operations that occur during noise-exempt days and hours would be less than significant.

Operation

The primary noise sources associated with the proposed bike park are individuals yelling or cheering and some parking lot activities. To evaluate future noise levels associated with the proposed bike park, J.C. Brennan and Associates measured noise levels at the City of Folsom bike park and developed noise level contours using the CadnaA noise prediction model, which can account for multiple noise sources, line noise sources, noise source heights, and topographical shielding. Direct inputs to the CadnaA model included noise level data collected for the Folsom bike park which was converted to an area-wide sound power level of 103 dBA (60 dBA at a distance of 150 feet) for all trails on the bike park. An additional 3 dB was added to the modeling to account for up to 20 bicyclists at any one time, which is considered a high estimate of users at any one time. Other inputs included the bike park layout including the grading and surrounding topography.

The proposed bike park would result in predicted hourly noise levels of 50-55 dBA immediately adjacent to the project site and 40-45 dBA within approximately 750 feet of the project site. The nearest noise sensitive receptors, which include residences, are outside of the predicted noise contours of the project and would not experience a change in noise levels due to the project (refer to Figure 4 for modeled noise contours). These noise levels would comply with Placer County and City of Auburn noise levels for stationary sources, which are 55 dBA L_{eq}.



ARD Bike Park

Figure 3

Project Location and Noise Measurement Locations

j.c. brennan & associates
consultants in acoustics

Figure Prepared: October2014

Noise Measurement Locations

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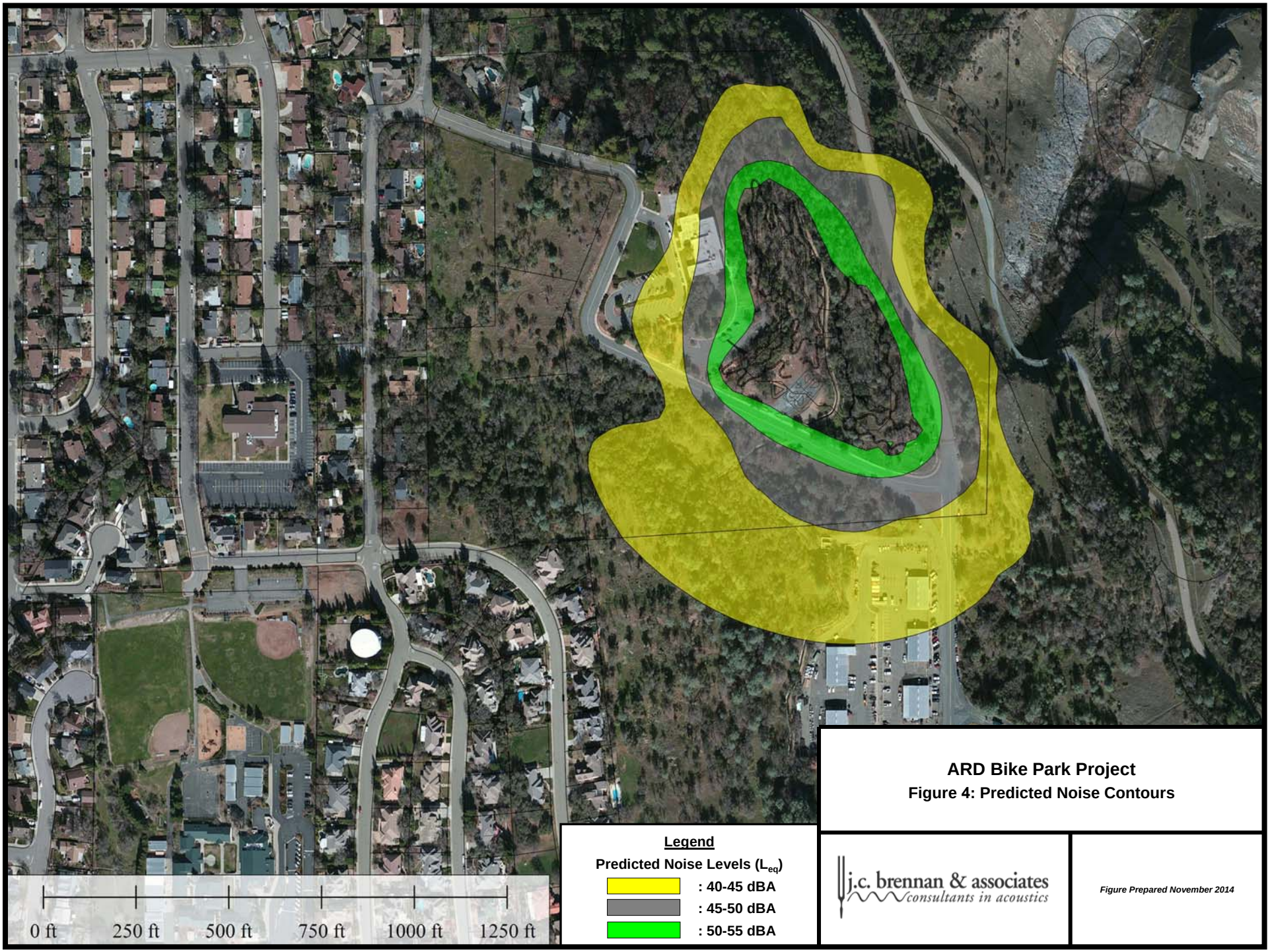

ARD Bike Park Project

Figure 4: Predicted Noise Contours

j.c. brennan & associates
consultants in acoustics

Figure Prepared November 2014

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Operation of the project would result in a less than significant increase in ambient noise levels and would comply with the relevant noise standards for the project area. To further minimize impacts associated with noise levels generated by operation of the bike park during early morning hours when noise could be more noticeable to residential uses in the area, *Mitigation Measure NOISE-1* would be implemented. This measure would restrict the hours of operation to between 8:00 a.m. and dark (or 9:00 p.m.) to allow ample time for bike park users to leave the site prior to 10:00 p.m. and restrict early morning noise generating activities. *Mitigation Measure NOISE-1* would also prohibit amplified voice or music at the bike park except as allowed by ARD permit for special events. Impacts associated with exposure of persons to noise levels in excess of standards would be less than significant.

b) Substantial ground-borne vibration typically occurs as a result of blasting or pile-driving activities in close proximity to sensitive receptors. No such activities would be necessary for this project and no sensitive receptors are in close proximity to the main grading area on the project site. Earthwork and vegetation removal associated with the constructing the proposed bike park would be temporary and would generate minimal groundborne vibration or noise and impacts associated with groundborne vibration or noise levels would be less than significant.

c) Please refer to item XII(a) for a discussion of operational (permanent) noise levels.

d) Construction activities associated with the proposed action are expected to result in elevated noise levels periodically during the anticipated 90 days it would take to construct the project. Noise would be the result of operating construction equipment for clearing vegetation and grading. However, construction activities generating noise in excess of Placer County and City of Auburn noise standards would occur only during hours and days when construction activities are exempt from these standards, as described in Setting above. Temporary and periodic increases in ambient noise levels during hours and days when approved construction activities are exempt from adopted noise standards would be considered less than significant.

e-f) The proposed action is not within an airport land use plan or within two miles of any public airport or private airstrip.

Mitigation Measures

MM NOISE-1 Use of the bike park shall be restricted to the hours of 8:00 a.m. to dark (and at no time later than 9:00 p.m.) daily. No amplified voice or music shall be allowed to be used within the bike park except under a special event permit issued by ARD. Not more than five (5) special event permits shall be issued annually and

notice of special events shall be provided at least ten days in advance of issuing the permit by posting on the bike park site.

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

Affected Environment / Environmental Setting

No homes exist within the project area and no portion of the project area is within a residential zone district.

Environmental Consequences / Environmental Impacts

No Action

No homes currently exist on the project site. The No Action Alternative would result in no change in site conditions and would result in no population growth and would not displace people or homes.

Proposed Action

a-c) The proposed action would construct a recreational bike park to serve the community. The bike park project would not increase the capacity of the existing water supply system or extend infrastructure that would facilitate additional residential development or population growth. No homes or people would be displaced by the proposed action as no residential development currently exists on site.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. UTILITIES AND PUBLIC SERVICES –Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools	☐	☐	☐	☒
Parks	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The project site is within Placer County and is served by the following public services.

- **Fire Protection:** The project area is within Placer County and is under the jurisdiction of Placer County Fire, which contracts with CalFire to provide fire protection services for unincorporated areas in the County. Fire agencies in Placer County have an automatic and mutual aid agreement which ensures that three fire protection agencies would respond to any emergency in the project area. Responding agencies could include: Auburn Fire Department, CalFire, Newcastle City Fire Department and others. The nearest fire station is Auburn Fire's Maidu station located on the corner of Maidu Drive and Auburn-Folsom Road.
- **Police Protection:** The project area is in Placer County and is within the jurisdiction of the Placer County Sheriff's Office, though it is on the border between the City and the County. Additional law enforcement assistance is provided within the area by the Auburn Police Department, the California Highway Patrol, and California State Parks.

- **Schools:** The proposed bike park project is within the Auburn Union Elementary and Placer Union High School Districts. Children residing in the project vicinity attend Skyridge Elementary School, E.V. Cain Middle School or Placer High School, according to their age group.
- **Parks:** Parks and recreation facilities in the area are operated and maintained by ARD and California State Parks. Auburn State Recreation Area adjoins the project site across Pleasant Avenue. ARD's Overlook Park and Railhead Park facilities are approximately one mile north of the project site.
- **Other Public Facilities:** The City of Auburn Department of Public Works, Placer County Department of Public Works and Facilities Services are responsible for maintaining streets, infrastructure, and other public facilities in the project area including Shirland Canal and buildings south of Maidu Drive.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, the bike park would not be constructed and no maintenance would be performed on existing trails. No new public service facilities would be required under the No Action Alternative, however, the identified need or community demand for a bike park facility would not be met and the community would continue to seek a location to construct a bike park facility.

Proposed Action

a) Constructing the proposed bike park is not expected to result in a substantial change in the use of existing recreational facilities, such as trails, in the area, since users are expected to remain mostly within the bike park. Bicycles used for bike park riding are generally not the same type of bicycle that is used for trail riding or mountain biking.

The project would generate no increase in population in the project area and is therefore expected to be served adequately by existing public utilities and public services including fire protection, police protection, public schools, and other public facilities and services. Construction of new facilities would not be required as a result of implementing the proposed bike park project.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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?	☐	☒	☐	☐

Affected Environment / Environmental Setting

The parks nearest the project site are Overlook Park and Railhead Park, which are both approximately one mile north of the project area and are operated by ARD. Overlook Park provides views to the North Fork American River canyon and has a skateboard park. Railhead Park has soccer fields and a picnic area. The Auburn State Recreation Area adjoins the project site and offers trails, boating, and many other outdoor facilities and activities.

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, the bike park and bypass trail would not be constructed. Maintenance of the existing trail alignment would likely not occur in the next year No change in the use of existing recreational facilities would be expected. The demand for a bike park facility would not be met, so a bike park could be constructed elsewhere with similar impacts to the proposed action. Under the No Action Alternative fence repairs and trail tread improvements would not be made to trail segments within the Auburn State Recreation Area and these facilities would remain in need of repair and improvement.

Proposed Action

a) The project would generate no increase in population in the area that would result in increased use of existing recreational facilities with potential to degrade such facilities. Impacts associated with accelerated physical deterioration of existing parks would be less than significant.

b) The proposed action is development of a recreational bike park facility that is proposed to meet community demand for a bike park facility in the Auburn area. Environmental effects of the proposed project are evaluated in this document. Implementation of mitigation measures identified in this EA/IS would ensure that all impacts remain less than significant.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC –Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	☐	☐	☒	☐

Affected Environment / Environmental Setting

The discussion and analysis in this section relies on the *Traffic Impact Assessment for the ARD Bike Park* prepared by K.D. Anderson & Associates, Inc (KDA) (K.D. Anderson & Associates, 2014).

Existing Roadway System

The project site is accessed via a system of arterial, collector, and local streets, as well as trails, that serve the area.

Auburn Folsom Road is a major north-south arterial street that links the site with Interstate 80 and the balance of the Auburn area to the north, as well as Indian Hill Road and the portion of the ARD to the south. Auburn Folsom Road is a four lane facility north of the Maidu Drive intersection and a two lane rural arterial to the south.

Maidu Drive is a collector street that extends easterly from a signalized intersection on Auburn Folsom Road for roughly 1½ miles through established neighborhoods to Overlook Park and the roads current terminus at Riverview Drive near the Administration Center. The southern half of Maidu Drive is a wide two lane road with a posted speed limit of 35 mph. The roadway narrows as it turns to the north and enters the Auburn State Recreation Area, and the speed limit in this area is 25 mph. Adjoining ARD's facilities Maidu Drive is roughly 38 feet wide with sidewalk on one side of the roadway. The easternmost segment of Maidu drive extends into Placer County.

Skyridge Drive is a local-collector street that extends east from an all-way stop intersection on Sacramento Street for slightly more than ¼ mile to an intersection with Riverview Drive. Skyridge Drive is a two lane street with pavement roughly 26 to 38 feet wide. Intermittent curb, gutter and sidewalk exist. Numerous driveways serve single family residences, and on-street parking is permitted. The speed limit is 25 mph.

Riverview Drive is a local-collector street that extends south from Skyridge Drive to the northern Maidu Drive intersection before continuing southerly for a ½ mile through the residential neighborhoods east of Skyridge Elementary School (E.S.) to its terminus on Maidu Drive opposite Falcons Point. The width and condition of Riverview Drive vary. In the area north of Maidu Drive Riverview Drive is generally 20 feet wide, and there are varying shoulders but no sidewalks. The posted speed limit is 25 mph. Similar conditions exist south of the tight curve that connects Riverview Drive to the Maidu Drive intersection. The portion south of Mary Jane Court – Vista Del Lago to Maidu Drive was constructed more recently, and in this area the roadway is generally 36 feet wide (curb to curb, with sidewalks).

Canyon Creek Drive is a planned local street that will be constructed between Maidu Drive and Vista Del Lago as part of the approved Canyon Creek Subdivision. This road will be 36 feet wide.

Vista Del Lago is a two lane local street that extends from the Riverview Drive – Mary Jane Court intersection south to an intersection on Riverview Drive just north of Maidu Drive. Vista Del Lago is generally 36 feet wide curb to curb with sidewalks, and on-street parking is permitted.

Alternative Transportation Modes

The project area is accessed by facilities that accommodate bicycles, pedestrians and equestrians.

Skyridge Drive, Riverview Drive and Maidu Drive are identified in Placer County Transportation Planning Authority's (PCTPA) City of Auburn and Placer County regional bike plans as bicycle routes, although formal bicycle lanes do not exist. It is also possible to reach the project site via the gated Pleasant Avenue and the numerous informal connections, such as the path along the Shirland Canal and other trails linking the project area with downtown Auburn and neighborhoods north of the site. Signs posted by the City of Auburn posted designate a bike trail turning from Pacific Avenue onto Pleasant Avenue.

Evaluation Methodology/Significance Criteria

The City of Auburn General Plan EIR identifies two methodologies for evaluating the adequacy of its street system and for assessing traffic impacts. The Placer County General Plan uses one of those methodologies (LOS). The project site is in Placer County while most of the roads accessing the site are in the City of Auburn.

Level of Service (LOS) is a methodology employed by Caltrans, Placer County, and the City of Auburn to describe the quality of traffic flow on highways, streets and at intersections. LOS is based on the relationship between traffic volume and the capacity of a facility in order to describe conditions for motorists in terms of the delay. The Circulation Element of the City of Auburn General Plan identifies LOS D as the significance threshold below which impacts are considered significant.

Traffic Intrusion on Residential Environment (TIRE). The Auburn General Plan EIR also makes use of the TIRE index to describe the relative effect of additional vehicular traffic in residential areas. TIRE is expressed by index values that range from zero, representing the least effect of traffic, to five, representing the severest effect. According to TIRE, a given change in street traffic volume will cause a greater impact on a street with low pre-existing traffic volumes than it will on a street with higher pre-existing traffic volumes. Streets with TIRE levels above the midrange of 3.0 are Traffic-Dominated, while those with indexes below 3.0 are considered to be better suited for residential activities. Conversion of a residential street index value (<3) to a traffic dominated street index value (>3) is considered a significant impact.

Existing Traffic Conditions

New weekday and Saturday 24-hour daily volume counts were taken by KDA on key roadway segments in October 2014 to obtain existing traffic conditions data. Count data was collected for the following roadway segments in the vicinity of the project:

1. Riverview Drive from Skyridge Drive to Maidu Drive
2. Riverview Drive from Maidu Drive to Vista Del Lago
3. Skyridge Drive from Sacramento Street to Riverview Drive
4. Maidu Drive from Auburn-Folsom Road to Burlin Way

The volume of traffic to the project area roads is relatively low and would be indicative of LOS B or better on all streets based on the City of Auburn General Plan thresholds for LOS.

Comparison of the observed traffic volumes with TIRE index thresholds indicates that the weekday volume on Skyridge Drive falls into the lowest level of the Traffic Dominated range, and that the Saturday volume was close to but did not reach that level. The daily volumes on Riverview Drive are well below the traffic dominated threshold. *Table 7* contains the Existing Daily Traffic Volumes, LOS, and TIRE Index values for the relevant roadways.

A field review of the circulation system was conducted to identify any particular safety issues. The field review concluded that there are locations where the roadway alignment in neighborhoods is relatively narrow and shoulder areas available for pedestrians are limited (no sidewalks exist in some areas). However, the review also concluded that the street system is adequate for the relatively low traffic volumes carried in these areas.

Table 8
Existing Roadway Conditions (TIRE and LOS)

Street	From	To	Class	Existing Friday			Existing Saturday		
				Daily Volume	*TIRE Index*	*Traffic Dominated?*	*Daily Volume*	*TIRE Index*	*Traffic Dominated?*
Skyridge Street	Sacramento Street	Riverview Drive	Local	1,020	3.0	Yes	870	2.9	No
Riverview Drive	Skyridge Drive	Maidu Drive	Local	414	2.6	No	351	2.6	No
Riverview Drive	Maidu Drive	Vista Del Lago	Local	205	2.3	No	263	2.4	No

Street	From	To	Class	Existing Friday		Existing Saturday	
				Daily Volume	*Level of Service*	*Daily Volume*	*Level of Service*
Maidu Drive	Wildwood Drive	Burlin Way	Collector	3,095	B	2,340	B

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, the proposed bike park, bypass trail, and proposed trail maintenance activities would not be implemented in the project area. No additional trips would be added to the local roadways by the proposed action, though traffic would increase by the anticipated Canyon Creek subdivision when that project is implemented. Trips added by the Canyon Creek subdivision would result in Skyridge Drive becoming Traffic Dominated on Saturdays according to TIRE Index values. Skyridge Drive is Traffic Dominated on weekdays in the present condition, so this would not change the overall character of the roadway as measured by the TIRE Index.

Proposed Action

a and b) **Trip Generation.** Future trip generation is typically estimated using trip rates published by the Institute of Transportation Engineers (ITE) for a specific type of facility or use. Since no standard trip generation rates are available for bike parks, the number of motor vehicle trips expected to be generated by the proposed bike park was based on what is considered conservative estimates of user numbers on weekdays (40 persons) and weekends (up to 150 persons during special events) that were derived from discussions with operators of similar facilities and anticipated demand. These rates are considered conservative and are expected to represent a worst-case scenario for facility use and trip generation. The mode of transportation of these users was then estimated based on the assumed age of users and the location of their residences relative to the proposed bike park to arrive at estimated trip generation and assumptions regarding the route users would take to get to the facility. While the bike park is expected to be used by persons of various ages, trip generation rates assumed that the majority of users would fall into the age groups that would not be capable of driving themselves to the facility.

Based on these assumptions, the total daily trip generation estimate on a weekend is 278 with half of the trips are traveling to the site and half the trips are traveling from the site. Under these assumptions 25% of the weekend users would be expected to be riding their bicycle to the site, while another 25% would be carpooling with another user. The effective overall rate is 1.85 daily trips per user. Please refer to Table 8, below, for trip generation assumptions and estimates.

Table 9
Weekend Trip Generation Assumptions and Estimates

Age Group	% of Total	Weekend Users
2-6	10%	15
6-12	40%	60
12-15	40%	60
15+	10%	15
	100%	150
Travel Group	**Travel Modes**	**Daily Auto Trips per user**
A	Parent Drive and Stay	2
B	Parent Drive, Drop-off and Return	4
C	Drive Self	2
Travel Group	**Travel Modes**	**Daily Auto Trips per user**
D	Ride Bike to Site and Back	0
E	Drive with Another User	0

Daily Vehicle Trip Generation – Age Group and Total						
*Age Group/**Users***	*A*	*B*	*C*	*D*	*E*	*Trips/Age Group*
2-6/**15**	90%	0%	0%	0%	10%	
	27	-	-	-	0	**27**
6-12/**60**	20%	35%	0%	25%	20%	
	24	84	-	0	0	**108**
12-15/**60**	0%	50%	0%	30%	20%	
	-	120	-	0	0	**120**
15+/**15**	0%	25%	25%	30%	20%	
	-	15	8	0	0	**23**
Total Users All Age Groups = 150						
Total Trips/Travel Group	**51**	**219**	**8**	**0**	**0**	
Grand Total Trips/Day All Groups						**278**

The trip generation estimate for weekday use is much lower and is shown in Table 9. After school use was assumed to be by students at Skyridge Elementary School and Placer High School and it was assumed that a greater proportion of users would be riding bicycles to the site during this time period. Based on these assumptions a total of 45 daily trips, or 1.1 daily trips per user, is expected.

Table 10
Weekday - Trip Generation Assumptions and Estimates

Age Group	% of Total	Weekday Users
2-6	0%	0
6-12	60%	24
12-15	30%	12
15+	10%	4
	100%	40

Travel Group	Travel Modes	Daily Auto Trips per user
A	Parent Drive and Stay	2
B	Parent Drive, Drop-off and Return	4
C	Drive Self	2
D	Ride Bike to Site and Back	0
E	Drive with Another User	0

Daily Vehicle Trip Generation

*Age Group/**Users***	*A*	*B*	*C*	*D*	*E*	*Trips/Age Group*
2-6/**0**	90%	0%	0%	0%	10%	
	0	-	-	-	0	**0**
6-12/**24**	20%	20%	0%	40%	20%	
	10	19	-	0	0	**29**
12-15/**12**	0%	20%	0%	60%	20%	
	-	10	-	0	0	**10**
15+/**4**	0%	25%	25%	30%	20%	
	-	4	2	0	0	**6**
Total Users All Age Groups = 40						
Total Trips/Travel Group	**10**	**33**	**2**	**0**	**0**	
Grand Total Trips/Day All Groups						**45**

Trip Distribution. To obtain an estimate of the number of vehicle trips the bike park would generate on streets in the project area, the directional distribution of trips generated by the bike park was then evaluated based on factors such as the locations of residences within ARD boundaries and the mode of transportation selected by users based on proximity to the bike park. It is expected that residents of more distant locations within ARD would be more likely to use the park on weekends.

The assumptions used in the analysis for trip distribution and modal choices are given in Table 10. Roughly 78 percent of weekend traffic is expected to arrive from the north, 13 percent is anticipated from the south and 9 percent is expected from within 0.5 mile of the bike park.

Table 11
Weekend Trip Distribution

Direction	Location	Modal Choice			
				Automobile	
		Share	*Bike Share*	*Share*	*Directional Distribution*
South	South of Indian Hill Rd	10%	0%	100%	13%
Local	Within ½ mile radius	25%	75%	25%	9%
North	Within 1 mile radius	25%	25%	75%	25%
	Beyond 1 mile	40%	0%	100%	53%
Total		**100%**	**25%**	**75%**	**100%**

Trip Assignment. The routes that are likely to be used to reach the bike park were identified based on a comparison of travel time along alternative routes. The routes identified by ARD in published materials and on ARD's website and posted on the project site will influence the routes selected by users, as will routes presented in mapping programs (i.e., Google maps, MapQuest, etc.). For this impact analysis 100 percent of the north and south trips were assigned based on travel time, which is considered a worst-case scenario for area roadways. The assumed routes and share of traffic for weekend users are shown in *Table 11*.

Table 12
Regional Weekend Trip Distribution

Direction	Assumption	Share of Total Traffic	Added Daily Trips
South	100% using Maidu Drive	13%	36
North	100% use Skyridge and Riverview	78%	217
Local	100% use Skyridge	9%	25

Discussion of Impacts. To evaluate impacts of the project in a worst-case scenario, weekend trip generation were assigned to the study area street system and used as the basis for evaluating effects of the proposed bike park on LOS and TIRE Index for these roads.

Level of Service: The volume of traffic added to study area roads would not change the LOS rating based on Auburn General Plan guidelines. The LOS on all study area streets for the Existing Plus Project condition would remain at LOS B. Based on LOS ratings, the project's impacts would be less than significant.

TIRE Index. There are two means of impact evaluation based on the TIRE Index. Impacts are considered significant if the additional traffic changes the characteristics of a street by moving the TIRE index into a range that is considered to be Traffic Dominated (>3). Impacts

may also be determined on whether the amount of traffic added by a project would likely be noticeable to the residents on an affected street.

Both of these means of impact evaluation are employed in the following discussion.

- Does project traffic contribute to a street being designated within the range that is considered Traffic Dominated?

The Auburn General Plan EIR Circulation Element states: "For the purpose of this EIR, conversion of a residential street to a traffic dominated street is considered a significant impact." Under Existing Plus Project conditions, the total daily (Saturday) volume of traffic on Skyridge Drive (between Sacramento Street and Riverview Drive) would be 1,087. This would result in a TIRE Index of 3.0, which is considered Traffic Dominated. As described under Affected Environment/Environmental Setting, the existing TIRE Index for Skyridge Drive on weekdays is Traffic Dominated with a TIRE Index of 3.0. The existing TIRE Index value for Saturdays is 2.9, however the highest TIRE Index value is used for the purposes of characterizing the roadway. Because Skyridge Drive is currently characterized as Traffic Dominated, the project would not change the Traffic Dominated character of the street. Therefore, the project would have a less than significant impact in regards to the Traffic Dominated character of Skyridge Drive based on TIRE Index values.

Under Existing Plus Project conditions, the portion of Riverview Drive from Skyridge Drive to Maidu Drive would be characterized by a TIRE Index of 2.8, and the portion of Riverview Drive from Maidu Drive to Vista Del Lago would have a TIRE Index of 2.5. The proposed bike park would not result in either of these streets being considered Traffic Dominated, and the impact would be less than significant.

- Is the amount of traffic the project would add to the circulation system likely to be noticeable to adjoining residents?

According to the TIRE Index, for the portion of Skyridge Drive from Sacramento Street to Riverview Drive, which has an existing total daily volume of 870 vehicles on a Saturday, the addition of 170 vehicles or greater would result in a noticeable change in Saturday traffic volumes to residents. Because the proposed bike park would add an estimated 217 trips to Skyridge Drive, residents are likely to perceive the resultant change in traffic volumes. For the portion of Riverview Drive between Skyridge Drive and Maidu Drive, which has an existing total daily volume of 351 vehicles on a Saturday, an addition of 94 or more trips to the street would result in a noticeable change. The project would add an estimated 217 trips to this portion of Riverview Drive, which would result in a noticeable change for residents. Changes in traffic volumes on the portion of Riverview Drive from Maidu Drive to Vista Del Lago would not be noticeable according to TIRE Index values.

The TIRE threshold of "noticeable change" does not constitute a significant impact under CEQA. However, because the traffic increases on Skyridge Drive and the portion of Riverview Drive between Skyridge Drive and Maidu Drive could be perceivable to local residents, Mitigation Measure TRAFFIC-1 would be implemented. Mitigation Measure TRAF-1 requires ARD to encourage bike park users to access the site via Maidu Drive, an existing higher volume collector street, instead of the Skyridge Drive or Riverview Drive options. This would be promoted by posting on site at the bike park and on ARD's website and by contact with bike park users during the initial park opening and at bike park events.

Alternative Transportation Modes. The project would be expected to increase the number of bicyclists using the streets that provide access to the site. As indicated in the trip generation analysis, it is estimated that 25 percent of users of the proposed bike park would ride a bicycle to the site. This would result in an estimated 38 bicycle trips to and 38 bicycle trips from the site over the course of a Saturday, or approximately 6 to 8 bicycle trips per hour during summer months. These trips would make use of the streets that link the site with the neighborhoods located west and north of the site, and the connections to the site via Pleasant Avenue. The primary access roads, Skyridge Drive, Riverview Drive and Maidu Drive, are identified in PCTPA's City of Auburn and Placer County Regional bike plans as bicycle routes, although formal bicycle lanes do not exist. It is assumed that existing facilities are adequate to serve alternative modes of transportation. The bike park would be constructed on both sides of PCWA's Shirland Canal. The berm on the east side of the canal is frequently used as a path by recreational trail users to access the greater Auburn State Recreation Area road and trail system and as a path to connect neighborhoods on the east side of the City of Auburn. The proposed bike park design would maintain full access along the berm and incorporates an alternate trail option to allow trail users to go around the bike park on the east and reconnect with the berm trail on the north side of the bike park. No further changes in the existing circulation system serving alternative modes of transportation would be required.

Cumulative Impacts

The cumulative assessment makes use of available information to evaluate the combined, or cumulative effect of the proposed project and other reasonably foreseeable projects in this area of Auburn. City of Auburn planning department staff were contacted and asked to identify any approved or reasonably foreseeable projects in the project area. City staff identified the Canyon Creek Subdivision, a 24-unit residential subdivision located in the area south of the project. Development of the Canyon Creek Subdivision would be expected to generate 240 daily vehicle trips on a Saturday which would be added to the street system in the study area. Second, the subdivision would include construction of a new local street that would link Maidu Drive to Vista Del Lago.

The traffic study prepared for Canyon Creek in 2003 identified the daily traffic volume contribution from that project to study area streets. These figures were incorporated with the existing character of the study streets to determine values for the cumulative scenario. Table 12 identifies the total daily volume, TIRE Index, and LOS for Cumulative Condition (with Canyon Creek Subdivision) and Cumulative Plus Project Condition (with Canyon Creek Subdivision and the proposed project).

Table 13
Cumulative Plus Project Daily Traffic Volume, TIRE Index, and LOS

Street	From	To	Cumulative Saturday			Cumulative Plus Project Saturday			
			*Daily Vol**	*TIRE Index*	*Traffic Dom?*	*Daily Volume*		*TIRE Index*	*Traffic Dom?*
						Project	*Total*		
Skyridge Drive	Sacramento Street	Riverview Drive	996	3.0	Yes	217	1,213	3.1	Yes
Riverview Drive	Skyridge Drive	Maidu Drive	477	2.7	No	217	694	2.8	No
Riverview Drive	Maidu Drive	Vista Del Lago	263	2.4	No	25	288	2.5	No

* Includes traffic contribution of Canyon Creek Subdivision

As concluded in the original Canyon Creek traffic study, Skyridge Drive would be expected to become Traffic Dominated on Saturdays, with or without the ARD Bike project.

The extent to which construction of a new road linking Maidu Drive near the project with Vista Del Lago may change the bike park trip assignment was considered. The travel time for trips to and from the Bike Park that are oriented to the south via the new route would take longer than trips made using Maidu Drive. Therefore, while it is likely that some locally oriented project trips may use the new route, the creation of the new road would not appreciably alter the assumptions made regarding trip distribution for users of the proposed Bike Park.

As noted in Table 12, Cumulative Plus Project traffic volumes on streets to the north and south of the project would be higher than Existing Plus Project volumes. However, Level of Service B would be maintained. The proposed action would not result in any non Traffic Dominated street becoming Traffic Dominated in the Cumulative condition. Thus, the project's cumulative impact is less than significant.

c and f) The project would not conflict with adopted alternative transportation policies, plans, or programs. The project would result in no change in air traffic patterns and no change in roadway geometries or designs.

d) The proposed project provides a bypass trail, as shown in Figures 1 and 2, to allow trail users to safely cross the bike park site and would also address maintenance needs along a portion of

the unnamed road east of Maidu Drive that provides an alternative to crossing Maidu Drive and the bike park site. The proposed bypass trail and maintenance improvements to the alternate trail route would ensure that no hazard would result from trail user conflicts associated with other trail users crossing the bike park site. Impacts associated with hazards to other trail user groups associated with the proposed bike park would be less than significant.

e) Access for emergency vehicles and residential traffic would be maintained at all times throughout construction and no road closures or detours would be necessary to construct the project. No impacts associated with inadequate emergency access would result from the proposed project.

Mitigation Measures

MM TRAFFIC-1 The Auburn Area Recreation and Park District shall promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility. This shall include listing this preferred route in the Auburn Area Recreation and Park District's official directions to the bike park in bike park literature and on the Auburn Area Recreation and Park District website. A sign instructing bike park users to access the facility via the preferred route shall be posted on site at the bike park.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. SERVICE SYSTEMS –Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. SERVICE SYSTEMS –Would the project:				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Affected Environment / Environmental Setting

The project area is currently served by the following public services and utilities providers:

Water	Placer County Water Agency (PCWA)
Wastewater	Auburn Department of Public Works (DPW)
Stormwater	Placer County
Solid Waste	Western Placer Waste Management Authority/Western Regional Sanitary Landfill

Environmental Consequences / Environmental Impacts

No Action

No changes to water, wastewater, stormwater, or solid waste services would occur under the No Action Alternative and no impacts would occur related to changes in the provision of these services. While no alternate site is being formally evaluated by this analysis, the community demand for a bike park facility would be unmet and it is likely that a bike park would be constructed elsewhere with impacts to service systems similar to the proposed action.

Proposed Action

a) The proposed action includes installation of self-contained modular restrooms that would not be hooked up to sewer and would be pumped by a septic service at regular intervals. In the future bathrooms could be upgraded and the project could be hooked up to sewer. Wastewater in the project area is conveyed by Auburn DPW to the City of Auburn Waste Water Treatment Plant (WWTP) in the Ophir area. The Auburn WWTP is currently in the process of upgrades to improve performance, add process redundancy, and comply with expected new permit limitations of the CVRWQCB. Disposal of wastewater from proposed temporary restrooms on site would be contracted out to a certified waste disposal firm. No impacts associated with non-compliance with wastewater treatment requirements of the RWQCB would occur.

b and d) Water demand for the proposed bike park would be generated by on-site bathrooms and an automatic sprinkler system that would periodically apply water to the pump track, jump area, and strider track for dust and erosion control. The sprinkler system would be connected to the existing irrigation system at the parking lot upslope of the proposed bike park and no new water service would be necessary. The irrigation system would result in a minor increase in water demand and would be within PCWA's capacity for service. Existing wastewater infrastructure is adequate to serve the wastewater treatment demand generated by the proposed action (see XVII.a, above). The project would not require constructing upgrades to water or wastewater treatment facilities.

c) The proposed action would be designed to retain stormwater on site and existing stormwater infrastructure would be adequate to serve the project area. It is noted that existing erosion features south of the lower parking lot serving the Canyon View Community Center would be repaired and stabilized as part of the proposed action, thereby improving stormwater infrastructure serving that facility. No new stormwater facilities would be required and no impacts would result from construction of new stormwater facilities that are not included as part of the proposed action.

e) See XVII.a, above.

f-h) The project area is served by the Western Placer Waste Management Authority (WPWMA) and the Western Regional Sanitary Landfill. The project would result in a one-time disposal of removed construction materials. These materials would be either self-hauled or hauled by WPWMA to the Western Regional Sanitary Landfill, which has adequate permitted and physical capacity to accept small quantity construction waste materials (WPWMA, 2015). ARD would collect solid waste from on-site receptacles during project operation and convey the waste to WPWMA's facilities. The project would comply with all federal, state and local regulations with regard to solid waste disposal.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. CEQA MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Sections I through XVII of this Initial Study provide an analysis of potential environmental impacts of the proposed bike park project, including adverse effect on human beings. Mitigation measures, or to avoid, minimize, or compensate for potential impacts identified are included in *Sections IV-Biological Resources, V-Cultural Resources, VII-Greenhouse Gas Emissions*, *VIII-Hazards and Hazardous Materials*, *XII-Noise* and *XVI-Transportation/Traffic*. With implementation of the mitigation measures identified in this document, the project would result in less than significant impacts associated with degrading the quality of the environment, affecting sensitive species or their unique habitats, or damaging or eliminating important example of cultural history or prehistory.

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5 OTHER CONTENT REQUIRED UNDER NEPA

The following analyses are provided to comply with NEPA content requirements that are not met by the analysis typically carried out to comply with CEQA.

5.1 Indian Trust Assets

Indian Trust Assets (ITAs) are legal interests in assets that are held in trust by the United States for federally recognized Indian tribes or individuals. There are no Indian reservations, rancherias or allotments in the project area. The nearest ITA trust lands of the United Auburn Indian Community of the Auburn Rancheria approximately 13.25 miles to the northwest of the project site near the community of Sheridan (Figure 5). Based on the nature of the proposed action, hunting and fishing resources and water rights would not be impacted, nor is the proposed action on Indian lands. Please refer to the Indian Trust Assets Request Form included as Appendix D. Therefore, the proposed action will result in no impacts on ITAs.

5.2 Indian Sacred Sites

Executive Order 13007, dated May 24, 1996, instructs Federal agencies to promote accommodation of access to and protect the physical integrity of American Indian sacred sites. A "sacred site" is a specific, discrete, and narrowly delineated location on Federal land. An Indian tribe or an Indian individual determined to be an appropriately authoritative representative of an Indian religion must identify a site as sacred by virtue of its established religious significance to, or ceremonial use by, an Indian religion. As discussed in Section V. Cultural Resources, a search of the Sacred Lands File conducted through the NAHC and consultation carried out with local Indian Tribes determined that no Indian sacred sites are known to exist within the areas with potential to be disturbed by the proposed project. The proposed project would have no effect on Indian sacred sites.

5.3 Environmental Justice

Executive Order 12898 requires federal agencies to identify and address disproportionately high and adverse human health or environmental effects. These include social and economic effects of the proposed action on minority, low-income, and disadvantaged populations.

No disadvantaged populations would be disproportionately impacted by adverse environmental conditions due to construction, operation, and maintenance of the proposed bike park project. All potential impacts of the project would be reduced to less-than-significant levels with implementation of the mitigation measures identified throughout this document, which would ensure that no

population, including disadvantaged groups, would be exposed to potentially detrimental environmental conditions as a result of the proposed action.

5.4 Cumulative Effects

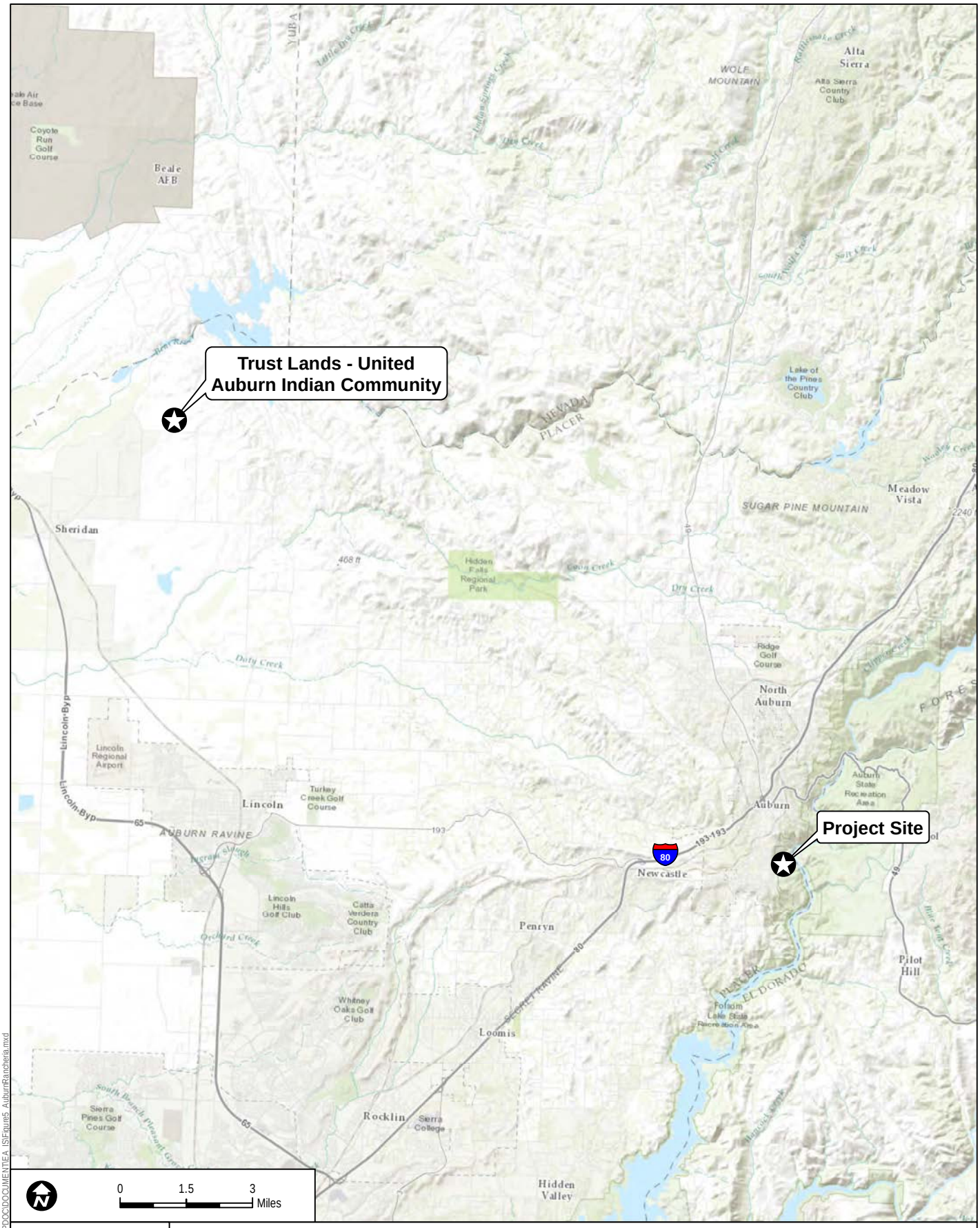
According to the Council on Environmental Quality regulations for implementing the procedural provisions of NEPA, a cumulative impact is defined as *the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.* Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

Cumulative effects are addressed throughout the analysis provided in Sections I through XVII of this document. The proposed action would construct a recreational bike park in an area designated for recreational use and which has been subject to existing and historical disturbance. The impacts of the proposed action would not be cumulatively considerable when considered with other projects existing and proposed in the vicinity, including existing nearby residential and community facilities, the existing trail system in the Auburn State Recreation Area, and the proposed Canyon Creek subdivision on Maidu Road. The proposed action is consistent with the MPA between Reclamation and ARD and with adopted land use plans applicable to the site.

5.5 Consultation and Coordination

The following people, agencies and / or materials or databases were consulted during preparation of this document:

- **U.S. Bureau of Reclamation** - NEPA consultation and technical review
  - Jamie LeFevre, Natural Resources Specialist, Mid-Pacific Region
  - Bonnie Van Pelt, Natural Resources Specialist, Central California Area Office
  - Mark Carper, Archaeologist, Mid-Pacific Region
  - Emmett Cartier, Outdoor Recreation Planner, Central California Area Office
  - Jonathan Friedman, Chief, Recreation Division, Central California Area Office
- **North Central Information Center** – cultural resources records search results
- **Native American Heritage Commission** – Sacred Lands File search results



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SOURCE: Esri Basemaps (Accessed 2017)

FIGURE 5

Proximity to Auburn Indian Trust Lands

8508

ARD - Maidu Bike Park Project

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- **California State Parks** – Department of Parks and Recreation, Gold Fields District regarding trails within the Auburn State Recreation Area
  - Jim Michaels, Senior Parks and Recreation Specialist
  - Richard Preston, Acting District Superintendent
  - Michael Schneider, Auburn Sector Superintendent
- **California Department of Fish and Wildlife** – California Natural Diversity Database query
- **Placer County** – Planning Services Division regarding land use
  - Christopher Schmidt, Senior Planner
- **Placer County Air Pollution Control District** – regarding air quality and greenhouse gas emissions
  - Angel Green, Planner
  - Todd Nishikawa, Deputy Air Pollution Control Officer
- **Placer County Water Agency** – Shirland Canal and general canal safety and access
  - Anthony L. Firenzi, P.E., Deputy Director of Technical Services
- **U.S. Fish and Wildlife Service** - database of special-status species query
  - Endangered Species Act (16 USC § 1531 et seq.): Section 7 of the Endangered Species Act requires Federal agencies to ensure that discretionary federal actions do not jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of the critical habitat of these species. Please refer to the discussion of potential impacts to biological resources included in Section IV of this Environmental Document. With implementation of Mitigation Measure BIO-1, as identified in Section IV, the proposed action would have no effect to listed species regulated by the U.S. Fish and Wildlife Service. The proposed action would have no effect to listed species regulated by National Marine Fisheries Service.

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APPENDIX A

Preliminary Project Plans

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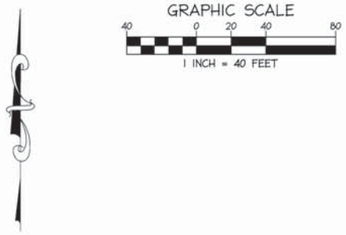
BY(XREFS)

GRAPHIC SCALE
40 0 20 40 80
1 INCH = 40 FEET



LEGEND

LINE/SYMBOL	DESCRIPTION/ABBREVIATION
	PROPERTY LINE
	EASEMENT (AS NOTED)
	MAJOR ELEVATION CONTOUR
	MINOR ELEVATION CONTOUR
1018	PROPOSED CONTOUR
	LIMITS OF GRADING
	PR EDGE OF PAVEMENT AND 1.5' SHOULDER
	PR TRAIL
	EDGE OF PAVEMENT (EP)
	FENCE LINE (FNC)
	PROPOSED BUILDING
	FLOW LINE (FL), CREEK OR SWALE
EX @ WV	EX WATER VALVE (WV)
JP	EX JOINT UTILITY POLE (JP)
	EX GUY ANCHOR
	TREE DRIPLINE
20"OAK	TREE DESCRIPTOR
10%	SLOPE INDICATOR
	TREE TO BE REMOVED
①	DIRECTIONAL FLOW TRAIL
②	ALL MOUNTAIN TRAIL
③	NATURALIZED TECHNICAL TRAIL
④	SKILLS LOOP
⑤	PUMP TRACK
⑥	STRIDER TRACK
⑦	DIRT JUMP AREA W/RETURN TRAIL
⑧	ADA W/PATH OF TRAVEL
⑨	BRIDGE W/OFFSET FENCE BARRIER & BOLLARDS
⑩	TRAILHEAD AND KIOSK
⑪	PCWA CANAL
⑫	FUTURE CROSSWALK
⑬	SEATING/OBSERVATION AREA
⑭	UPHILL CANAL FENCING
⑮	JUMP FEATURE FENCING
⑯	BIKE PARK BY-PASS TRAIL
⑰	ENVIRONMENTALLY SENSITIVE AREA WITH BUFFER ZONE
■	DRAINAGE JUNCTION BOX CHRISTY U-2 W. SOLID COVER
•	AREA DRAIN SEE DETAIL C/4
IR	1 1/2" PVC IRRIGATION LINE
E	FUTURE ELECTRICAL

GRADING AND DISTURBANCE TABLE

Item	Disturbed Area (ac)	Site Earthwork (cy)	Import Material (cy)
Pump Track	0.00		355
Jump Track	0.36	542	810
Strider	0.03	50	30
Viewing Area	0.04	33	
Rest Rooms	0.02	44	
Trails			
Directional	0.06	24	
All Mountian	0.18	74	
Naturalized	0.07	26	
Skills	0.06	23	
Totals	**0.82**	**816**	**1195**

CIVIL SHEET INDEX

ENGINEERING STATEMENT

THESE IMPROVEMENT PLANS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

REGISTERED PROFESSIONAL ENGINEER EDWARD M. GIULIANI NO. C34705 EXP. 9-30-17 CIVIL STATE OF CALIFORNIA

EDWARD M. GIULIANI DATE

SCALE 1"=40'
DRAWN BY PD
DESIGNED BY EG
CHECKED BY EG

REVISIONS | DATE

Giuliani & Kull, Inc.
Engineers • Planners • Surveyors
500 Wall Street, Suite A, Auburn, CA 95603
(530) 885-5107 Fax (530) 885-5157
Auburn • San Jose • Oakdale

ARD BIKE PARK
471 MAIDU DRIVE
AUBURN, CALIFORNIA

COVER SHEET

SHEET 1 OF 6 SHEETS

DATE May 4, 2016

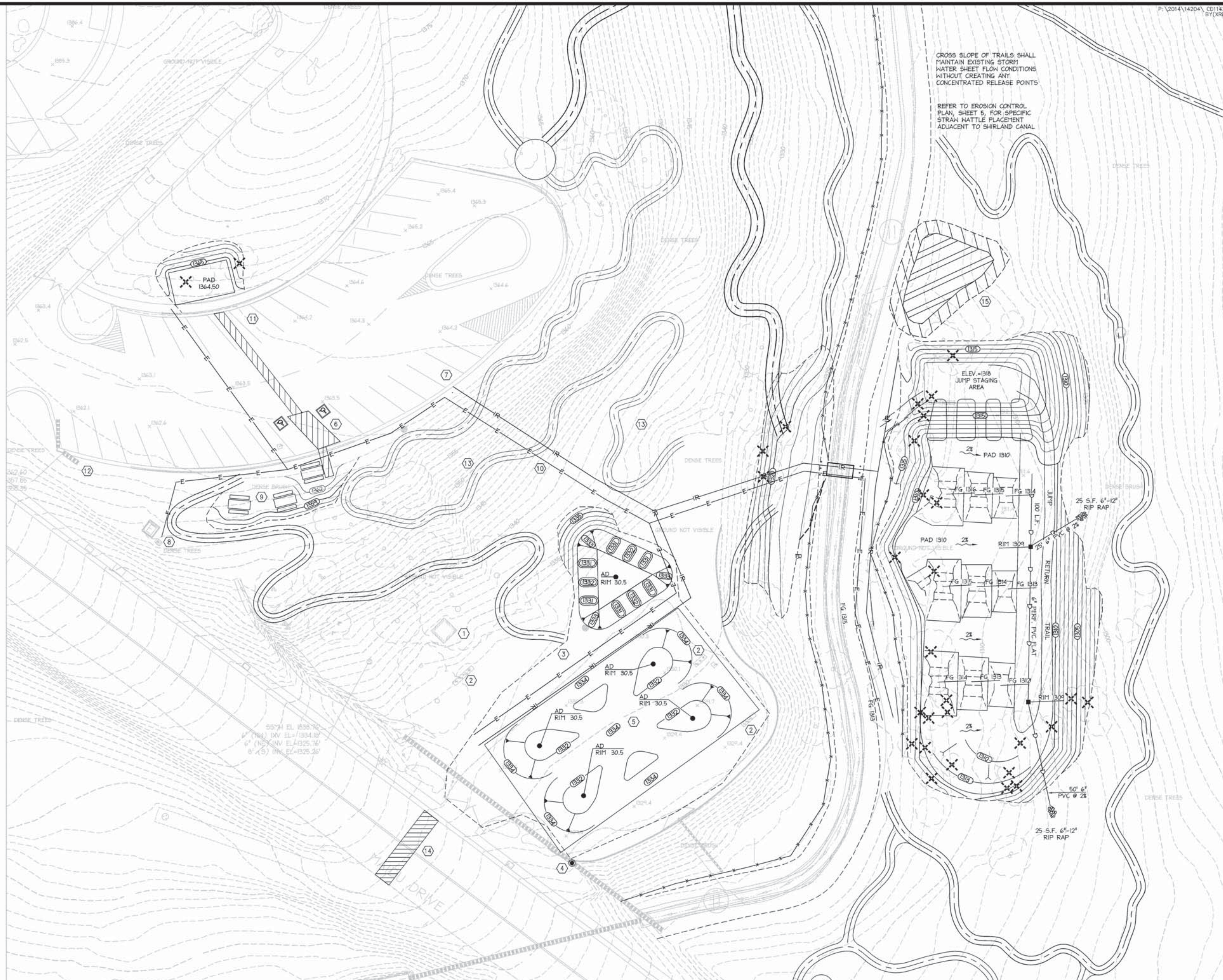
JOB NO. 14204

GRAPHIC SCALE

20 0 10 20 40

1 INCH = 20 FEET

1. REMOVE EXIST. ELECT. SHED
2. REMOVE EXIST. UTILITY SERVICE PLATFORMS & RISERS (TYP.)
3. EXIST. AC SURFACE TO REMAIN. IMPORT FILL OVER EXIST.
4. EXIST. SD TO REMAIN
5. PUMP TRACK SHAPE & GRADES PER FIELD DIRECTION OF IMBA TRAIL SPECIALIST
6. ACCESSIBLE PARKING STALLS. INSTALL STRIPING & SIGNAGE PER CURRENT ADA REQ. (1 VAN ACCESSIBLE)
7. LOACTE EXIST. IRRIGATION LINE COORD. W/ARD REGARDING CONNECTION
8. CONNECT TO ELECTRICAL DESIGN BY OTHERS
9. GRADE PADS FOR VIEWING BENCHES. COORD. BENCH INSTALLATION WITH ARD
10. INSTALL IRRIGATION & ELECTRICAL CONDUIT. APPROX. ROUTING SHOWN, FINAL ALIGNMENT PER FIELD DIRECTION.
11. FUTURE RESTROOM BLDG & ACCESSIBLE ROUTE
12. EXIST. SD ROUTE NOT VERIFIED
13. ALL TRAIL CONST. TO BE DIRECTED BY IMBA TRAIL SPECIALIST
14. INSTALL PEDESTRIAN CROSSWALK
15. ENVIRONMENTALLY SENSITIVE AREA WITH SETBACK ZONE



SCALE 1"=40'

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GRADING PLAN

SHEET 2 OF 6 SHEETS

DATE MAY 4, 2016

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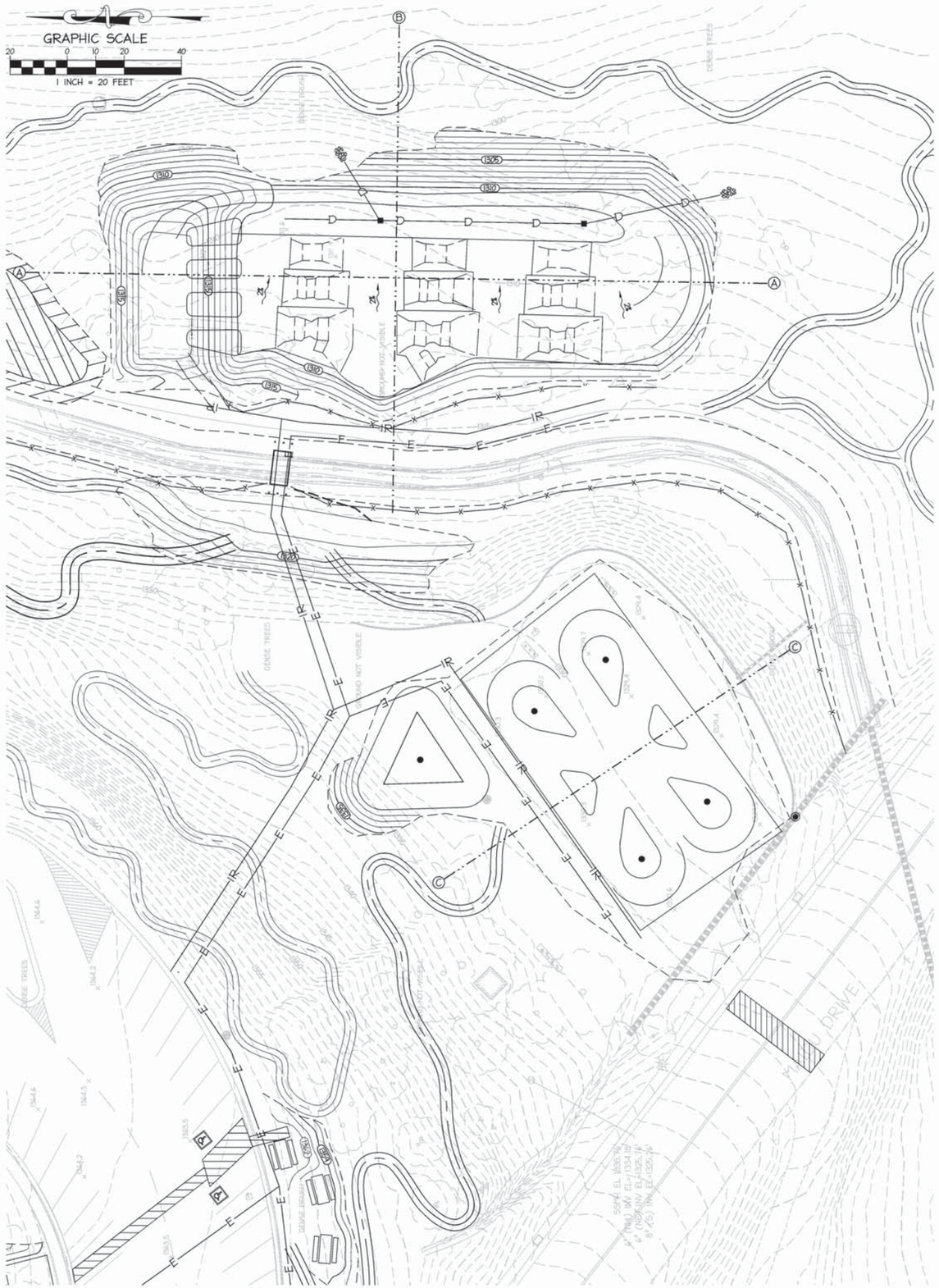

Ⓐ X-SEC JUMP TRACK

Ⓑ X-SEC JUMP TRACK

Ⓒ X-SEC PUMP TRACK

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SCALE 1"=20'	DRAWN BY PD	DESIGNED BY EG	CHECKED BY EG

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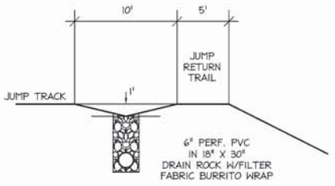
GRADING
X-SECTIONS

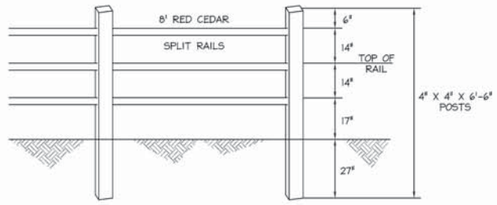
SHEET
3
OF 6 SHEETS

DATE
MAY 4, 2016

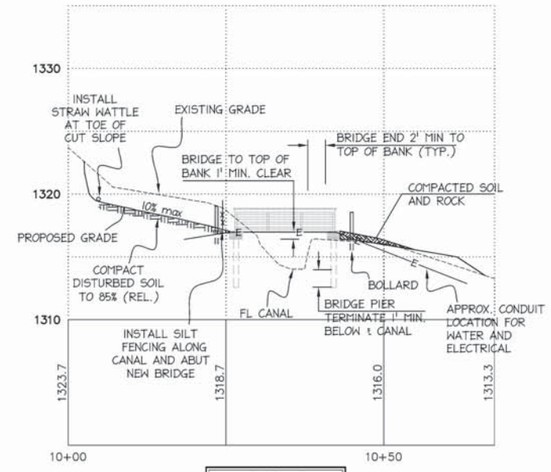
JOB NO.
14204



Ⓐ JUMP TRACK DRAINAGE
NTS

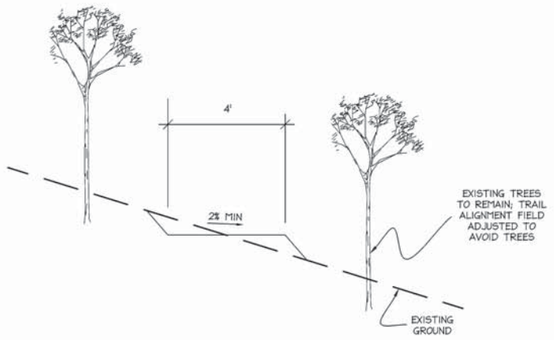


Ⓓ TYPICAL FENCING DETAIL
NTS

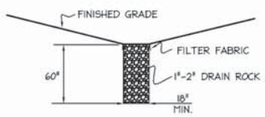


SCALE
HORIZ:1"=10'
VERT:1"=5'

Ⓔ CANAL CROSSING PROFILE
CONSTRUCTION SHALL COMPLY WITH PCWA STD. DETAIL 5301



Ⓑ TYPICAL TRAIL SECTION
NTS



Ⓒ AREA DRAIN
DRY WELL
NTS

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DWG
SCALE 1"=40'
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STANDARD SECTIONS AND DETAILS

SHEET
4
OF 6 SHEETS

DATE
MAY 4, 2016

JOB NO.
14204

EROSION CONTROL NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PREVENT DISCHARGE OF SEDIMENT FROM THE SITE TO ANY WATERCOURSE, DRAINAGE SYSTEM, OR ADJACENT PROPERTY AND TO PROTECT WATERCOURSES AND ADJACENT PROPERTIES FROM DAMAGE FROM EROSION OR DEPOSITION, WHICH MAY RESULT FROM THE PERMITTED GRADING.

2. EROSION CONTROL SHALL BE PER THE SPECIFICATIONS AND DETAILS FROM THE "EROSION AND SEDIMENT CONTROL GUIDELINES FOR DEVELOPING AREAS OF THE SIERRA FOOTHILLS". PAGE REFERENCES TO THIS DOCUMENT ARE CITED WITH PARENTHESIS.

3. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE OR BE CAPABLE OF BEING IN PLACE WITHIN 24 HOURS. FAILURE TO COMPLY MAY RESULT IN IMMEDIATE SUSPENSION OF ALL GRADING ACTIVITIES WITHOUT PRIOR NOTICE.

4. ALL DISTURBED SLOPES GREATER THAN 10:1 SHALL BE BROADCAST WITH CLEAN, SMALL GRAIN STRAW (WHEAT, RICE, BARLEY, OAT) AT A RATE OF 3,000 LBS. PER ACRE (35 BALES PER ACRE) IF SEEDED AND 4,000 LBS. PER ACRE (50 BALES) IF UNSEEDED. SLOPES EQUAL TO OR GREATER THAN 3:1 SHALL HAVE STRAW PRESSED IN PLACE, BE TACKIFIED, OR HAVE EROSION "NETTING" INSTALLED ON TOP OF THE STRAW MULCH. EROSION CONTROL BLANKETS MAY BE USED IN LIEU OF STRAW MULCH WITH NETTING.

5. ALL BARE AREAS WITHIN 50 FEET OF NATURAL DRAINAGES SHALL BE COVERED WITH STRAW MULCH AT THE RATE OF 4,000 LBS. PER ACRE IF UNSEEDED OR 3,000 LBS. PER ACRE IF SEEDED AND STRAW SHALL BE MECHANICALLY PRESSED IN PLACE OR TACKIFIED. THE DEVELOPER SHOULD COMPLY WITH ANY/ALL CALIFORNIA DEPARTMENT OF FISH AND GAME REGULATIONS THAT MAY BE APPLICABLE.

6. STRAW BALES SHALL BE STOCKPILED ON SITE AT A RATE OF 1.5 BALES PER PROJECT ACRE. BALES SHOULD BE PRESENT BY SEPTEMBER 25TH. STOCKPILED STRAW SHALL BE COVERED TO ASSURE A DRY SUPPLY OF STRAW.

7. SILT FENCES (SECTION I. D.) SHALL BE INSTALLED FOLLOWING THE CONTOUR, ON DISTURBED SLOPES WHERE SEDIMENT HAS CAPABILITY OF BEING TRANSPORTED TO STORM DRAIN INLETS OR WETLANDS OR DRAINAGE AREAS. SPACING REQUIREMENTS ARE: 1) 200 FEET ON SLOPES FROM 0-15% WITH A 1/2 TO 1 ACRE DRAINAGE AREA, AND 2) 100 FEET ON 15%+ SLOPES WITH LESS THAN 1/2 ACRE DRAINAGE AREA.

8. ALL STOCKPILED SOIL SHALL BE COVERED WITH STRAW MULCH (AT A RATE OF 1 BALE PER 1000 SQUARE FEET), PLASTIC SHEETING, OR OTHER SUITABLE MATERIAL. ALL STOCKPILED SOIL SHALL HAVE SILT FENCES, STRAW WATTLES OR STRAW BALE DIKES (SECTION I. D.) INSTALLED AT THE TOE OF THE MATERIAL. IN ADDITION, NO MATERIAL SHALL BE STOCKPILED WITHIN 50 FEET OF PERENNIAL AND INTERMITTENT DRAINAGE SWALES (AS MEASURED FROM THE CENTERLINE OF THE DRAINAGE).

9. TEMPORARY DIVERSION DIKES (SECTION I. A.) SHALL BE PLACED ON TOP OF THE EXPOSED SLOPES OR OTHER DISTURBED AREASTO INTERCEPT AND ROUTE RUN-OFF TO STABLE OUTLETS. DRAINAGE FROM THE DIVERSION DIKES SHOULD BE TRANSPORTED OVER THE SLOPE(S) WITH A PIPED SLOPE DRAIN (SEE SECTION I. I.) OR OTHER SUITABLE MEASURE AND DISCHARGED TO A STABLE AREA. CROSS-ROAD AND/OR CROSS SLOPE DRAINS (WATER BARS) SHALL BE PLACED ON DISTURBED AREAS THAT ARE USED FOR ROADS, PARKING, OR OTHER GRADED AREAS WHICH HAVE NOT BE STABILIZED BY GRAVEL SURFACING OR VEGETATIVE MEANS (SECTION I. B.)

10. TEMPORARY PERIMETER DIKES (SECTION I. C.) SHALL BE CONSTRUCTED AROUND DISTURBED AREAS TO DIVERT SEDIMENT INTO THE SEDIMENT TRAPS. THEY SHALL BE USED ONLY DURING THE CONSTRUCTION PERIOD UNTIL THE SLOPES ARE STABILIZED.

11. CHECK DAMS (CONSTRUCTED OF ROCK, LOGS, STRAW BALES, ETC.) SHALL BE CONSTRUCTED ACROSS SWALES, GULLIES, OR DRAINAGE WAYS THAT HAVE WATERSHEDS LESS THAN 1 ACRE IN SIZE AND ARE NOT LOCATED IN PERENNIAL STREAMS. MAXIMUM HEIGHT OF THE CHECK DAM CENTER SHALL BE 2 FEET WITH THE CENTER OF THE CHECK DAM 6 INCHES LOWER THAN THE OUTER EDGES.

12. SEDIMENT TRAPS (SECTION I. K.) SHALL BE CONSTRUCTED ACROSS DRAINAGE WAYS, STORM DRAIN INLETS, OR OTHER LOCATIONS TO COLLECT, INTERCEPT AND TRAP SEDIMENT-LADEN RUN-OFF. THE TEMPORARY TRAPS SHOULD BE CONSTRUCTED USING EXISTING TERRAIN WHERE FEASIBLE. SEDIMENT ACCUMULATED IN DRAINAGE WAYS OR IN SEDIMENT TRAPS MUST BE REMOVED ON A REGULAR BASIS FOR THE PROJECT-OWNER TO REMAIN IN COMPLIANCE. TRASH SHALL BE REMOVED AT LEAST WEEKLY.

13. TEMPORARY STORM DRAIN INLET SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AT ANY DROP/CURB INLETS RECEIVING SEDIMENT LADEN RUN-OFF. DROP INLET PROTECTION MAY BE CONSTRUCTED OF SILT FENCES, GRAVEL-FILLED SAND BAGS, STRAW BALE DIKES AND/OR OTHER INNOVATIVE MEASURES. GRAVEL-FILLED SAND-BAG (OR STRAW WATTLE) "DONUTS" SHOULD BE USED ON GENTLY SLOPING, PAVED STREETS. SEDIMENT MUST BE REMOVED FROM THESE STRUCTURES BEFORE AND/OR AFTER EACH STORM.

14. NO GRADING OR TRENCHING (EXCEPT THAT REQUIRED FOR EROSION OR SEDIMENT CONTROL) SHALL OCCUR WITHIN 50 FEET FROM THE CENTERLINE OF PERENNIAL AND INTERMITTENT DRAINAGE SWALES BETWEEN OCTOBER 15 AND MAY 1, UNLESS APPROVED BY THE ENGINEERING & SURVEYING DEPARTMENT.

15. ALL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE MONITORED, BY THE OWNER OR THEIR REPRESENTATIVE, BEFORE, DURING, AND AFTER ALL STORMS TO ENSURE CONTROL FEATURES ARE WORKING PROPERLY. ALTERNATE MEASURES MUST BE INSTALLED IF ORIGINAL MEASURES FAIL.

16. DRAINAGE-WAYS LOCATED BELOW A ROAD RUN-OFF DISCHARGE POINT SHALL BE PROTECTED THROUGH THE INSTALLATION OF A "GRASSED SWALE" (OR EQUAL). "GRASSED SWALES" CAN BE CONSTRUCTED USING A PROTECTIVE LAYER OF 3-DIMENSIONAL NYLON FILAMENT, SUCH AS MACCAFERRI MACMAT (OR EQUAL) AND PLACING PLUGS OF HYBRID BERMUDA GRASS/REED CANARY GRASS WITHIN SWALE AT A RATE OF ONE PLUG PER SQUARE FOOT. PLANTINGS SHALL BE DONE BY SEPTEMBER 15TH AND SHALL BE IRRIGATED TO ASSURE PROPER GERMINATION PRIOR TO THE WINTER MONTHS.

17. IN AREAS THAT WILL BE TEMPORARILY SEEDED FOR EROSION CONTROL, PRIOR TO FINAL VEGETATION ESTABLISHMENT, SEED SHOULD BE APPLIED AS FOLLOWS:

BRIGGS BARLEY	180 POUNDS PER ACRE
OR	
BLANDO BROME	12 POUNDS PER ACRE (LONGER LASTING MIX)
AND	
ROSE CLOVER	9 POUNDS PER ACRE

ALSO, 16-20-0 FERTILIZER (OR EQUIVALENT) SHALL BE APPLIED AT A RATE OF 500 POUNDS PER ACRE.

18. "STABILIZED CONSTRUCTION ENTRANCE(S)" PER PLACER COUNTY PLATE C-4 (THIS SHEET) SHALL BE INSTALLED ON SITES WHERE TRACKING ONTO PUBLIC ROADS CAN BE A PROBLEM. AGGREGATE, ASPHALTIC CONCRETE (OR EQUAL) CAN BE USED BASED ON THE LONGEVITY, PERFORMANCE, AND SITE CONDITIONS. MINIMUM LENGTH - 50', WIDTH - MINIMUM 10', DEPTH - 3" TO 6".

19. THE DEVELOPER SHALL CONDUCT ALL SOIL STABILIZATION ACTIVITIES PURSUANT TO ENGINEERING & SURVEYING DEPARTMENT AND SOIL CONSERVATION SERVICE PRACTICES AND TECHNIQUES. STABILIZATION DETAILS SHALL BE SHOWN BE SHOWN ON THE IMPROVEMENT PLANS FOR TEMPORARY AND PERMANENT CONDITIONS.

FAILURE TO IMPLEMENT EROSION CONTROL MEASURES DURING PERIODS OF RAINFALL MAY RESULT IN A PROHIBITION OF ANY ADDITIONAL CONSTRUCTION DURING THE REMAINDER OF THE RAINY SEASON.

DUST CONTROL NOTES

1. PROJECT SHALL CONFORM TO THE REQUIREMENTS OF THE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT.

2. CONSTRUCTION VEHICLES SHALL TRAVEL ALONG WATERED CONSTRUCTION ROUTES. REDUCE TRAFFIC SPEEDS ON ALL UNPAVED SURFACES TO 15 MILES PER HOUR OR LESS.

3. SUSPEND ALL GRADING OPERATIONS WHEN FUGITIVE DUST EXCEEDS PLACER COUNTY AIR POLLUTION CONTROL DISTRICT RULE 228, FUGITIVE DUST LIMITATIONS.

4. CONSTRUCTION EQUIPMENT EXHAUST EMISSIONS SHALL NOT EXCEED PLACER COUNTY AIR POLLUTION CONTROL DISTRICT RULE 202 - VISIBLE EMISSION LIMITATIONS.

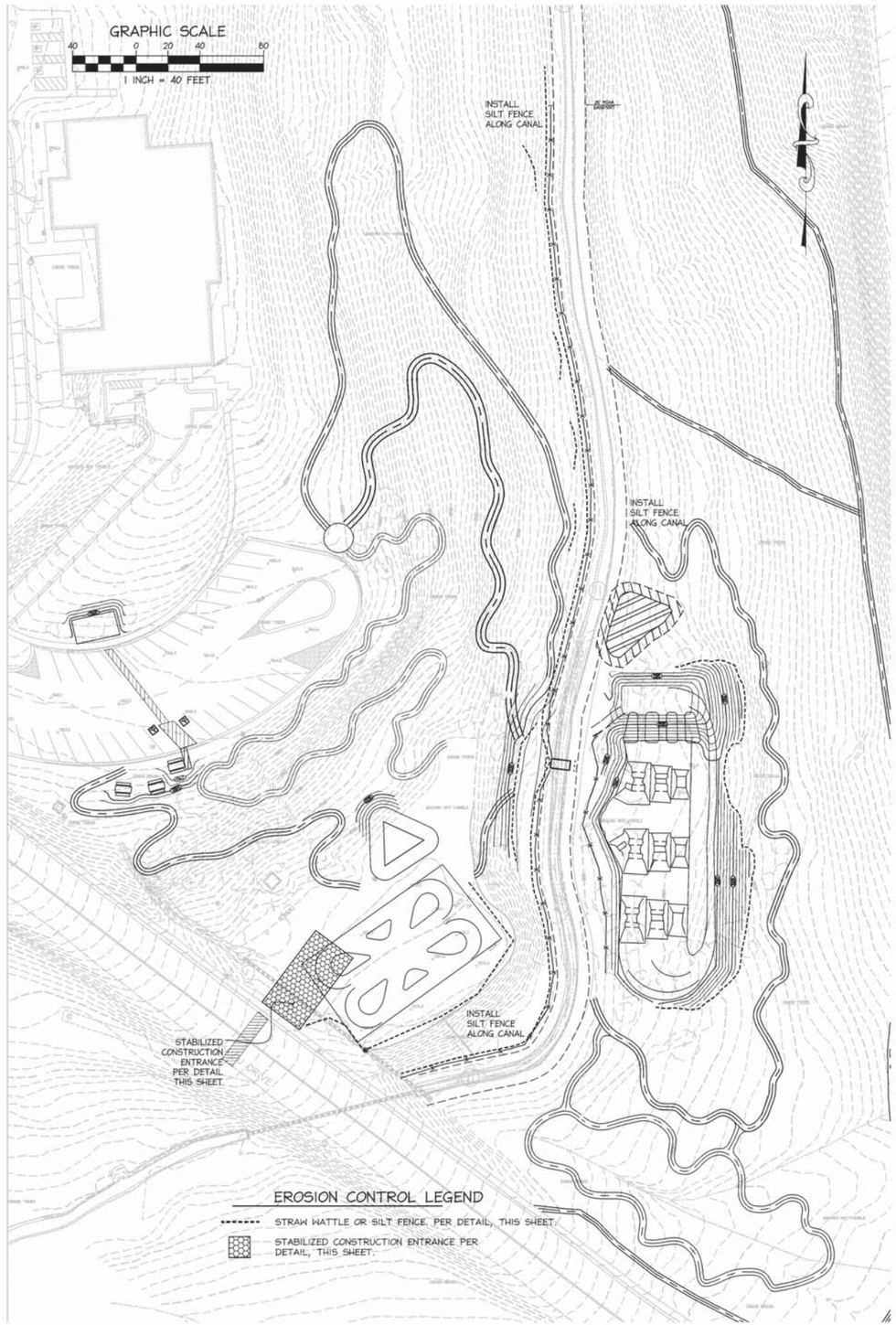
5. PAVED STREETS, BOTH ON-SITE AND ADJACENT TO THE PROJECT, SHALL BE REGULARLY SWEPT AND WASHED DURING CONSTRUCTION ACTIVITIES. MECHANICAL DRY SWEEPING WILL NOT BE PERMITTED.

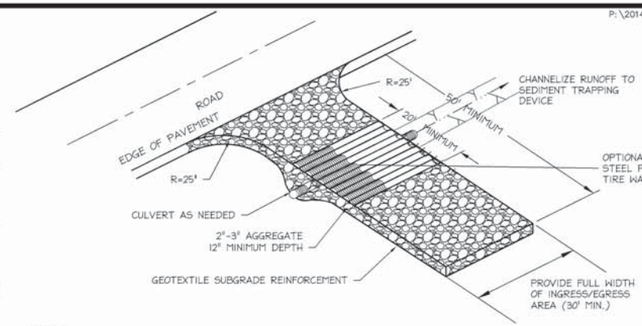
6. CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED IN A CLEAN CONDITION TO MINIMIZE DUST POLLUTION.

7. TRUCKS TRANSPORTING SOIL SHALL USE AN EFFECTIVE COVER METHOD TO PREVENT EXCESSIVE AMOUNTS OF DUST.

8. CONSTRUCTION EQUIPMENT USED SHALL BE PROPERLY MAINTAINED.

9. AN OPERATIONAL WATER TRUCK SHALL BE ON-SITE AT ALL TIMES. APPLY WATER TO CONTROL DUST AS NEEDED TO PREVENT DUST IMPACTS OFF-SITE.



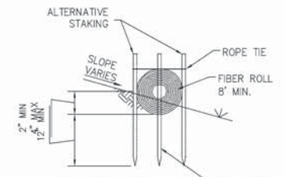


NOTES:

1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE USED AT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS.
2. THE AGGREGATE SHALL BE 2 -3 IN. CRUSHED ROCK.
3. THE ENTRANCE SHALL BE PROPERLY GRADED TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
4. THE ENTRANCE SHALL BE CONSTRUCTED ON LEVEL GROUND.
5. PERIODIC TOP DRESSING WITH ADDITIONAL STONE SHALL BE PROVIDED TO ENSURE THE INTEGRITY OF THE ENTRANCE DURING CONSTRUCTION.
6. CONTRACTOR TO MAINTAIN CONSTRUCTION ENTRANCE AT ALL TIMES.
7. CRUSHED ROCK MATERIAL SHALL BE ADDED WHEN SURFACE VOIDS ARE NOT VISIBLE.
8. ALL SEDIMENT DEPOSITS ON PAVED ROADWAYS SHALL BE REMOVED WITHIN 24 HOURS.
9. THE CRUSHED ROCK AND GEOTEXTILE SHALL BE REMOVED AT COMPLETION OF CONSTRUCTION.

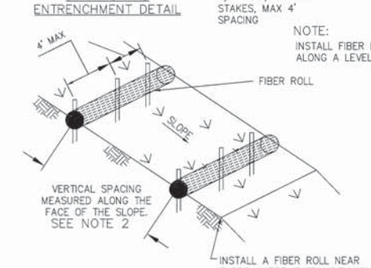
STABILIZED CONSTRUCTION ENTRANCE

N.T.S.



STAKING AND ENTRENCHMENT DETAIL

NOTE:
INSTALL FIBER ROLL ALONG A LEVEL CONTOUR



STRAW WATTLE

N.T.S.

NOTES:

1. FIBER ROLLS SHOULD CONSIST OF STRAW, FLAX, WOOD EXCELSIOR OR COCONUT FIBERS BOUND IN A TIGHT TUBULAR ROLL.
2. LOCATE FIBER ROLLS ON LEVEL CONTOURS SPACED AS FOLLOWS:
   - SLOPE INCLINATION OF 4:1 (H:V) OR FLATTER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 20 FT.
   - SLOPE INCLINATION BETWEEN 4:1 AND 2:1 (H:V): FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 15 FT.
   - SLOPE INCLINATION OF 2:1 (H:V) OR GREATER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 10 FT.
3. TURN THE ENDS OF THE FIBER ROLL UP SLOPE TO PREVENT RUNOFF FROM GOING AROUND THE ROLL.
4. IF MORE THAN ONE FIBER ROLL IS PLACED IN A ROW, THE ROLLS SHOULD BE OVERLAPPED, NOT ABUTTED.
5. FIBER ROLLS MAY BE USED FOR DRAINAGE INLET PROTECTION IF PROPERLY ANCHORED.
6. SEDIMENT SHOULD BE REMOVED WHEN SEDIMENT ACCUMULATION REACHES ONE-HALF THE SEDIMENT STORAGE DEPTH.
7. ALL STRAW WATTLES OR FIBER ROLLS SHALL BE FULLY BIODEGRADABLE CONSISTENT WITH CASQA STANDARDS

CANAL PROTECTION NOTE:

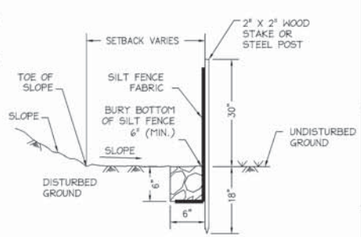
1. NO DIRECT STORM WATER PIPING MAY BE DISCHARGED INTO THE SHIRLAND CANAL. EROSION CONTROL MEASURES TO BE IMPLEMENTED TO PREVENT SEDIMENT AND DEBRIS FROM ENTERING THE CANAL.

NOTES:

1. DO NOT USE IN STREAMS, CHANNELS, DRAIN INLETS, OR ANYWHERE FLOW IS CONCENTRATED. DO NOT USE TO DIVERT FLOW.
2. THE MAXIMUM LENGTH OF SLOPE DRAINING TO ANY POINT ALONG THE SILT FENCE SHOULD BE 200 FT OR LESS.
3. SILT FENCE FABRIC SHOULD BE WOVEN POLYPROPYLENE WITH A MINIMUM WIDTH OF 36 IN AND A MINIMUM TENSILE STRENGTH OF 100 LB FORCE.
4. THE FOLLOWING CRITIERIA IS RECOMMENDED FOR SELECTION OF THE FABRIC EQUIVALENT OPENING SIZE:
   A. IF 50% OR LESS OF THE SOIL, BY WEIGHT, WILL PASS THE U.S. STANDARD SIEVE NO. 200, SELECT THE EOS TO RETAIN 85% OF THE SOIL. THE EOS SHOULD NOT BE FINER THAN EOS70.
   B. FOR ALL OTHER SOIL TYPES, THE EOS SHOULD BE NO LARGER THAN THE OPENINGS IN THE U.S. STANDARD SIEVE NO. 70 EXCEPT WHERE DIRECT DISCHARGE TO A STREAM, LAKE, OR WETLAND WILL OCCUR, THEN THE EOS SHOULD BE NO LARGER THAN STANDARD SIEVE NO. 100.
5. CONNECTION/JOINING OF SILT FENCES SHALL BE COMPLETED BY TIGHTLY OVERLAPPING THE ENDS OF THE ROLLS A MINIMUM OF 12" OR BY OVERLAPPING THE END POSTS AND SECURING THE TWO POSTS TOGETHER TIGHTLY WITH PLASTIC WIRE TIES AND/OR STEEL BAILING WIRE (9 GAUGE OR HEAVIER).
6. STAKES SHALL BE SPACED AT 8'-0" MAXIMUM AND SHALL BE POSITIONED ON DOWNSTREAM SIDE OF FENCE.
7. STAPLES USED TO FASTEN THE FENCE FABRIC TO THE STAKES SHOULD BE NOT LESS THAN 1.25 IN. LONG AND SHOULD BE FABRICATED FROM 15 GAUGE OR HEAVIER WIRE. PLASTIC WIRE TIES AND/OR STEEL BAILING WIRE (9 GAUGE OR HEAVIER) MAY BE SUBSTITUTED. NOT LESS THAN 4 STAPLES/TIES SHALL BE USED ON EACH STAKE.
8. THE LAST 8' OF FENCES SHALL BE TURNED UPSLOPE.
9. SILT FENCES SHOULD BE LEFT IN PLACE, REGULARLY INSPECTED, AND MAINTAINED UNTIL THE UPSTREAM AREA IS PERMANENTLY STABILIZED.
10. SEDIMENT SHOULD BE REMOVED BEFORE THE SEDIMENT ACCUMULATION REACHES ONE-THIRD OF THE BARRIER HEIGHT.

SILT FENCE

N.T.S.



P:\2014\14204\ CD14204C BY(XREFS)

SCALE 1"=40' | DRAWN BY PD | DESIGNED BY EG | CHECKED BY EG | REVISIONS | DATE

Giuliani & Kull, Inc.
Engineers • Planners • Surveyors
500 Wall Street, Suite A, Auburn, CA 95603
(530) 885-5107 Fax (530) 885-5157
Auburn • San Jose • Oakdale

ARD BIKE PARK
471 MAIDU DRIVE
AUBURN, CALIFORNIA

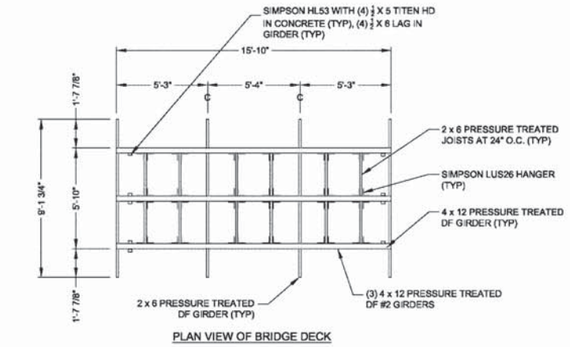
EROSION CONTROL

SHEET 5 OF 6 SHEETS

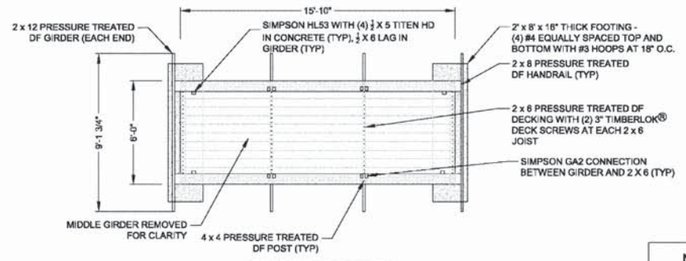
DATE MAY 4, 2016

JOB NO. 14204

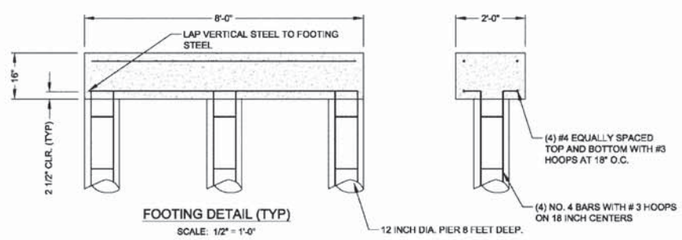
P:\2014\14204\ (XREFS)



PLAN VIEW OF BRIDGE DECK



PLAN VIEW ENTIRE BRIDGE

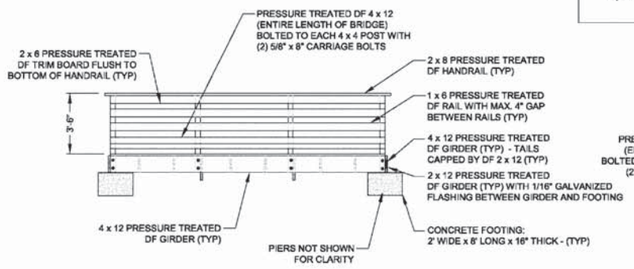


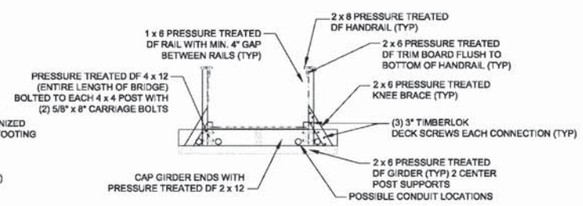
FOOTING DETAIL (TYP)

SCALE: 1/2" = 1'-0"

NOTES

F'c=4,000 PSI (MIN)
Fy=40,000 PSI





SCALE: 1/4" = 1'-0"

FIG 1

HOLDREGE & KULL
CONSULTING ENGINEERS • GEOLOGISTS
792 SEARLS AVENUE
NEVADA CITY, CA 95959
(530) 478-1305 FAX 478-1019

BIKE PARK PEDESTRIAN BRIDGE
AUBURN RECREATION DISTRICT
AUBURN, CALIFORNIA

NO.	REVISIONS	DATE

DESIGNED BY: CRK
DRAWN BY: DFD
DATE: JULY 2015
DRAWING NAME: 3704-05-FIG1
PROJECT NO.: 3704-05

SCALE 1"=40'
DRAWN BY EH
DESIGNED BY EG
CHECKED BY EG

REVISIONS
DATE

Giuliani & Kull, Inc.
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Auburn • San Jose • Oakdale

ARD BIKE PARK
471 MAIDU DRIVE
AUBURN, CALIFORNIA

BRIDGE DETAILS

SHEET 6
OF 6 SHEETS
DATE MAY 4, 2016
JOB NO. 14204

APPENDIX B

Draft Mitigation Monitoring Plan

APPENDIX B
Maidu Bike Park Project
Mitigation Monitoring Program

The California Environmental Quality Act (CEQA) requires that when a lead agency adopts a Mitigated Negative Declaration (MND), it shall prepare a monitoring or reporting program (MMRP) for all required mitigation measures (CEQA Guidelines Section 15097). The National Environmental Policy Act (NEPA) also requires the adoption and summarization of monitoring and enforcement programs for any mitigation measures (40 CFR 1505.2-1505.3) identified by an Environmental Assessment (EA). This MMRP identifies the monitoring program for mitigation measures identified by the EA/IS/MND to reduce or avoid impacts associated with implementing the proposed Maidu Bike Park project. The MMRP shall be maintained by the Auburn Recreation District's designated Project Manager, and be available for inspection upon request at the Auburn Recreation District.

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
AIR-1	Mitigation Measure AIR-1: The Grading/Improvement Plans shall include the following measures: 1. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment. 2. In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules. 3. The contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. 4. The contractor shall apply water or use other method to control dust impacts off site.	• ARD (Plan Specs) • Contractor (Implementation) • ARD (Volunteer Implementation)	ARD	• Prior to issuance of bid documents and work onsite • During construction activities	• Site plan includes the required construction emission control measure notes • Specific construction emission control measures implemented during work onsite

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. 5. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. 6. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. 7. In order to minimize wind driven dust during construction, the contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction). 8. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	9. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. 10. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217. 11. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators. 12. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. 13. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. 14. The contractor shall submit to Placer County APCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.				
AIR-2	Prior to approval of Grading or Improvement Plans, the applicant shall submit an Asbestos Dust Mitigation Plan to the Placer County APCD for review and approval prior to construction. No ground disturbance shall occur prior to receiving Placer County APCD approval of the Asbestos Dust Mitigation Plan.	• ARD (Plan Specs) • Contractor (Implementation)	• Placer County APCD • ARD	• Construction Emission/Dust Control Plan approved prior to grading onsite • Plan implemented during construction activities	• Construction Emission/Dust Control Plan approved by APCD • Fugitive dust compliant with Placer County APCD Rule 228. • Copies of Plan available on site during all grading and construction activities
BIO-1	To avoid take of any active nests protected by the federal Migratory Bird Treaty Act (MBTA), and California Fish and Game Code §3503 and 3503.5, tree removal associated with the project should be conducted between September 1 and March 1, which is outside of the typical breeding season. For any construction activities, including tree removal, initiated during the typical breeding season (generally March 1 through August 31) a pre-construction nesting survey should be conducted by a qualified biologist within 14 days prior to project-related activities. If the construction site is inactive at any time for more than 7 days, another nesting survey shall be conducted prior to re-initiation of work on	ARD	ARD	• Tree removal conducted outside of breeding season. • Pre-construction survey conducted within 14 days prior to commencement of ground clearing activities if construction is initiated between March 1 and August 31 • If active nests are found, ARD shall consult with California Department of Fish and	• Take of any active nests avoided.

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	site. Results of the nest surveys shall be submitted to CDFW and USFWS for review and approval. If any active nests are found on or immediately adjacent to the proposed area of disturbance, consultation should be initiated with CDFW and USFWS to determine appropriate performance based protection and avoidance measures and mitigation responsibilities. Mitigation measures could include limited operating periods and/or establishing a construction exclusion buffer around the nest. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest the exclusionary buffer will be increased until nest defensive behavior is not observed. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.			Wildlife prior to work onsite and measures shall be implemented in accordance with direction received from CDFW.	
BIO-2	No earlier than 30 days prior to initiation of construction activities a pre-construction survey shall be conducted by a qualified biologist to determine if active bat roosts or maternal colonies are present on or within 300 feet of the construction area. Surveys shall include examination of the trees planned for removal for bats and suitable roosting habitat. Acoustic detectors may be utilized to determine species identification if needed. If bats or bat sign (guano, urine staining) are detected in or around any of the trees planned for removal, the project applicant shall consult with the CDFW to determine the appropriate course of action prior to initiation of any construction activities within 300 feet of the occupied roost. Under no circumstance shall an active roost be directly	ARD	ARD	• Survey within 30 days prior to work onsite • Complete consultation with CDFW prior to work onsite (If active roosts are found) • Measures for protection of roosts implemented in accordance with direction received from CDFW	• Disturbance to active roost sites avoided and/or measures implemented in accordance with direction received from CDFW

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	disturbed and construction within 300 feet shall be postponed or halted until a qualified biologist has determined that the roost has been naturally vacated. If bats do not vacate the roost voluntarily, and the roost site must be removed, the project applicant shall consult with CDFW to develop an eviction plan and secure any necessary permit for incidental take of bats, if required.				
BIO-3	Oak trees removed shall be replaced on-site at a 3:1 ratio. Replacement plantings shall consist of DeePot 40 size blue oaks (*Quercus douglasii)* and interior live oaks (*Quercus wislizenii*) to match the species removed. The plantings shall be monitored and maintained for a minimum of 7 years and a minimum 2:1 replacement ratio of surviving trees shall be achieved at the end of the monitoring period. Any planted tree replaced to achieve the required 2:1 ratio shall be monitored for survival for a minimum of 3 years. Successful completion of this measure shall be documented at the end of the monitoring period.	ARD	ARD	• Replacement trees planted within 1 year of tree removal. • Trees monitored and maintained for minimum of 7 years and thereafter until 2:1 replacement ratio is achieved.	• Minimum 2:1 replacement ratio of surviving trees achieved at end of monitoring period
BIO-4	• To avoid introducing non-native noxious or invasive weeds to the project area, the following measures shall be implemented by the Auburn Area Recreation and Park District and their contractors:All seed or plant material used for revegetation or site stabilization shall be approved by Reclamation prior to application; • The erosion control and revegetation plan shall be reviewed and approved by Reclamation prior to site disturbance. Construction specifications shall require that all erosion control materials used on the site	• ARD (Plan Specs Operation) • Contractor (Implementation) • ARD (Volunteer Implementation and Project Operation)	• Reclamation • ARD	• Materials approved prior to application • Erosion Control/Revegetation Plan reviewed and approved prior to site disturbance • Revegetation conducted as soon as possible after ground disturbance • Signage posted onsite prior to project	• Spread of non-native noxious or invasive weeds avoided.

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	shall be of certified "weed-free" materials. • Disturbed areas shall be revegetated as soon as possible to reduce likelihood of invasive plant establishment; • Vegetation management activities shall be scheduled to maximize the effectiveness of control efforts and minimize introduction and spread of invasive plants; • Construction specifications shall state that equipment brought on site shall be free of non-native invasive species before moving into the project area. This may be accomplished by thoroughly washing equipment and vehicles prior to bringing them onto the project site to ensure that the equipment is free of soil, seeds, vegetative material, or other debris that could contain or hold seeds of non-native invasive species. • ARD shall post educational information on the bike park site regarding the importance of minimizing the spread of noxious weeds in the area and instructing users to implement best practices, such as maintaining clean bicycles, to prevent the spread of weeds.			operation	
CULTURAL-1	Should archaeological material such as artifacts, exotic rock or unusual amounts of shell or bone or human remains be identified in the area during earth moving activities, work shall be halted within 100 feet of the discovery and Reclamation's Regional Archaeologist and the Auburn Area Recreation and Park District shall be informed of the discovery. A qualified archaeologist shall be assigned to review the	ARD	• ARD • Contractor	• Throughout construction	• Impacts to significant archaeological material avoided

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	unanticipated find and evaluation efforts of the resource for NRHP listing shall be initiated in consultation with Reclamation. In the event that human remains are discovered, work must be halted in that area and Reclamation notified. Reclamation will initiate and facilitate the appropriate procedures relating to treatment of these remains, including consulting with tribal representatives if the remains are determined to be of Native American origin. No further soil-disturbing work shall be conducted within 100 feet of any resource discovery until an appropriate management plan is developed by a qualified archaeologist for the protection of any significant resources identified.				
GEO-1	Erosion control measures shall be implemented in accordance with Placer County Resource Conservation District's "*Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains*" and in accordance with the erosion control plan. This could include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs such as straw wattles, track out control devices, silt fencing, sediment traps, tarping of stockpiled soils, revegetation treatments or other measures specified by the erosion and dust control plan or SWPPP or as determined to be necessary by the project engineer.	• ARD (Plan Specs Operation) • Contractor (Implementation) • ARD (Volunteer Implementation and Project Operation)			
GHG-1	Diesel trucks shall be prohibited from idling more than five minutes. A note stating that diesel engine idling shall be limited to a maximum of 5 minutes shall be included on improvement plans and signs that specify the no	• ARD (Plan Specs) • Contractor (Implementation)	ARD	• During construction	• Diesel idling limited to 5 minutes or less.

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	idling requirement shall be posted on the construction site. This measure is codified by Placer County Code (Section 10.14.040) and in Section 2449(d)(3) of CARB's In-Use Off-Road Diesel Regulation.				
HAZ-1	If existing soil stockpiles on the site are disturbed and waste or evidence of contamination are observed, a qualified geologist or other environmental professional shall conduct soil sampling and laboratory analysis to characterize the materials present and determine appropriate measures for disposal or remediation of any hazardous materials detected by the analysis.	ARD	ARD	• During construction	• Disposal/remediation measures identified and implemented for any contamination discovered on site.
HAZ-2	**Asbestos Hazard Mitigation Plan for Construction and Operation of the Proposed Bike Park** **Construction and Earthwork** a. **Airborne Dust Control:** An asbestos dust mitigation plan shall be prepared in compliance with CCR Title 17 Section 93105 (*Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations*) and shall be approved by the Placer County APCD prior to being implemented during construction. All required measures shall be implemented throughout the duration of construction on the project site. Measures could include some or all of the following in accordance with the *Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations*: i. Construction vehicle speed at the work site must be limited to fifteen (15) miles	• ARD (Plan Specs) • Contractor (Implementation) • ARD (Project Operation)	ARD	• During construction	• Avoid hazards associated with disturbance of material with potential to contain asbestos during project construction and operation.

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	per hour or less; ii. Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent visible emissions from exceeding 10% in opacity or from crossing the property line; iii. Areas to be graded or excavated must be kept adequately wetted to prevent visible emissions from crossing the property line; iv. Storage piles must be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile; v. Equipment must be washed down before moving from the property onto a paved public road; and vi. Visible track-out on the paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours. b. **Earthwork and Operation - Potential NOA Area**: A registered geologist shall conduct observations of trails constructed within geologic areas with potential to contain NOA, the "Potential NOA Area," to determine whether the metavolcanic or ultramafic rock layer has been exposed, and in deep cuts and excavations in the Mehrten formation upslope of the Jump Track to confirm that the cut does not extend through the Mehrten formation into geologic units				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	with potential to contain NOA. A qualified geologist shall monitor and evaluate subsurface conditions in deep cuts and excavations in this area for potential NOA-containing soils or rock. The "Potential NOA Area" is collectively defined as areas underlain by metavolcanic and / or ultramafic rock, as mapped by the geologic evaluation prepared by Holdrege & Kull dated February 24, 2016, and the area within 15 feet to the west of the interpolated geologic contact line between the Mehrten formation area and areas underlain by metavolcanic and / or ultramafic rock. Within the mapped Potential NOA Area, the Auburn Recreation District or their contractor shall implement the following measures: i. Prevent disturbance of NOA, ultramafic rock, or metavolcanic rock within public access areas by paving or by providing a top cover of at least 3 inches of clean imported fill, or with in-fill material where the asbestos content has been determined by soil samples and lab analysis to be less than 0.25% as established by CARB Method 435. Public access areas are defined as areas where public access is intended or anticipated. Existing topsoil may be deemed to provide clean cover if at least 3 inches of compacted topsoil is maintained and the topsoil contains less than 0.25% asbestos, as determined by pre-construction sampling and laboratory analysis. All public access areas in the Potential NOA Area having less than 3				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	inches of clean cover shall be provided with additional cover until at least 3 inches of clean cover is established. ii. In non-public access areas, construct barriers, curbs, fences, gates, posts, signs, or other effective control measures to limit public access. Non-public access areas are areas where public access is limited by signs prohibiting access and/or physical barriers. iii. No fill material shall be taken from the Potential NOA area. iv. Ensure that all cover is imported clean cover materials, determined by a registered geologist as having come from source(s) having no likelihood of having asbestos content, or shown by bulk sampling and lab analysis to have less than 0.25% asbestos content as established by CARB Method 435. c. **NOA Discovery – Potential NOA Area**: If naturally-occurring asbestos is discovered in the Potential NOA Area during project construction or operation, the Auburn Recreation District shall: i. Provide written notification to the PCAPCD by the next business day following the discovery; and ii. Determine the extent of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock presence and whether the discovered material is naturally occurring in this location or from fill.				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	iii. Submit a proposed mitigation plan to PCAPCD within fourteen (14) days of the discovery of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock, incorporating additional mitigation measures. The mitigation plan shall be submitted to PCAPCD for review and approval prior to implementation. iv. Additional mitigation measures shall include, but are not limited to: 1. For public access areas, placement of at least 12 inches of clean imported fill, or on-site fill material where the asbestos content determined by soil samples and lab analysis is less than 0.25% as established by CARB Method 435. Clean imported fill is as previously defined; 2. For non-public access areas, installation of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other effective measures to minimize soil disturbance. d. **NOA Discovery – Mehrten Formation**: If naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock is discovered in the area identified in Figure 6 of the Holdrege & Kull Geologic Evaluation: Proposed Maidu Bike Park, dated February 24, 2016, as the Mehrten Formation, the owner /operator shall: i. Provide written notification to the PCAPCD by the next business day				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	following the discovery; and ii. Determine the extent of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock presence and whether the discovered material is naturally occurring or from fill. iii. Submit a proposed mitigation plan to PCAPCD within fourteen (14) days of the discovery of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock, incorporating additional mitigation measures. Approval of the plan by PCAPCD is required. iv. Additional mitigation measures shall include, but are not limited to: 1. For public access areas, placement of at least 12 inches of clean imported fill, or with in-fill material where the asbestos content determined by the soil samples and lab analysis to be less than 0.25% as established by CARB Method 435. Clean imported fill is as previously defined; 2. For non-public access areas, installation of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other effective measures to minimize soil disturbance. e. Fill Material: Fill for the jump track shall be clean imported fill or material derived from cut on the western side of the jump track location or soil that is presently stockpiled in the vicinity, and which was assessed in the Holdrege & Kull Geologic Evaluation:				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	Proposed Maidu Bike Park, dated February 24, 2016 (Holdrege & Kull, 2016), to be free of observable ultramafic or metavolcanic rock, and determined through sample analysis to be free of asbestos. **Post-Construction Monitoring** A post-construction monitoring program shall be implemented to ensure continuation of the measures described above for the life of the project, including maintenance of clean cover for public access areas located within the Potential NOA Area, and maintenance of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other measures implemented to minimize soil disturbance in the non-public access areas within the Potential NOA Area. Monthly monitoring shall be performed by ARD to verify that potentially asbestos-containing materials are not disturbed. Any exposed serpentine, metavolcanic rock, or ultramafic rock shall remain covered by at least 3 inches of compacted clean soil, and 12 inches for exposed NOA. Monitoring shall be performed/overseen by a qualified geologist whenever earth-disturbing work other than routine trail maintenance is proposed in the Potential NOA Area. Examples of earth-disturbing work that would require monitoring/oversight by a qualified geologist include earthwork, construction of additional trails, re-routing trails, or disturbance of approved cover on existing trails.				

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
HAZ-3	The following measures shall be implemented prior to and during construction and shall be incorporated into project plans and specifications. • All equipment will be inspected by the contractor for leaks prior to the start of construction and regularly throughout project construction. Leaks from any equipment shall be contained and the leak remedied before the equipment is again used on the site. • BMPs for spill prevention shall be incorporated into project plans and specifications and shall contain measures for secondary containment and safe handling procedures according to the product Material Safety Data Sheets. • A spill kit shall be maintained on site throughout all construction activities and shall contain appropriate items to absorb, contain, neutralize, or remove hazardous materials stored or used in large quantities during construction. • Project plans and specifications shall identify construction staging areas and designated areas where equipment refueling, lubrication, and maintenance may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be approved by the Auburn Area Recreation and Park District. Potential sites include the lower parking lot serving the CVCC and the shoulder of Maidu Drive. • In the event of any spill or release of any chemical during construction,	• ARD (Plan Specs) • Contractor (Implementation) • ARD (Volunteer Implementation)	ARD	• Prior to and during construction	• Spill prevention measures implemented

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	the contractor shall immediately notify the Auburn Area Recreation and Park District.				
NOISE-1	Use of the bike park shall be restricted to the hours of 8:00 a.m. to dark (and at no time later than 9:00 p.m.) daily. No amplified voice or music shall be allowed to be used within the bike park except under a special event permit issued by ARD. Not more than five (5) special event permits shall be issued annually and notice of special events shall be provided at least ten days in advance of issuing the permit by posting on the bike park site.	ARD	ARD	• During project operation	• Compliance with noise standards.
TRAFFIC-1	The Auburn Area Recreation and Park District shall promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility. This shall include listing this preferred route in the Auburn Area Recreation and Park District's official directions to the bike park in bike park literature and on the Auburn Area Recreation and Park District website. A sign instructing bike park users to access the facility via the preferred route shall be posted on site at the bike park.	ARD	ARD	• Signs and literature designating preferred route posted prior to and during project operation	• Park visitors using Maidu Drive route for access.

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APPENDIX C

CalEEMod Modeling Results

Maidu Bike Park

Sacramento Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.20	Acre	1.20	52,272.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	65
Climate Zone	2			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - industrial land use used for restrooms, storage shed, and deck

Construction Phase - project schedule

Off-road Equipment - drill holes in asphalt, off haul materials

Off-road Equipment - limited vegetation onsite

Off-road Equipment - majority of project construction is grading trails

Off-road Equipment - crane used only one day (to install bridge), for rest of phase crane is proxy for other equipment

Off-road Equipment - painting exterior of restroom and shed, staining/sealing deck

Off-road Equipment - minimal veg removal, sawcut existing road pavement

Off-road Equipment - grading for trail construction

Grading - project phasing/construction

Demolition - approx conversion of 240 cubic yards, based on weight of landscaping gravel at 1.35 tons per cubic yard.

Architectural Coating - painting of restrooms, exterior of storage shed, staining/sealing deck

Vehicle Trips - trip gen for park per traffic study
industrial land use used as proxy for restrooms, shed, deck; no additional trip generation associated with these elements

Trips and VMT - water trucks, minimal building construction materials

Area Coating - voc limited by APCD rules, limited coatings onsite

Water And Wastewater - no landscape maintenance; only indoor water use from restrooms

Solid Waste - industrial use as proxy for restrooms etc

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	26,636.00	3,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	79,908.00	3,000.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_Nonresidential_Interior	79908	3000
tblAreaMitigation	UseLowVOCPaintNonresidentialExterior Value	150	250
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	NumDays	200.00	28.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	4.00	51.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	4.00	61.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00

tblConstructionPhase	PhaseEndDate	10/4/2015	10/8/2015
tblConstructionPhase	PhaseEndDate	10/30/2015	9/30/2015
tblConstructionPhase	PhaseEndDate	10/13/2015	6/10/2016
tblConstructionPhase	PhaseEndDate	8/10/2016	8/12/2016
tblConstructionPhase	PhaseStartDate	10/1/2015	10/5/2015
tblConstructionPhase	PhaseStartDate	10/3/2015	9/3/2015
tblConstructionPhase	PhaseStartDate	10/9/2015	6/6/2016
tblConstructionPhase	PhaseStartDate	6/11/2016	6/13/2016
tblGrading	AcresOfGrading	38.25	1.50
tblGrading	AcresOfGrading	2.63	1.00
tblGrading	AcresOfGrading	1.88	1.00
tblGrading	AcresOfGrading	45.75	1.50
tblGrading	MaterialExported	0.00	75.00
tblGrading	MaterialExported	0.00	400.00
tblGrading	MaterialImported	0.00	1,195.00
tblGrading	MaterialImported	0.00	400.00
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00

tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	0.94	0.10
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	9.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	1.59	231.67
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	1.59	231.67
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	1.59	37.50
tblVehicleTrips	WD_TR	2.59	0.00
tblWater	IndoorWaterUseRate	231,250.00	20,000.00
tblWater	OutdoorWaterUseRate	1,429,777.62	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1335	1.1234	0.7314	8.9000e-004	0.1444	0.0620	0.2064	0.0750	0.0571	0.1321	0.0000	83.4349	83.4349	0.0204	0.0000	83.8629
2016	0.1235	1.2897	0.8679	9.3000e-004	0.2951	0.0671	0.3621	0.1602	0.0618	0.2220	0.0000	86.8008	86.8008	0.0235	0.0000	87.2936
Total	**0.2570**	**2.4131**	**1.5993**	**1.8200e-003**	**0.4394**	**0.1291**	**0.5685**	**0.2351**	**0.1189**	**0.3540**	**0.0000**	**170.2357**	**170.2357**	**0.0439**	**0.0000**	**171.1566**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1335	1.1234	0.7314	8.9000e-004	0.1444	0.0620	0.2064	0.0750	0.0571	0.1321	0.0000	83.4348	83.4348	0.0204	0.0000	83.8629
2016	0.1235	1.2897	0.8679	9.3000e-004	0.2951	0.0671	0.3621	0.1602	0.0618	0.2220	0.0000	86.8007	86.8007	0.0235	0.0000	87.2935
Total	**0.2570**	**2.4131**	**1.5993**	**1.8200e-003**	**0.4394**	**0.1291**	**0.5685**	**0.2351**	**0.1189**	**0.3540**	**0.0000**	**170.2355**	**170.2355**	**0.0439**	**0.0000**	**171.1564**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2191	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Energy	3.0000e-005	3.2000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.8210	1.8210	7.0000e-005	2.0000e-005	1.8287
Mobile	0.0767	0.1893	0.7715	1.3900e-003	0.0887	2.4100e-003	0.0911	0.0238	2.2100e-003	0.0260	0.0000	107.6594	107.6594	4.3400e-003	0.0000	107.7505
Waste						0.0000	0.0000		0.0000	0.0000	0.0406	0.0000	0.0406	2.4000e-003	0.0000	0.0910
Water						0.0000	0.0000		0.0000	0.0000	6.3500e-003	0.0315	0.0378	6.5000e-004	2.0000e-005	0.0564
Total	**0.2958**	**0.1897**	**0.7718**	**1.3900e-003**	**0.0887**	**2.4300e-003**	**0.0911**	**0.0238**	**2.2300e-003**	**0.0260**	**0.0470**	**109.5119**	**109.5588**	**7.4600e-003**	**4.0000e-005**	**109.7266**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2191	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Energy	3.0000e-005	3.2000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.8210	1.8210	7.0000e-005	2.0000e-005	1.8287
Mobile	0.0767	0.1893	0.7715	1.3900e-003	0.0887	2.4100e-003	0.0911	0.0238	2.2100e-003	0.0260	0.0000	107.6594	107.6594	4.3400e-003	0.0000	107.7505
Waste						0.0000	0.0000		0.0000	0.0000	0.0406	0.0000	0.0406	2.4000e-003	0.0000	0.0910
Water						0.0000	0.0000		0.0000	0.0000	6.3500e-003	0.0315	0.0378	6.5000e-004	2.0000e-005	0.0564
Total	**0.2958**	**0.1897**	**0.7718**	**1.3900e-003**	**0.0887**	**2.4300e-003**	**0.0911**	**0.0238**	**2.2300e-003**	**0.0260**	**0.0470**	**109.5119**	**109.5588**	**7.4600e-003**	**4.0000e-005**	**109.7266**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/3/2015	8/5/2015	7	3	drill into existing asphalt at pump track
2	Site Preparation Phase 1	Site Preparation	8/6/2015	8/12/2015	7	7	phase 1
3	Grading Phase 1	Grading	8/13/2015	10/2/2015	7	51	phase 1
4	Building Construction	Building Construction	9/3/2015	9/30/2015	7	28	restrooms, shed, and deck
5	Architectural Coating	Architectural Coating	10/5/2015	10/8/2015	7	4	restrooms, shed, and deck
6	Site Preparation Phase 2	Site Preparation	6/6/2016	6/10/2016	7	5	phase 2
7	Grading Phase 2	Grading	6/13/2016	8/12/2016	7	61	phase 2

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,000; Non-Residential Outdoor: 3,000 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading Phase 2	Graders	2	6.00	174	0.41
Demolition	Concrete/Industrial Saws	1	7.00	81	0.73
Site Preparation Phase 2	Concrete/Industrial Saws	1	6.00	81	0.73
Building Construction	Cranes	1	6.00	226	0.29
Site Preparation Phase 1	Graders	1	6.00	174	0.41
Site Preparation Phase 2	Graders	1	6.00	174	0.41
Grading Phase 2	Rubber Tired Dozers	2	6.00	255	0.40
Grading Phase 1	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	1	2.00	46	0.45
Grading Phase 1	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Site Preparation Phase 2	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation Phase 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading Phase 1	Graders	2	6.00	174	0.41
Grading Phase 2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation Phase 1	Rubber Tired Dozers	1	6.00	255	0.40
Site Preparation Phase 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	0.00	33.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 1	3	8.00	0.00	9.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading Phase 1	5	13.00	4.00	149.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	22.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading Phase 2	5	13.00	4.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 2	4	10.00	0.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.7500e-003	0.0000	3.7500e-003	5.7000e-004	0.0000	5.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3400e-003	0.0104	7.7200e-003	1.0000e-005		8.1000e-004	8.1000e-004		7.9000e-004	7.9000e-004	0.0000	1.0399	1.0399	1.8000e-004	0.0000	1.0436
Total	**1.3400e-003**	**0.0104**	**7.7200e-003**	**1.0000e-005**	**3.7500e-003**	**8.1000e-004**	**4.5600e-003**	**5.7000e-004**	**7.9000e-004**	**1.3600e-003**	**0.0000**	**1.0399**	**1.0399**	**1.8000e-004**	**0.0000**	**1.0436**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	4.7000e-004	5.1300e-003	5.0800e-003	1.0000e-005	2.8000e-004	8.0000e-005	3.6000e-004	8.0000e-005	7.0000e-005	1.5000e-004	0.0000	1.1346	1.1346	1.0000e-005	0.0000	1.1347
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0551	0.0551	0.0000	0.0000	0.0552
Total	**5.0000e-004**	**5.1700e-003**	**5.4800e-003**	**1.0000e-005**	**3.4000e-004**	**8.0000e-005**	**4.2000e-004**	**1.0000e-004**	**7.0000e-005**	**1.7000e-004**	**0.0000**	**1.1897**	**1.1897**	**1.0000e-005**	**0.0000**	**1.1900**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.7500e-003	0.0000	3.7500e-003	5.7000e-004	0.0000	5.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3400e-003	0.0104	7.7200e-003	1.0000e-005		8.1000e-004	8.1000e-004		7.9000e-004	7.9000e-004	0.0000	1.0399	1.0399	1.8000e-004	0.0000	1.0436
Total	**1.3400e-003**	**0.0104**	**7.7200e-003**	**1.0000e-005**	**3.7500e-003**	**8.1000e-004**	**4.5600e-003**	**5.7000e-004**	**7.9000e-004**	**1.3600e-003**	**0.0000**	**1.0399**	**1.0399**	**1.8000e-004**	**0.0000**	**1.0436**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.7000e-004	5.1300e-003	5.0800e-003	1.0000e-005	2.8000e-004	8.0000e-005	3.6000e-004	8.0000e-005	7.0000e-005	1.5000e-004	0.0000	1.1346	1.1346	1.0000e-005	0.0000	1.1347
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0551	0.0551	0.0000	0.0000	0.0552

Total	**5.0000e-004**	**5.1700e-003**	**5.4800e-003**	**1.0000e-005**	**3.4000e-004**	**8.0000e-005**	**4.2000e-004**	**1.0000e-004**	**7.0000e-005**	**1.7000e-004**	**0.0000**	**1.1897**	**1.1897**	**1.0000e-005**	**0.0000**	**1.1900**

3.3 Site Preparation Phase 1 - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0164	0.0000	0.0164	8.7500e-003	0.0000	8.7500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0800e-003	0.0753	0.0483	5.0000e-005		4.0700e-003	4.0700e-003		3.7500e-003	3.7500e-003	0.0000	4.5686	4.5686	1.3600e-003	0.0000	4.5973
Total	**7.0800e-003**	**0.0753**	**0.0483**	**5.0000e-005**	**0.0164**	**4.0700e-003**	**0.0204**	**8.7500e-003**	**3.7500e-003**	**0.0125**	**0.0000**	**4.5686**	**4.5686**	**1.3600e-003**	**0.0000**	**4.5973**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	1.4000e-003	1.3900e-003	0.0000	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3094	0.3094	0.0000	0.0000	0.3095
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.5000e-004	1.5000e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2059	0.2059	1.0000e-005	0.0000	0.2061
Total	**2.5000e-004**	**1.5500e-003**	**2.8900e-003**	**0.0000**	**3.0000e-004**	**2.0000e-005**	**3.2000e-004**	**8.0000e-005**	**2.0000e-005**	**1.0000e-004**	**0.0000**	**0.5153**	**0.5153**	**1.0000e-005**	**0.0000**	**0.5156**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0164	0.0000	0.0164	8.7500e-003	0.0000	8.7500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0800e-003	0.0753	0.0483	5.0000e-005		4.0700e-003	4.0700e-003		3.7500e-003	3.7500e-003	0.0000	4.5686	4.5686	1.3600e-003	0.0000	4.5972
Total	**7.0800e-003**	**0.0753**	**0.0483**	**5.0000e-005**	**0.0164**	**4.0700e-003**	**0.0204**	**8.7500e-003**	**3.7500e-003**	**0.0125**	**0.0000**	**4.5686**	**4.5686**	**1.3600e-003**	**0.0000**	**4.5972**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	1.4000e-003	1.3900e-003	0.0000	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3094	0.3094	0.0000	0.0000	0.3095
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.5000e-004	1.5000e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2059	0.2059	1.0000e-005	0.0000	0.2061
Total	**2.5000e-004**	**1.5500e-003**	**2.8900e-003**	**0.0000**	**3.0000e-004**	**2.0000e-005**	**3.2000e-004**	**8.0000e-005**	**2.0000e-005**	**1.0000e-004**	**0.0000**	**0.5153**	**0.5153**	**1.0000e-005**	**0.0000**	**0.5156**

3.4 Grading Phase 1 - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.1161	0.0000	0.1161	0.0634	0.0000	0.0634	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0811	0.8440	0.5087	5.5000e-004		0.0482	0.0482		0.0443	0.0443	0.0000	52.2614	52.2614	0.0156	0.0000	52.5891
Total	**0.0811**	**0.8440**	**0.5087**	**5.5000e-004**	**0.1161**	**0.0482**	**0.1643**	**0.0634**	**0.0443**	**0.1078**	**0.0000**	**52.2614**	**52.2614**	**0.0156**	**0.0000**	**52.5891**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.1400e-003	0.0232	0.0229	6.0000e-005	1.2600e-003	3.7000e-004	1.6200e-003	3.5000e-004	3.4000e-004	6.8000e-004	0.0000	5.1227	5.1227	4.0000e-005	0.0000	5.1235
Vendor	1.6400e-003	0.0110	0.0176	2.0000e-005	6.5000e-004	1.9000e-004	8.4000e-004	1.9000e-004	1.7000e-004	3.6000e-004	0.0000	2.2184	2.2184	2.0000e-005	0.0000	2.2188
Worker	1.4000e-003	1.7700e-003	0.0178	3.0000e-005	2.6200e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.4373	2.4373	1.4000e-004	0.0000	2.4403
Total	**5.1800e-003**	**0.0360**	**0.0583**	**1.1000e-004**	**4.5300e-003**	**5.8000e-004**	**5.1000e-003**	**1.2400e-003**	**5.3000e-004**	**1.7600e-003**	**0.0000**	**9.7784**	**9.7784**	**2.0000e-004**	**0.0000**	**9.7826**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1161	0.0000	0.1161	0.0634	0.0000	0.0634	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0811	0.8440	0.5087	5.5000e-004		0.0482	0.0482		0.0443	0.0443	0.0000	52.2614	52.2614	0.0156	0.0000	52.5890
Total	**0.0811**	**0.8440**	**0.5087**	**5.5000e-004**	**0.1161**	**0.0482**	**0.1643**	**0.0634**	**0.0443**	**0.1078**	**0.0000**	**52.2614**	**52.2614**	**0.0156**	**0.0000**	**52.5890**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.1400e-003	0.0232	0.0229	6.0000e-005	1.2600e-003	3.7000e-004	1.6200e-003	3.5000e-004	3.4000e-004	6.8000e-004	0.0000	5.1227	5.1227	4.0000e-005	0.0000	5.1235
Vendor	1.6400e-003	0.0110	0.0176	2.0000e-005	6.5000e-004	1.9000e-004	8.4000e-004	1.9000e-004	1.7000e-004	3.6000e-004	0.0000	2.2184	2.2184	2.0000e-005	0.0000	2.2188
Worker	1.4000e-003	1.7700e-003	0.0178	3.0000e-005	2.6200e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.4373	2.4373	1.4000e-004	0.0000	2.4403
Total	**5.1800e-003**	**0.0360**	**0.0583**	**1.1000e-004**	**4.5300e-003**	**5.8000e-004**	**5.1000e-003**	**1.2400e-003**	**5.3000e-004**	**1.7600e-003**	**0.0000**	**9.7784**	**9.7784**	**2.0000e-004**	**0.0000**	**9.7826**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0138	0.1351	0.0648	1.0000e-004		7.5900e-003	7.5900e-003		7.0300e-003	7.0300e-003	0.0000	9.4207	9.4207	2.7900e-003	0.0000	9.4793
Total	**0.0138**	**0.1351**	**0.0648**	**1.0000e-004**		**7.5900e-003**	**7.5900e-003**		**7.0300e-003**	**7.0300e-003**	**0.0000**	**9.4207**	**9.4207**	**2.7900e-003**	**0.0000**	**9.4793**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3500e-003	9.0900e-003	0.0145	2.0000e-005	5.4000e-004	1.5000e-004	6.9000e-004	1.5000e-004	1.4000e-004	3.0000e-004	0.0000	1.8269	1.8269	2.0000e-005	0.0000	1.8273
Worker	1.3000e-003	1.6500e-003	0.0166	3.0000e-005	2.4300e-003	2.0000e-005	2.4500e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2645	2.2645	1.3000e-004	0.0000	2.2673
Total	**2.6500e-003**	**0.0107**	**0.0310**	**5.0000e-005**	**2.9700e-003**	**1.7000e-004**	**3.1400e-003**	**8.0000e-004**	**1.6000e-004**	**9.7000e-004**	**0.0000**	**4.0915**	**4.0915**	**1.5000e-004**	**0.0000**	**4.0946**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0138	0.1351	0.0648	1.0000e-004		7.5900e-003	7.5900e-003		7.0300e-003	7.0300e-003	0.0000	9.4207	9.4207	2.7900e-003	0.0000	9.4793
Total	**0.0138**	**0.1351**	**0.0648**	**1.0000e-004**		**7.5900e-003**	**7.5900e-003**		**7.0300e-003**	**7.0300e-003**	**0.0000**	**9.4207**	**9.4207**	**2.7900e-003**	**0.0000**	**9.4793**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3500e-003	9.0900e-003	0.0145	2.0000e-005	5.4000e-004	1.5000e-004	6.9000e-004	1.5000e-004	1.4000e-004	3.0000e-004	0.0000	1.8269	1.8269	2.0000e-005	0.0000	1.8273
Worker	1.3000e-003	1.6500e-003	0.0166	3.0000e-005	2.4300e-003	2.0000e-005	2.4500e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2645	2.2645	1.3000e-004	0.0000	2.2673

Total	**2.6500e-003**	**0.0107**	**0.0310**	**5.0000e-005**	**2.9700e-003**	**1.7000e-004**	**3.1400e-003**	**8.0000e-004**	**1.6000e-004**	**9.7000e-004**	**0.0000**	**4.0915**	**4.0915**	**1.5000e-004**	**0.0000**	**4.0946**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0209					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1000e-004	5.1400e-003	3.8000e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	0.5107	0.5107	7.0000e-005	0.0000	0.5121
Total	**0.0217**	**5.1400e-003**	**3.8000e-003**	**1.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.5107**	**0.5107**	**7.0000e-005**	**0.0000**	**0.5121**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0588	0.0588	0.0000	0.0000	0.0589
Total	**3.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0588**	**0.0588**	**0.0000**	**0.0000**	**0.0589**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0209					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1000e-004	5.1400e-003	3.8000e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	0.5107	0.5107	7.0000e-005	0.0000	0.5121
Total	**0.0217**	**5.1400e-003**	**3.8000e-003**	**1.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.5107**	**0.5107**	**7.0000e-005**	**0.0000**	**0.5121**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0588	0.0588	0.0000	0.0000	0.0589
Total	**3.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0588**	**0.0588**	**0.0000**	**0.0000**	**0.0589**

3.7 Site Preparation Phase 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0137	0.0000	0.0137	7.3000e-003	0.0000	7.3000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6800e-003	0.0666	0.0453	5.0000e-005		3.7800e-003	3.7800e-003		3.5300e-003	3.5300e-003	0.0000	4.6793	4.6793	1.2000e-003	0.0000	4.7046
Total	**6.6800e-003**	**0.0666**	**0.0453**	**5.0000e-005**	**0.0137**	**3.7800e-003**	**0.0175**	**7.3000e-003**	**3.5300e-003**	**0.0108**	**0.0000**	**4.6793**	**4.6793**	**1.2000e-003**	**0.0000**	**4.7046**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.1000e-004	6.6400e-003	6.9900e-003	2.0000e-005	4.2000e-004	1.0000e-004	5.2000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	1.6972	1.6972	1.0000e-005	0.0000	1.6974
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.1900e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1775	0.1775	1.0000e-005	0.0000	0.1777
Total	**7.0000e-004**	**6.7600e-003**	**8.1800e-003**	**2.0000e-005**	**6.2000e-004**	**1.0000e-004**	**7.2000e-004**	**1.7000e-004**	**9.0000e-005**	**2.6000e-004**	**0.0000**	**1.8746**	**1.8746**	**2.0000e-005**	**0.0000**	**1.8751**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0137	0.0000	0.0137	7.3000e-003	0.0000	7.3000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6800e-003	0.0666	0.0453	5.0000e-005		3.7800e-003	3.7800e-003		3.5300e-003	3.5300e-003	0.0000	4.6793	4.6793	1.2000e-003	0.0000	4.7046
Total	**6.6800e-003**	**0.0666**	**0.0453**	**5.0000e-005**	**0.0137**	**3.7800e-003**	**0.0175**	**7.3000e-003**	**3.5300e-003**	**0.0108**	**0.0000**	**4.6793**	**4.6793**	**1.2000e-003**	**0.0000**	**4.7046**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.1000e-004	6.6400e-003	6.9900e-003	2.0000e-005	4.2000e-004	1.0000e-004	5.2000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	1.6972	1.6972	1.0000e-005	0.0000	1.6974
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.1900e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1775	0.1775	1.0000e-005	0.0000	0.1777
Total	**7.0000e-004**	**6.7600e-003**	**8.1800e-003**	**2.0000e-005**	**6.2000e-004**	**1.0000e-004**	**7.2000e-004**	**1.7000e-004**	**9.0000e-005**	**2.6000e-004**	**0.0000**	**1.8746**	**1.8746**	**2.0000e-005**	**0.0000**	**1.8751**

3.8 Grading Phase 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2764	0.0000	0.2764	0.1515	0.0000	0.1515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1124	1.1963	0.7695	7.7000e-004		0.0629	0.0629		0.0579	0.0579	0.0000	73.1150	73.1150	0.0221	0.0000	73.5782
Total	**0.1124**	**1.1963**	**0.7695**	**7.7000e-004**	**0.2764**	**0.0629**	**0.3392**	**0.1515**	**0.0579**	**0.2094**	**0.0000**	**73.1150**	**73.1150**	**0.0221**	**0.0000**	**73.5782**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	6.1000e-004	6.6400e-003	6.9900e-003	2.0000e-005	4.2000e-004	1.0000e-004	5.2000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	1.6972	1.6972	1.0000e-005	0.0000	1.6974
Vendor	1.6700e-003	0.0115	0.0190	3.0000e-005	7.8000e-004	1.9000e-004	9.7000e-004	2.2000e-004	1.7000e-004	4.0000e-004	0.0000	2.6203	2.6203	2.0000e-005	0.0000	2.6208
Worker	1.4700e-003	1.8800e-003	0.0189	4.0000e-005	3.1300e-003	2.0000e-005	3.1600e-003	8.3000e-004	2.0000e-005	8.6000e-004	0.0000	2.8143	2.8143	1.5000e-004	0.0000	2.8175
Total	**3.7500e-003**	**0.0200**	**0.0449**	**9.0000e-005**	**4.3300e-003**	**3.1000e-004**	**4.6500e-003**	**1.1700e-003**	**2.8000e-004**	**1.4700e-003**	**0.0000**	**7.1318**	**7.1318**	**1.8000e-004**	**0.0000**	**7.1357**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2764	0.0000	0.2764	0.1515	0.0000	0.1515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1124	1.1963	0.7695	7.7000e-004		0.0629	0.0629		0.0579	0.0579	0.0000	73.1149	73.1149	0.0221	0.0000	73.5781
Total	**0.1124**	**1.1963**	**0.7695**	**7.7000e-004**	**0.2764**	**0.0629**	**0.3392**	**0.1515**	**0.0579**	**0.2094**	**0.0000**	**73.1149**	**73.1149**	**0.0221**	**0.0000**	**73.5781**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.1000e-004	6.6400e-003	6.9900e-003	2.0000e-005	4.2000e-004	1.0000e-004	5.2000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	1.6972	1.6972	1.0000e-005	0.0000	1.6974
Vendor	1.6700e-003	0.0115	0.0190	3.0000e-005	7.8000e-004	1.9000e-004	9.7000e-004	2.2000e-004	1.7000e-004	4.0000e-004	0.0000	2.6203	2.6203	2.0000e-005	0.0000	2.6208
Worker	1.4700e-003	1.8800e-003	0.0189	4.0000e-005	3.1300e-003	2.0000e-005	3.1600e-003	8.3000e-004	2.0000e-005	8.6000e-004	0.0000	2.8143	2.8143	1.5000e-004	0.0000	2.8175

Total	**3.7500e-003**	**0.0200**	**0.0449**	**9.0000e-005**	**4.3300e-003**	**3.1000e-004**	**4.6500e-003**	**1.1700e-003**	**2.8000e-004**	**1.4700e-003**	**0.0000**	**7.1318**	**7.1318**	**1.8000e-004**	**0.0000**	**7.1357**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0767	0.1893	0.7715	1.3900e-003	0.0887	2.4100e-003	0.0911	0.0238	2.2100e-003	0.0260	0.0000	107.6594	107.6594	4.3400e-003	0.0000	107.7505
Unmitigated	0.0767	0.1893	0.7715	1.3900e-003	0.0887	2.4100e-003	0.0911	0.0238	2.2100e-003	0.0260	0.0000	107.6594	107.6594	4.3400e-003	0.0000	107.7505

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	45.00	278.00	278.00	238,191	238,191
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	45.00	278.00	278.00	238,191	238,191

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.462386	0.061858	0.181346	0.154042	0.057199	0.007292	0.019609	0.042252	0.001830	0.001673	0.006973	0.000697	0.002843

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.4778	1.4778	7.0000e-005	1.0000e-005	1.4835
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.4778	1.4778	7.0000e-005	1.0000e-005	1.4835
NaturalGas Mitigated	3.0000e-005	3.2000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3431	0.3431	1.0000e-005	1.0000e-005	0.3452
NaturalGas Unmitigated	3.0000e-005	3.2000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3431	0.3431	1.0000e-005	1.0000e-005	0.3452

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	6430	3.0000e-005	3.2000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3431	0.3431	1.0000e-005	1.0000e-005	0.3452
Total		**3.0000e-005**	**3.2000e-004**	**2.6000e-004**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.3431**	**0.3431**	**1.0000e-005**	**1.0000e-005**	**0.3452**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	6430	3.0000e-005	3.2000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3431	0.3431	1.0000e-005	1.0000e-005	0.3452
Total		**3.0000e-005**	**3.2000e-004**	**2.6000e-004**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.3431**	**0.3431**	**1.0000e-005**	**1.0000e-005**	**0.3452**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	5080	1.4778	7.0000e-005	1.0000e-005	1.4835
Total		**1.4778**	**7.0000e-005**	**1.0000e-005**	**1.4835**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	5080	1.4778	7.0000e-005	1.0000e-005	1.4835
Total		**1.4778**	**7.0000e-005**	**1.0000e-005**	**1.4835**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2191	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Unmitigated	0.2191	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Total	**0.2191**	**0.0000**	**2.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0000**	**4.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Total	**0.2191**	**0.0000**	**2.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0000**	**4.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0378	6.5000e-004	2.0000e-005	0.0564
Unmitigated	0.0378	6.5000e-004	2.0000e-005	0.0564

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.02 / 0	0.0378	6.5000e-004	2.0000e-005	0.0564
Total		**0.0378**	**6.5000e-004**	**2.0000e-005**	**0.0564**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.02 / 0	0.0378	6.5000e-004	2.0000e-005	0.0564
Total		**0.0378**	**6.5000e-004**	**2.0000e-005**	**0.0564**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0406	2.4000e-003	0.0000	0.0910
Unmitigated	0.0406	2.4000e-003	0.0000	0.0910

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.1	0.0203	1.2000e-003	0.0000	0.0455
Unrefrigerated Warehouse-No Rail	0.1	0.0203	1.2000e-003	0.0000	0.0455
Total		**0.0406**	**2.4000e-003**	**0.0000**	**0.0910**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.1	0.0203	1.2000e-003	0.0000	0.0455
Unrefrigerated Warehouse-No Rail	0.1	0.0203	1.2000e-003	0.0000	0.0455

Total		**0.0406**	**2.4000e-003**	**0.0000**	**0.0910**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Maidu Bike Park

Sacramento Valley Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.20	Acre	1.20	52,272.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	65
Climate Zone	2			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - industrial land use used for restrooms, storage shed, and deck

Construction Phase - project schedule

Off-road Equipment - drill holes in asphalt, off haul materials

Off-road Equipment - limited vegetation onsite

Off-road Equipment - majority of project construction is grading trails

Off-road Equipment - crane used only one day (to install bridge), for rest of phase crane is proxy for other equipment

Off-road Equipment - painting exterior of restroom and shed, staining/sealing deck

Off-road Equipment - minimal veg removal, sawcut existing road pavement

Off-road Equipment - grading for trail construction

Grading - project phasing/construction

Demolition - approx conversion of 240 cubic yards, based on weight of landscaping gravel at 1.35 tons per cubic yard.

Architectural Coating - painting of restrooms, exterior of storage shed, staining/sealing deck

Vehicle Trips - trip gen for park per traffic study
industrial land use used as proxy for restrooms, shed, deck; no additional trip generation associated with these elements

Trips and VMT - water trucks, minimal building construction materials

Area Coating - voc limited by APCD rules, limited coatings onsite

Water And Wastewater - no landscape maintenance; only indoor water use from restrooms

Solid Waste - industrial use as proxy for restrooms etc

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	26,636.00	3,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	79,908.00	3,000.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_Nonresidential_Interior	79908	3000
tblAreaMitigation	UseLowVOCPaintNonresidentialExterior Value	150	250
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	NumDays	200.00	28.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	4.00	51.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	4.00	61.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00

tblConstructionPhase	PhaseEndDate	10/4/2015	10/8/2015
tblConstructionPhase	PhaseEndDate	10/30/2015	9/30/2015
tblConstructionPhase	PhaseEndDate	10/13/2015	6/10/2016
tblConstructionPhase	PhaseEndDate	8/10/2016	8/12/2016
tblConstructionPhase	PhaseStartDate	10/1/2015	10/5/2015
tblConstructionPhase	PhaseStartDate	10/3/2015	9/3/2015
tblConstructionPhase	PhaseStartDate	10/9/2015	6/6/2016
tblConstructionPhase	PhaseStartDate	6/11/2016	6/13/2016
tblGrading	AcresOfGrading	38.25	1.50
tblGrading	AcresOfGrading	2.63	1.00
tblGrading	AcresOfGrading	1.88	1.00
tblGrading	AcresOfGrading	45.75	1.50
tblGrading	MaterialExported	0.00	75.00
tblGrading	MaterialExported	0.00	400.00
tblGrading	MaterialImported	0.00	1,195.00
tblGrading	MaterialImported	0.00	400.00
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00

tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	0.94	0.10
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	9.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	1.59	231.67
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	1.59	231.67
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	1.59	37.50
tblVehicleTrips	WD_TR	2.59	0.00
tblWater	IndoorWaterUseRate	231,250.00	20,000.00
tblWater	OutdoorWaterUseRate	1,429,777.62	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	10.8553	44.8006	28.9949	0.0369	4.9574	2.4673	7.4248	2.5959	2.2730	4.8689	0.0000	3,776.1928	3,776.1928	0.9148	0.0000	3,795.4041
2016	3.8090	39.8428	26.6573	0.0287	9.2082	2.0723	11.2805	5.0082	1.9065	6.9146	0.0000	2,911.1752	2,911.1752	0.8038	0.0000	2,928.0558
Total	**14.6643**	**84.6435**	**55.6522**	**0.0657**	**14.1656**	**4.5396**	**18.7052**	**7.6041**	**4.1795**	**11.7836**	**0.0000**	**6,687.3680**	**6,687.3680**	**1.7187**	**0.0000**	**6,723.4598**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	10.8553	44.8006	28.9949	0.0369	4.9574	2.4673	7.4248	2.5959	2.2730	4.8689	0.0000	3,776.1928	3,776.1928	0.9148	0.0000	3,795.4040
2016	3.8090	39.8428	26.6573	0.0287	9.2082	2.0723	11.2805	5.0082	1.9065	6.9146	0.0000	2,911.1752	2,911.1752	0.8038	0.0000	2,928.0558
Total	**14.6643**	**84.6435**	**55.6522**	**0.0657**	**14.1656**	**4.5396**	**18.7052**	**7.6041**	**4.1795**	**11.7836**	**0.0000**	**6,687.3680**	**6,687.3680**	**1.7187**	**0.0000**	**6,723.4598**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2003	0.0000	2.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.8000e-004	4.8000e-004	0.0000		5.1000e-004
Energy	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0725	2.0725	4.0000e-005	4.0000e-005	2.0851
Mobile	1.1651	2.4223	10.6063	0.0204	1.2624	0.0329	1.2953	0.3377	0.0302	0.3679		1,738.7304	1,738.7304	0.0655		1,740.1060
Total	**2.3656**	**2.4240**	**10.6080**	**0.0204**	**1.2624**	**0.0330**	**1.2954**	**0.3377**	**0.0303**	**0.3680**		**1,740.8034**	**1,740.8034**	**0.0656**	**4.0000e-005**	**1,742.1917**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2003	0.0000	2.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.8000e-004	4.8000e-004	0.0000		5.1000e-004
Energy	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0725	2.0725	4.0000e-005	4.0000e-005	2.0851
Mobile	1.1651	2.4223	10.6063	0.0204	1.2624	0.0329	1.2953	0.3377	0.0302	0.3679		1,738.7304	1,738.7304	0.0655		1,740.1060
Total	**2.3656**	**2.4240**	**10.6080**	**0.0204**	**1.2624**	**0.0330**	**1.2954**	**0.3377**	**0.0303**	**0.3680**		**1,740.8034**	**1,740.8034**	**0.0656**	**4.0000e-005**	**1,742.1917**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/3/2015	8/5/2015	7	3	drill into existing asphalt at pump track
2	Site Preparation Phase 1	Site Preparation	8/6/2015	8/12/2015	7	7	phase 1
3	Grading Phase 1	Grading	8/13/2015	10/2/2015	7	51	phase 1
4	Building Construction	Building Construction	9/3/2015	9/30/2015	7	28	restrooms, shed, and deck
5	Architectural Coating	Architectural Coating	10/5/2015	10/8/2015	7	4	restrooms, shed, and deck
6	Site Preparation Phase 2	Site Preparation	6/6/2016	6/10/2016	7	5	phase 2
7	Grading Phase 2	Grading	6/13/2016	8/12/2016	7	61	phase 2

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,000; Non-Residential Outdoor: 3,000 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading Phase 2	Graders	2	6.00	174	0.41
Demolition	Concrete/Industrial Saws	1	7.00	81	0.73
Site Preparation Phase 2	Concrete/Industrial Saws	1	6.00	81	0.73
Building Construction	Cranes	1	6.00	226	0.29
Site Preparation Phase 1	Graders	1	6.00	174	0.41
Site Preparation Phase 2	Graders	1	6.00	174	0.41
Grading Phase 2	Rubber Tired Dozers	2	6.00	255	0.40
Grading Phase 1	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	1	2.00	46	0.45
Grading Phase 1	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Site Preparation Phase 2	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation Phase 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading Phase 1	Graders	2	6.00	174	0.41
Grading Phase 2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation Phase 1	Rubber Tired Dozers	1	6.00	255	0.40
Site Preparation Phase 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	0.00	33.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 1	3	8.00	0.00	9.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Grading Phase 1	5	13.00	4.00	149.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	22.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading Phase 2	5	13.00	4.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 2	4	10.00	0.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4987	0.0000	2.4987	0.3783	0.0000	0.3783			0.0000			0.0000
Off-Road	0.8935	6.9441	5.1472	7.8100e-003		0.5409	0.5409		0.5248	0.5248		764.1982	764.1982	0.1290		766.9070
Total	**0.8935**	**6.9441**	**5.1472**	**7.8100e-003**	**2.4987**	**0.5409**	**3.0397**	**0.3783**	**0.5248**	**0.9032**		**764.1982**	**764.1982**	**0.1290**		**766.9070**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2904	3.2337	3.0049	8.2100e-003	0.1919	0.0541	0.2460	0.0526	0.0497	0.1023		834.5743	834.5743	6.4900e-003		834.7105
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.0249	0.0239	0.3066	5.3000e-004	0.0411	3.2000e-004	0.0414	0.0109	3.0000e-004	0.0112		44.7309	44.7309	2.3700e-003		44.7806
Total	**0.3153**	**3.2576**	**3.3115**	**8.7400e-003**	**0.2330**	**0.0544**	**0.2874**	**0.0635**	**0.0500**	**0.1135**		**879.3052**	**879.3052**	**8.8600e-003**		**879.4911**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4987	0.0000	2.4987	0.3783	0.0000	0.3783			0.0000			0.0000
Off-Road	0.8935	6.9441	5.1472	7.8100e-003		0.5409	0.5409		0.5248	0.5248	0.0000	764.1982	764.1982	0.1290		766.9070
Total	**0.8935**	**6.9441**	**5.1472**	**7.8100e-003**	**2.4987**	**0.5409**	**3.0397**	**0.3783**	**0.5248**	**0.9032**	**0.0000**	**764.1982**	**764.1982**	**0.1290**		**766.9070**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2904	3.2337	3.0049	8.2100e-003	0.1919	0.0541	0.2460	0.0526	0.0497	0.1023		834.5743	834.5743	6.4900e-003		834.7105
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0249	0.0239	0.3066	5.3000e-004	0.0411	3.2000e-004	0.0414	0.0109	3.0000e-004	0.0112		44.7309	44.7309	2.3700e-003		44.7806
Total	**0.3153**	**3.2576**	**3.3115**	**8.7400e-003**	**0.2330**	**0.0544**	**0.2874**	**0.0635**	**0.0500**	**0.1135**		**879.3052**	**879.3052**	**8.8600e-003**		**879.4911**

3.3 Site Preparation Phase 1 - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6703	0.0000	4.6703	2.4994	0.0000	2.4994			0.0000			0.0000
Off-Road	2.0215	21.5152	13.7870	0.0137		1.1632	1.1632		1.0702	1.0702		1,438.8641	1,438.8641	0.4296		1,447.8848
Total	**2.0215**	**21.5152**	**13.7870**	**0.0137**	**4.6703**	**1.1632**	**5.8335**	**2.4994**	**1.0702**	**3.5695**		**1,438.8641**	**1,438.8641**	**0.4296**		**1,447.8848**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0339	0.3780	0.3512	9.6000e-004	0.0224	6.3200e-003	0.0288	6.1400e-003	5.8100e-003	0.0120		97.5476	97.5476	7.6000e-004		97.5636
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0399	0.0383	0.4906	8.4000e-004	0.0657	5.2000e-004	0.0662	0.0174	4.7000e-004	0.0179		71.5695	71.5695	3.7900e-003		71.6490
Total	**0.0738**	**0.4163**	**0.8418**	**1.8000e-003**	**0.0882**	**6.8400e-003**	**0.0950**	**0.0236**	**6.2800e-003**	**0.0299**		**169.1171**	**169.1171**	**4.5500e-003**		**169.2126**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					4.6703	0.0000	4.6703	2.4994	0.0000	2.4994			0.0000			0.0000
Off-Road	2.0215	21.5152	13.7870	0.0137		1.1632	1.1632		1.0702	1.0702	0.0000	1,438.8641	1,438.8641	0.4296		1,447.8848
Total	**2.0215**	**21.5152**	**13.7870**	**0.0137**	**4.6703**	**1.1632**	**5.8335**	**2.4994**	**1.0702**	**3.5695**	**0.0000**	**1,438.8641**	**1,438.8641**	**0.4296**		**1,447.8848**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0339	0.3780	0.3512	9.6000e-004	0.0224	6.3200e-003	0.0288	6.1400e-003	5.8100e-003	0.0120		97.5476	97.5476	7.6000e-004		97.5636
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0399	0.0383	0.4906	8.4000e-004	0.0657	5.2000e-004	0.0662	0.0174	4.7000e-004	0.0179		71.5695	71.5695	3.7900e-003		71.6490
Total	**0.0738**	**0.4163**	**0.8418**	**1.8000e-003**	**0.0882**	**6.8400e-003**	**0.0950**	**0.0236**	**6.2800e-003**	**0.0299**		**169.1171**	**169.1171**	**4.5500e-003**		**169.2126**

3.4 Grading Phase 1 - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5526	0.0000	4.5526	2.4868	0.0000	2.4868			0.0000			0.0000
Off-Road	3.1783	33.0982	19.9481	0.0215		1.8902	1.8902		1.7389	1.7389		2,259.1516	2,259.1516	0.6745		2,273.3151
Total	**3.1783**	**33.0982**	**19.9481**	**0.0215**	**4.5526**	**1.8902**	**6.4428**	**2.4868**	**1.7389**	**4.2257**		**2,259.1516**	**2,259.1516**	**0.6745**		**2,273.3151**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0771	0.8589	0.7981	2.1800e-003	0.0510	0.0144	0.0653	0.0140	0.0132	0.0272		221.6606	221.6606	1.7200e-003		221.6967
Vendor	0.0581	0.4111	0.5901	9.5000e-004	0.0265	7.2700e-003	0.0338	7.5600e-003	6.6800e-003	0.0142		96.2056	96.2056	8.2000e-004		96.2229
Worker	0.0648	0.0622	0.7971	1.3700e-003	0.1068	8.4000e-004	0.1076	0.0283	7.7000e-004	0.0291		116.3004	116.3004	6.1600e-003		116.4297
Total	**0.2000**	**1.3322**	**2.1854**	**4.5000e-003**	**0.1843**	**0.0225**	**0.2068**	**0.0499**	**0.0207**	**0.0705**		**434.1665**	**434.1665**	**8.7000e-003**		**434.3493**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5526	0.0000	4.5526	2.4868	0.0000	2.4868			0.0000			0.0000
Off-Road	3.1783	33.0982	19.9481	0.0215		1.8902	1.8902		1.7389	1.7389	0.0000	2,259.1516	2,259.1516	0.6745		2,273.3151
Total	**3.1783**	**33.0982**	**19.9481**	**0.0215**	**4.5526**	**1.8902**	**6.4428**	**2.4868**	**1.7389**	**4.2257**	**0.0000**	**2,259.1516**	**2,259.1516**	**0.6745**		**2,273.3151**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0771	0.8589	0.7981	2.1800e-003	0.0510	0.0144	0.0653	0.0140	0.0132	0.0272		221.6606	221.6606	1.7200e-003		221.6967
Vendor	0.0581	0.4111	0.5901	9.5000e-004	0.0265	7.2700e-003	0.0338	7.5600e-003	6.6800e-003	0.0142		96.2056	96.2056	8.2000e-004		96.2229
Worker	0.0648	0.0622	0.7971	1.3700e-003	0.1068	8.4000e-004	0.1076	0.0283	7.7000e-004	0.0291		116.3004	116.3004	6.1600e-003		116.4297
Total	**0.2000**	**1.3322**	**2.1854**	**4.5000e-003**	**0.1843**	**0.0225**	**0.2068**	**0.0499**	**0.0207**	**0.0705**		**434.1665**	**434.1665**	**8.7000e-003**		**434.3493**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9835	9.6483	4.6272	7.2000e-003		0.5424	0.5424		0.5021	0.5021		741.7503	741.7503	0.2200		746.3706
Total	**0.9835**	**9.6483**	**4.6272**	**7.2000e-003**		**0.5424**	**0.5424**		**0.5021**	**0.5021**		**741.7503**	**741.7503**	**0.2200**		**746.3706**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0871	0.6167	0.8852	1.4300e-003	0.0398	0.0109	0.0507	0.0114	0.0100	0.0214		144.3084	144.3084	1.2300e-003		144.3343
Worker	0.1096	0.1053	1.3490	2.3100e-003	0.1807	1.4300e-003	0.1822	0.0479	1.3000e-003	0.0492		196.8160	196.8160	0.0104		197.0348

Total	**0.1968**	**0.7220**	**2.2342**	**3.7400e-003**	**0.2205**	**0.0123**	**0.2329**	**0.0593**	**0.0113**	**0.0706**		**341.1244**	**341.1244**	**0.0117**		**341.3691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9835	9.6483	4.6272	7.2000e-003		0.5424	0.5424		0.5021	0.5021	0.0000	741.7503	741.7503	0.2200		746.3706
Total	**0.9835**	**9.6483**	**4.6272**	**7.2000e-003**		**0.5424**	**0.5424**		**0.5021**	**0.5021**	**0.0000**	**741.7503**	**741.7503**	**0.2200**		**746.3706**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0871	0.6167	0.8852	1.4300e-003	0.0398	0.0109	0.0507	0.0114	0.0100	0.0214		144.3084	144.3084	1.2300e-003		144.3343
Worker	0.1096	0.1053	1.3490	2.3100e-003	0.1807	1.4300e-003	0.1822	0.0479	1.3000e-003	0.0492		196.8160	196.8160	0.0104		197.0348
Total	**0.1968**	**0.7220**	**2.2342**	**3.7400e-003**	**0.2205**	**0.0123**	**0.2329**	**0.0593**	**0.0113**	**0.0706**		**341.1244**	**341.1244**	**0.0117**		**341.3691**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.4288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	**10.8354**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**		**281.4481**	**281.4481**	**0.0367**		**282.2177**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0199	0.0192	0.2453	4.2000e-004	0.0329	2.6000e-004	0.0331	8.7200e-003	2.4000e-004	8.9500e-003		35.7847	35.7847	1.8900e-003		35.8245
Total	**0.0199**	**0.0192**	**0.2453**	**4.2000e-004**	**0.0329**	**2.6000e-004**	**0.0331**	**8.7200e-003**	**2.4000e-004**	**8.9500e-003**		**35.7847**	**35.7847**	**1.8900e-003**		**35.8245**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	10.4288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
Total	**10.8354**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**	**0.0000**	**281.4481**	**281.4481**	**0.0367**		**282.2177**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0199	0.0192	0.2453	4.2000e-004	0.0329	2.6000e-004	0.0331	8.7200e-003	2.4000e-004	8.9500e-003		35.7847	35.7847	1.8900e-003		35.8245
Total	**0.0199**	**0.0192**	**0.2453**	**4.2000e-004**	**0.0329**	**2.6000e-004**	**0.0331**	**8.7200e-003**	**2.4000e-004**	**8.9500e-003**		**35.7847**	**35.7847**	**1.8900e-003**		**35.8245**

3.7 Site Preparation Phase 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4980	0.0000	5.4980	2.9219	0.0000	2.9219			0.0000			0.0000
Off-Road	2.6730	26.6434	18.1140	0.0203		1.5132	1.5132		1.4129	1.4129		2,063.2348	2,063.2348	0.5313		2,074.3918
Total	**2.6730**	**26.6434**	**18.1140**	**0.0203**	**5.4980**	**1.5132**	**7.0111**	**2.9219**	**1.4129**	**4.3348**		**2,063.2348**	**2,063.2348**	**0.5313**		**2,074.3918**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2265	2.5108	2.4232	7.4400e-003	0.1745	0.0401	0.2146	0.0478	0.0369	0.0847		749.0699	749.0699	5.3000e-003		749.1811
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0425	0.5454	1.0500e-003	0.0822	6.2000e-004	0.0828	0.0218	5.6000e-004	0.0224		86.3784	86.3784	4.3000e-003		86.4688
Total	**0.2707**	**2.5532**	**2.9686**	**8.4900e-003**	**0.2566**	**0.0407**	**0.2973**	**0.0696**	**0.0374**	**0.1070**		**835.4483**	**835.4483**	**9.6000e-003**		**835.6499**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.4980	0.0000	5.4980	2.9219	0.0000	2.9219			0.0000			0.0000
Off-Road	2.6730	26.6434	18.1140	0.0203		1.5132	1.5132		1.4129	1.4129	0.0000	2,063.2348	2,063.2348	0.5313		2,074.3918
Total	**2.6730**	**26.6434**	**18.1140**	**0.0203**	**5.4980**	**1.5132**	**7.0111**	**2.9219**	**1.4129**	**4.3348**	**0.0000**	**2,063.2348**	**2,063.2348**	**0.5313**		**2,074.3918**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	0.2265	2.5108	2.4232	7.4400e-003	0.1745	0.0401	0.2146	0.0478	0.0369	0.0847		749.0699	749.0699	5.3000e-003		749.1811
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0425	0.5454	1.0500e-003	0.0822	6.2000e-004	0.0828	0.0218	5.6000e-004	0.0224		86.3784	86.3784	4.3000e-003		86.4688
Total	**0.2707**	**2.5532**	**2.9686**	**8.4900e-003**	**0.2566**	**0.0407**	**0.2973**	**0.0696**	**0.0374**	**0.1070**		**835.4483**	**835.4483**	**9.6000e-003**		**835.6499**

3.8 Grading Phase 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.0606	0.0000	9.0606	4.9684	0.0000	4.9684			0.0000			0.0000
Off-Road	3.6835	39.2241	25.2297	0.0254		2.0621	2.0621		1.8971	1.8971		2,642.4761	2,642.4761	0.7971		2,659.2144
Total	**3.6835**	**39.2241**	**25.2297**	**0.0254**	**9.0606**	**2.0621**	**11.1226**	**4.9684**	**1.8971**	**6.8655**		**2,642.4761**	**2,642.4761**	**0.7971**		**2,659.2144**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0186	0.2058	0.1986	6.1000e-004	0.0143	3.2900e-003	0.0176	3.9200e-003	3.0200e-003	6.9400e-003		61.3992	61.3992	4.3000e-004		61.4083
Vendor	0.0496	0.3577	0.5200	9.5000e-004	0.0265	6.0900e-003	0.0326	7.5700e-003	5.6000e-003	0.0132		95.0080	95.0080	7.4000e-004		95.0237
Worker	0.0574	0.0552	0.7090	1.3700e-003	0.1068	8.0000e-004	0.1076	0.0283	7.3000e-004	0.0291		112.2919	112.2919	5.5900e-003		112.4094

Total	**0.1255**	**0.6188**	**1.4276**	**2.9300e-003**	**0.1476**	**0.0102**	**0.1578**	**0.0398**	**9.3500e-003**	**0.0492**		**268.6992**	**268.6992**	**6.7600e-003**		**268.8413**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.0606	0.0000	9.0606	4.9684	0.0000	4.9684			0.0000			0.0000
Off-Road	3.6835	39.2241	25.2297	0.0254		2.0621	2.0621		1.8971	1.8971	0.0000	2,642.4761	2,642.4761	0.7971		2,659.2144
Total	**3.6835**	**39.2241**	**25.2297**	**0.0254**	**9.0606**	**2.0621**	**11.1226**	**4.9684**	**1.8971**	**6.8655**	**0.0000**	**2,642.4761**	**2,642.4761**	**0.7971**		**2,659.2144**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0186	0.2058	0.1986	6.1000e-004	0.0143	3.2900e-003	0.0176	3.9200e-003	3.0200e-003	6.9400e-003		61.3992	61.3992	4.3000e-004		61.4083
Vendor	0.0496	0.3577	0.5200	9.5000e-004	0.0265	6.0900e-003	0.0326	7.5700e-003	5.6000e-003	0.0132		95.0080	95.0080	7.4000e-004		95.0237
Worker	0.0574	0.0552	0.7090	1.3700e-003	0.1068	8.0000e-004	0.1076	0.0283	7.3000e-004	0.0291		112.2919	112.2919	5.5900e-003		112.4094
Total	**0.1255**	**0.6188**	**1.4276**	**2.9300e-003**	**0.1476**	**0.0102**	**0.1578**	**0.0398**	**9.3500e-003**	**0.0492**		**268.6992**	**268.6992**	**6.7600e-003**		**268.8413**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1651	2.4223	10.6063	0.0204	1.2624	0.0329	1.2953	0.3377	0.0302	0.3679		1,738.7304	1,738.7304	0.0655		1,740.1060
Unmitigated	1.1651	2.4223	10.6063	0.0204	1.2624	0.0329	1.2953	0.3377	0.0302	0.3679		1,738.7304	1,738.7304	0.0655		1,740.1060

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	45.00	278.00	278.00	238,191	238,191
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	45.00	278.00	278.00	238,191	238,191

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.462386	0.061858	0.181346	0.154042	0.057199	0.007292	0.019609	0.042252	0.001830	0.001673	0.006973	0.000697	0.002843

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0725	2.0725	4.0000e-005	4.0000e-005	2.0851
NaturalGas Unmitigated	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0725	2.0725	4.0000e-005	4.0000e-005	2.0851

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	17.6164	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0725	2.0725	4.0000e-005	4.0000e-005	2.0851
Total		**1.9000e-004**	**1.7300e-003**	**1.4500e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**2.0725**	**2.0725**	**4.0000e-005**	**4.0000e-005**	**2.0851**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

Unrefrigerated Warehouse-No Rail	0.0176164	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0725	2.0725	4.0000e-005	4.0000e-005	2.0851
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9000e-004**	**1.7300e-003**	**1.4500e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**2.0725**	**2.0725**	**4.0000e-005**	**4.0000e-005**	**2.0851**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2003	0.0000	2.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.8000e-004	4.8000e-004	0.0000		5.1000e-004
Unmitigated	1.2003	0.0000	2.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.8000e-004	4.8000e-004	0.0000		5.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.8000e-004	4.8000e-004	0.0000		5.1000e-004

Total	**1.2003**	**0.0000**	**2.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.8000e-004**	**4.8000e-004**	**0.0000**		**5.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.8000e-004	4.8000e-004	0.0000		5.1000e-004
Total	**1.2003**	**0.0000**	**2.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.8000e-004**	**4.8000e-004**	**0.0000**		**5.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

APPENDIX D

Indian Trust Assets
Request Form

Indian Trust Assets
Request Form

**Please send your request to: Kevin Clancy

Date:

Requested by	Jamie LeFevre, x 5035
Fund	17XR0680A4
WBS	RX085980188946000
Cost Center	2015200
Region # (if other than MP)	(NA)
Project Name	Maidu Bike Park Project
CEC or EA Number	
Project Description	The Auburn Area Recreation and Park District proposes to construct a bike park adjacent to the Canyon View Community Center, in Auburn CA. The project includes a 8.96-acre bike park site with a variety of trails for various skill levels and bike activities.
*Project Location (Township, Range, Section, e.g., T12 R5E S10, or XY cords)	Canyon View Community Center is located at 471 Maidu Dr, Auburn, CA 95603 (Figure 1)

*Please include map with request, if available.

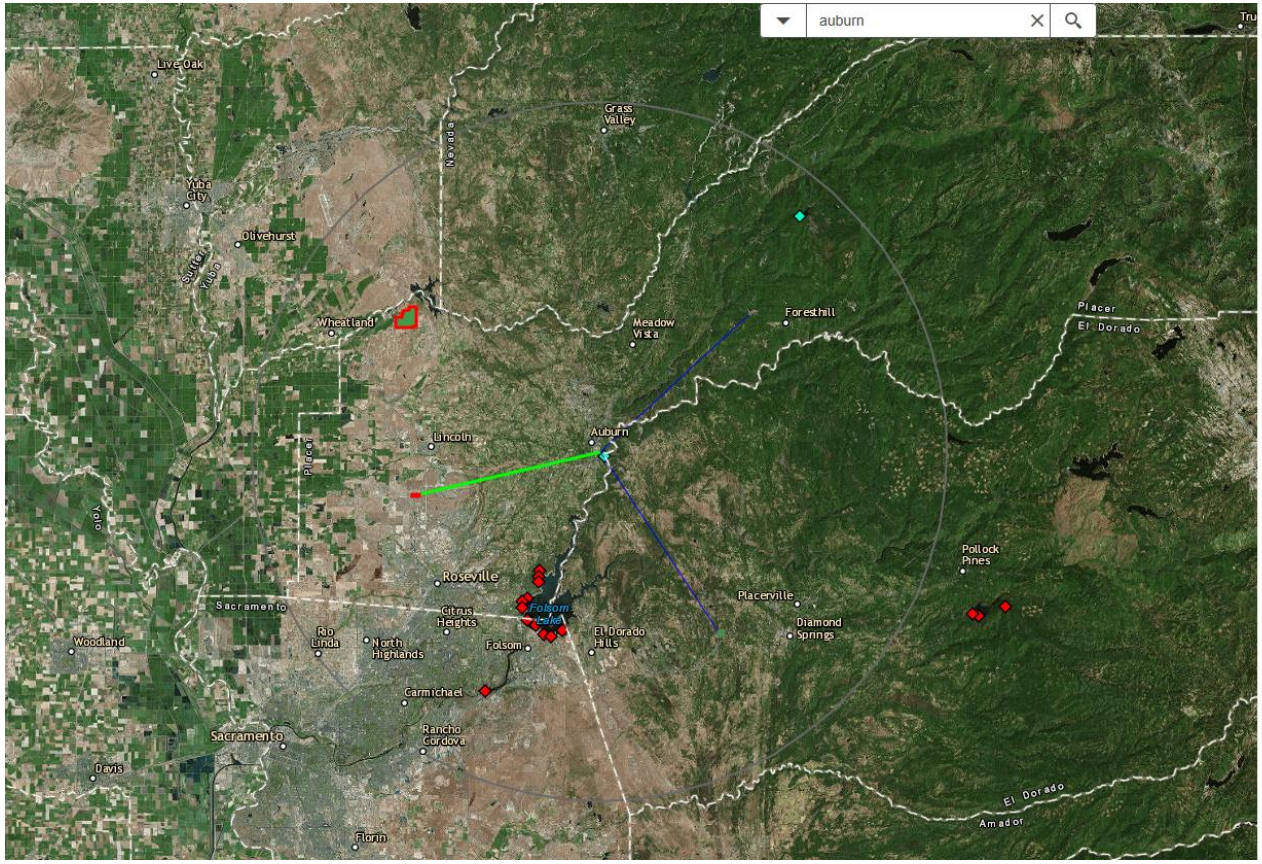
Figure 1. Maidu Bike Park Project Location

ITA Determination:

The closest ITA to the proposed **Maidu Bike Park** project is the **United Auburn Indian Community of the Auburn Rancheria** about **13** miles to the **west**. (See attached image).

Based on the nature of the planned work it **does not** appear to be in an area that will impact Indian hunting or fishing resources or water rights nor is the proposed activity on actual Indian lands. It is reasonable to assume that the proposed action **will not** have any impacts on ITAs.

K. Clancy	Kevin Clancy	5/12/2017
Signature	Printed name of approver	Date



Native American Lands

Close App

This application locates Native American Lands trust assets within the selected search radius and lists the results with distances.

Step 1. Select a search radius (miles)

25

Step 2. Longitude and Latitude

If you CLICK on the map, the coordinates for the location will be inserted below. Or, you can type them manually.

Longitude:
-121.06690

Latitude:
38.88474

Step 3. Find closest Native American Lands

Search

Distance to closest native american land: 13.37 miles
Name: Auburn
Tribe: United Auburn Indian Community of the Auburn Rancheria

Help