

4.13 PUBLIC SERVICES

This section describes the public services present in the project area and discusses applicable federal, state, and regional regulations pertaining to public services. This section evaluates the potential effects on public services associated with development of the SUD-B Northeast Quadrant Specific Plan (proposed project).

Comments received in response to the Notice of Preparation (NOP, see Appendix A) included concerns regarding impacts on existing school capacities in the project area.

Information contained in this section is based on analysis of the existing service providers and population within the project area. Other sources consulted are listed in Section 4.13.8, References.

4.13.1 Existing Conditions

This section describes the existing conditions in the project area and also identifies the public services that could be affected by the proposed project, including fire protection services, police protection services, schools, and libraries. Parks and recreational facilities are discussed in Chapter 4.14, Recreation.

4.13.1.1 Fire Protection

The majority of the proposed project site is currently in unincorporated Placer County with only a small portion located within the City of Lincoln. Unincorporated lands within the project vicinity are within Placer County and receive fire protection services from Placer County Fire Department (Placer County 2015). Upon annexation to the City of Lincoln, the City of Lincoln Fire Department (LFD) would provide fire protection services to the proposed project. The small portion of the project area within the City of Lincoln is served by the LFD.

The LFD covers roughly 20 square miles with a population of approximately 45,000 residents from its three stations located throughout the city. The closest fire station to the proposed project is located at 126 Joiner Parkway. This fire station is equipped with one Class A engine with a 1,250 GPM pump and 700 gallons of water storage and one 2,000-gallon water tender. The station is served by two firefighters between Monday and Friday from 8 am to 5 pm (City of Lincoln 2008c). The Department strives to maintain a minimum of six personnel on shift every day and is able to respond to all types of fire events, emergency medical events, and fire prevention situations. LFD staff are trained as emergency first-responders in first-aid and CPR. The LFD responded to 3,977 calls for service in 2014 (City of Lincoln 2015a). The City strives to maintain a versatile firefighting force that receives training in fire investigation, firefighter rescue, hazardous materials, and mass casualty events. They strive to maintain a fire response

time of five minutes or less as a general guideline for service provision and locating new fire stations (City of Lincoln 2008a).

4.13.1.2 Police Protection

Patrol services within the unincorporated areas surrounding the City are provided by the Placer County Sheriff's Department. These services include emergency response, crime investigation, crime prevention, animal control services, traffic management and community education. Upon annexation to the City of Lincoln, the proposed project would be served by the City of Lincoln Police Department (LPD). The LPD provides law enforcement services within the City. In 2015, the LPD responded to 12,160 911 calls for service, 19,949 law enforcement calls for service, and 26,180 police incidents (Lincoln Police Department 2015). The LPD includes three divisions with distinct tasks: Administrative Division, Operations Division, and Support Division. According to the LPD 2015 Annual Report, the Department includes 20.5 Sworn Officers, 8.5 Non-Sworn Officers, and 2 Reserves that cover the approximately 45,837 residents of Lincoln (Lincoln Police Department 2015).

The City strives to maintain an average response time of five minutes or less for priority one calls. For purposes of defining capital facilities investment for police facilities, the City bases facility needs on a staffing ratio of 1.87 sworn and 0.4 non-sworn officers per 1,000 population (City of Lincoln 2008b). The City also strives to maintain 350 square feet of facility per staff member (Placer County LAFCO 2010).

The Police Department's current, 6557-square-foot station is located at 770 7th Street, approximately 2.5 miles from the project site. The Police Department also owns a 90,000-square-foot building on Flightline Drive that is planned for renovation as the new police station (City of Lincoln 2008c). This station would be located just north of the proposed project site.

4.13.1.3 Schools

The City of Lincoln is located in the Western Placer Unified School District (WPUSD). The WPUSD currently serves approximately 6,700 students from transitional kindergarten to twelfth grade and is growing by approximately 1% each year (City of Lincoln 2015b). WPUSD operates seven elementary schools, two middle schools, one high school and one continuation school as well as a 415-acre educational ranch (City of Lincoln 2015b). The total capacity for all elementary, middle, and high schools within the WPUSD is 9,200 (WPUSD 2014).

Creekside Oaks Elementary School is located approximately 1,500 feet to the east of the proposed project with a 2014 enrollment of 612 students and a site capacity of 882. Glen Edwards Middle School is located approximately 5,500 feet to the east of the proposed project with a 2014 enrollment of 713 students and a site capacity of 1,195. Lincoln High School is

located approximately 1.28 miles to the northeast of the proposed project with a 2014 enrollment of 1,561 and a site capacity of 1,875 (WPUSD 2014).

4.13.1.4 Libraries

The City of Lincoln will provide library services to the project site. The City of Lincoln operates the Twelve Bridges Library on Twelve Bridges Drive, approximately 3 miles from the proposed project site, and the Carnegie Library on Fifth Street. The 40,000-square-foot Twelve Bridges Drive Library has the capacity for 175,000 volumes (Placer County LAFCO 2010). The City strives to provide 0.7 square feet of library space per resident. The City's Public Facilities Element Fee program requires the developers to contribute the appropriate impact fees for capital improvements to the City libraries to accommodate the new resident load.

4.13.2 Relevant Plans, Policies, and Ordinances

Federal

There are no federal regulations regarding the provision of local services.

State

The following state regulations pertaining to public services would apply to the proposed project. There are no state regulations pertaining to law enforcement services.

Fire Protection

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, include regulations for building standards (as also set forth in the California Building Code), and fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Department of Forestry and Fire Protection

CAL FIRE offers fire protection services for State Responsibility Areas (SRAs) and local jurisdictions with contracts with CAL FIRE. CAL FIRE also aids local fire departments by providing wildfire abatement services for their jurisdictions through mutual and automatic aid agreements. CAL FIRE also endorses state-legislated fire safety standards, supports fuel management efforts, and implements fire-safety inspections to further its objectives. CAL FIRE is responsible by law for responding to uncontrolled fire that has the capability for destruction of life, property or natural resources.

Schools

California Education Code

The California Code of Regulations (CCR), Title 5, Education Code governs all aspects of education within the state. The California Education Code authorizes the California Department of Education (CDE) to develop site selection standards for school districts which require districts to select a site that conforms to certain net acreage requirements established in the CDE's 2000 School Site Analysis and Development guidebook. The guide includes the assumption that the land purchased for school sites will be in a ratio of approximately 2:1 between the developed grounds and the building area. If the "availability of land is scarce and real estate prices are exorbitant," the site size may be reduced. CDE policy states that if a school site is less than the recommended acreage required, the district shall demonstrate how the students will be provided an adequate educational program, including physical education, as described in the district's adopted course of study. Through careful planning, a reduced project area school site could follow the recent trend of school downsizing and meet the CDE's criteria.

California State Assembly Bill 2926 – School Facilities Act of 1986

In 1986, Assembly Bill (AB) 2926 (Stirling) was enacted by the State of California authorizing entities to levy statutory fees on new residential and commercial/industrial development in order

to pay for school facilities. AB 2926, entitled the School Facilities Act of 1986, was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the California Government Code.

Proposition 1A/Senate Bill 50

Proposition 1A/Senate Bill (SB) 50 (Chapter 407, Statutes of 1998), known as the Leroy F. Greene School Facilities Act of 1998, created the School Facility Program where eligible school districts may obtain state bond funds. State funding requires matching local funds that generally come from developer fees. The passage of SB 50 eliminated the ability of cities and counties to require full mitigation of school impacts and replaced it with the ability for school districts to assess fees directly to offset the costs associated with increasing school capacity as a result of new development. The old “Stirling” fees were incorporated into SB 50 and are referred to as Level 1 fees. The 2016 fees are currently capped at \$3.48 per square foot for new residential development and \$0.56 per square foot for commercial and industrial (nonresidential) development and age-restricted senior housing. Districts meeting certain criteria may collect Level 2 fees as an alternative to Level 1 fees. Level 2 fees are calculated under a formula in SB 50. Level 3 fees are approximately double Level 2 fees and are implemented only when the State Allocation Board is not apportioning state bond funds. The passage of Proposition 1D on November 7, 2006, precludes the implementation of Level 3 fees for the foreseeable future. Although SB 50 states that payment of developer fees are “deemed to be complete and full mitigation” of the impacts of new development, fees and state funding do not necessarily fully fund new school facilities.

Local

The following local/regional regulations pertaining to public services would apply to the proposed project. County policies are not included or addressed in the analysis, as the proposed project would primarily be served by City-provided public services.

City of Lincoln 2050 General Plan

The Public Facilities and Services Element of the City of Lincoln General Plan provides objectives, policies, and programs regarding Public Services, including the following:

- Goal PFS-1** To ensure that adequate public services and facilities are provided to meet the needs of residents of the city.
- Policy PFS-1.1** The City shall ensure the provision of adequate public services and facilities to the existing areas of the city and to ensure that new development is served by a full range of public services.

- Policy PFS-1.2** The City shall require that prior to any annexations to the City a detailed public facilities and financing plan be completed that considers both capital facilities and the fiscal impacts to the City’s ongoing operation and maintenance costs.
- Policy PFS-1.3** During the development review process, the City shall not approve new development unless the following conditions are met:
- The applicant can demonstrate that all necessary infrastructure will be installed or adequately financed;
 - Infrastructure improvements are consistent with City infrastructure plans; and
 - Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement.
- Goal PFS-8** To provide adequate fire and police protection facilities and services to ensure the safety of residents and the protection of property in the city.
- Policy PFS-8.2** The City shall expand fire protection services as needed to meet fire response times.
- Policy PFS-8.4** The City shall strive to maintain a firefighting capability sufficient to maintain a fire response time of five (5) minutes or less as a general guideline for service provision and locating new fire stations.
- Policy PFS-8.5** The City shall provide fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the City’s service standards (ISO rating and response time).
- Policy PFS-8.8** The City shall expand police protection service consistent with community needs and provide an adequate level of service.
- Policy PFS-8.11** For purposes of defining capital facilities investment for police facilities, the City shall base facility needs on a staffing ratio of 1.8 officers per 1,000 population.
- Policy PFS-8.11** The City shall discourage construction of police substations, and maintain a centralized police station.

- Policy PFS-8.13** The City shall implement a variety of public safety measures to address crime-related issues along City-owned trail areas. Public safety measures shall include, but not be limited to, active policing using pedestrian, bicycling, or equestrian patrols. Emergency call boxes or solar-powered telephones shall also be placed in appropriate places along trail corridors to provide prompt access to emergency services.
- Policy PFS-8.14** The City shall strive to maintain an average response time of five minutes or less for priority one calls.
- Goal PFS-9** To ensure that adequate community facilities are provided and are conveniently located in order to meet the needs of residents of the city.
- Policy PFS-9.1** The City shall ensure that in areas of new development, school facilities meeting adopted school district standards will be available.
- Policy PFS-9.2** The City shall coordinate planning, siting, and construction of new schools with the appropriate school district to ensure that facilities are constructed.
- Policy PFS-9.3** The City shall continue to expand library services, according to adopted City library standards (0.7 square feet per capita), to meet the educational, informational, and cultural needs for all community residents.
- Policy PFS-9.4** The City shall ensure that community facilities, including a senior/adult services center, gymnasiums, aquatic center, and library, be planned and provided for future residents of the city.
- Policy PFS-9.7** The City shall coordinate with the school district that adequate developer fees are collected in accordance with state law.
- Policy PFS-9.9** To the extent allowed by State law, the City will require new projects to mitigate impacts on school facilities, which could occur through a combination of new school site dedications and the use of developer fees. The City will also work with school districts, developers, and the public to evaluate alternatives to funding/providing adequate school facilities.

City of Lincoln Public Facilities Element Fee Program

The Public Facilities Element Fee Program (PFEFP) operates as a capital facilities fee program within the City. In determining the capital facility needs, the program stipulates service level standards for public service providers. Costs are spread over new development based on an equivalent dwelling unit factor such that capital facilities costs are equally borne by residential and non-residential development (City of Lincoln 2008c).

- Fire Protection
 - 1.26 firefighters per 1,000 residents
 - 500 square feet of fire station facilities per firefighter
 - 11,000 square-feet per station
 - Two fire trucks per station, one out of every six trucks is a ladder truck
- Police Protection
 - 1.87 sworn and 0.4 non-sworn staff per 1,000 residents
 - 350 square feet of police station facilities per employee
 - 1 additional police vehicle per 1,000 residents

The Public Facilities Fee has been adopted as Chapter 18.99 of the City of Lincoln Municipal Code.

4.13.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to public services are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to public services would occur if the project would:

1. 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:
 - a. Fire protection.
 - b. Police protection.
 - c. Schools.
 - d. Other public facilities.

4.13.4 Impacts Analysis

4.13.4.1 Methods of Analysis

This impact analysis evaluates the ability of the LFD, LPD, WPUSD, and the Lincoln Public Library to serve the proposed project through a qualitative review of project characteristics, such as location, land uses, and access routes. The analysis also addresses whether the proposed project would require the need to add more staff or construct additional facilities.

The proposed project would construct 430 single-family residences within the proposed Specific Plan area. The City uses a persons per household factor of 3.6 for single-family homes for purposes of calculating park facilities demands. Using this factor, the proposed project would generate 1,548 residents. The WPUSD uses their own formula to estimate the number of school age children per residence (see discussion below).

The provision of park facilities is discussed in Chapter 4.14, Recreation.

The following student generation rates were used to determine the project's future enrollment needs:

Single-Family Residential:

- K-5: 0.328 students per unit
- 6-8: 0.134 students per unit
- 9-12: 0.118 students per unit

Table 4.13-1 considers the increase in demand for elementary, middle and high schools generated by the proposed project. This data is derived from the WPUSD School Facilities Master Plan, which outlines expected growth in demand for school facilities associated with projected development, and plans how to fund and respond to such growth.

**Table 4.13-1
Projected Demand for School Facilities from New Lincoln Developments**

	Residential Units	Students Generated (Grades K-5)	Elementary Schools Needed	Students Generated (Grades 6-8)	Middle Schools Needed	Students Generated (Grades 9-12)	High Schools Needed
SUD-B NE	429 ¹	141	0.2	57	0.0	51	0.0

¹ The proposed project includes 430 residential units, one unit greater than WPUSD's estimate of 429. The resulting difference in estimated student generation is less than one student.

4.13.4.2 Analysis

Impact 4.13-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

The City's firefighter to resident ratio of 1.26 firefighters per 1,000 residents and 500 square feet of fire station facilities per firefighter is taken from the City's PFEFP for this analysis. The necessary facility space required by this project is calculated using this ratio.

The project site is currently undeveloped and requires minimal service from the Placer County Fire Department, therefore the increase in population associated with this project would result in increased demand for City fire protection services and facilities. Based on the City's PFEFP standards, the proposed project would require two firefighters and 975 square feet of facility space. The project site would be served by Fire Station #34, located at 126 Joiner Parkway. As the proposed project was included in the 2050 General Plan, increased population and demand for fire protection services resulting from the proposed project was evaluated in the 2050 General Plan EIR. The 2050 General Plan EIR concluded that 98 additional full-time firefighters and four new fire stations would be required to support full buildout of the General Plan. With construction of these fire stations, there would be sufficient space to accommodate the necessary increase in firefighters and fire suppression equipment for the proposed project (City of Lincoln 2008b).

The proposed project would also necessitate an increase in LFD's service area by approximately 197 acres. The increase in the number of residents associated with the project would also result in more emergency response calls. Furthermore, developed areas could be exposed to wildfire hazards due to surrounding undeveloped grasslands. This risk can easily be reduced by keeping landscaping well-irrigated, using flame-retardant building materials, and ensuring buildings are consistent with current State and local fire codes. CAL FIRE provides wildfire suppression services to Placer County if a wildfire is to occur. In addition, the City and Placer County have a mutual aid agreement in the event a fire were to occur on County land near the project site. Therefore, risk of wildfire is not a substantial threat to the project.

Fire protection services are funded through various City tax revenues. Development of the proposed project would generate revenue to finance the expansion of additional operational services. In addition, the project applicant would pay required impact fees pursuant to the City's PFEFP to contribute their fair share of funds to construct any necessary facilities improvements or expansion. The increased demand for fire protection services associated with the proposed

project would be offset by payment of required taxes and fees that would help fund ongoing service and new facilities; therefore, the proposed project would have a **less-than-significant** impact on fire protection services.

Police protection?

The City's law enforcement officer to resident ratio of 1.87 sworn officers per 1,000 residents and 0.4 non-sworn officers per 1,000 residents is taken from the PFEFP for this analysis. The PFEFP also specifies that 350 square feet of facility space must be dedicated per officer. The necessary facility space required by this project is calculated using this ratio. The proposed project site is currently undeveloped and requires minimal law enforcement services from the County Sheriff's Department at present. The proposed project would increase demand for law enforcement services through commercial and residential development and the addition of new residents. Based on the City's standard PFEFP standards, the proposed project would require three sworn officers, one non-sworn officer, and 1,230 square feet of facility. The LPD station at 770 7th Street would serve the project site. The 2050 General Plan and 2050 General Plan EIR consider the proposed project in projections of full buildout population and demand for police protection services. The 2050 General Plan EIR concludes that buildout of the 2050 General Plan would necessitate the addition of 146 sworn police officers, 31 non-sworn police officers, and approximately 59,700 square feet of new police station area (City of Lincoln 2008b). The necessary facility space would either be added to the existing LPD station, or a new facility would be constructed.

The City's law enforcement operational services are funded through various City tax revenues. Development of the proposed project would generate property tax and sales tax revenue to finance hiring new officers and the expansion of additional services. In addition, the project applicant would pay required impact fees pursuant to the City's PFEFP to fund any necessary facilities improvements or expansion. The increased demand for police protection services due to the proposed project would be offset by payment of required taxes and PFEFP fees that would help fund ongoing service and new facilities; therefore, the proposed project would have a **less-than-significant** impact on police protection services.

Schools?

The WPUSD School Facilities Master Plan was adopted in June 2014 and identifies future plans for new schools in the district in order to plan for the increase in demand for school facilities expected within the 10 to 15 years.

The projections for future enrollment and student generation were based off of historical school enrollment data and trends of enrollment per grade level, in addition to the estimated number of residential units associated with buildout of the City under the 2050 General Plan. The predicted

enrollment is then compared with existing school capacities to determine the need for additional school facilities.

As shown in Table 4.13-1, the proposed project would generate a total of 249 students, based on the assumption that 430 residential units would be constructed and that historical enrollment trends remain relevant. No new schools are planned as part of the specific plan. The site capacity of existing schools, calculated based on the number of each permanent classroom and portable classroom multiplied by the associated loading factor, allows for all middle and high school students associated with the project to be accommodated. Middle school children would attend Glen Edwards Middle School, located just east of the project site and Lincoln High School, located northeast of the project site. The elementary school serving the project site, Creekside Oaks Elementary School, would receive the most students – 141 students in Grades K-5. While this school has the physical capacity to absorb the increased students, the WPUSD Facilities Master Plan notes that the proposed project would require 20% of the capacity of an elementary school. Additional development described in the General Plan, in particular the adjacent Village 5 project, would include future school construction that may serve the project residents.

The proposed project would be required to pay the appropriate school impact fees, which is considered full mitigation under CEQA for impacts to schools. Therefore, this impact would be considered **less-than-significant**.

Other public facilities?

The Lincoln Public Library is approximately 40,000 square feet and serves residents of the City (DOF 2015). The City requires the provision of 0.7 square feet of library space per resident. At its current size, the library would be able to serve both the existing residents of the City and the 1,548 residents generated by the proposed project. Therefore, the proposed project would have a **less-than-significant** impact on the provision of library services within the City.

4.13.5 Mitigation Measures

Impacts to public services would be less than significant and no mitigation is required. The project applicant is required to pay the appropriate development fees, including the City's public facilities fees and school impact fees. No additional mitigation measures are required.

4.13.6 Cumulative Analysis

The effects of the proposed project, when considered with other projects in the region would result in a cumulative increase in the demand for public services. The increase in demand could adversely affect public facilities, including police, fire, schools, and libraries (recreation facilities area addressed separately in Chapter 4.14). The cumulative context for this analysis is the service

areas for the LFD and LPD for fire and police protection services, the WPUSD for school services, and the City for library services.

Impact 4.13-2: The proposed project, when combined with other cumulative development, would not result in the cumulative contribution to any existing impacts associated with the provision of new or physically altered governmental facilities, or the 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 police, fire, schools and libraries in the City of Lincoln.

Two reasonably foreseeable projects are proposed for development in the vicinity of the proposed project: Village 5 Specific Plan and the Independence at Lincoln project.

The Village 5 Specific Plan proposes development of a 4,900-acre mixed-use specific plan containing residential, commercial, park/open space, agricultural preserve, school, and public institutional land uses (Richland Communities 2015). Buildout of the land use plan is estimated to provide approximately 8,318 dwelling units (City of Lincoln 2014).

Independence at Lincoln includes 575 single-family residential homes on 94.3 acres, 45.6 acres of passive open space and preservation areas, 13.6 acres of active parks including a community center, and a 2.7-acre mixed-use area.

These projects would be served by the City of Lincoln Fire Department and Police Department. A fire station is proposed for construction within the Village 5 Specific Plan (City of Lincoln 2014). As currently proposed, the Village 5 Specific Plan includes three elementary schools, one middle school, and one high school. Independence at Lincoln includes a community center, but does not include school sites or other public facilities such as a police substation or a fire station.

The WPUSD has estimated a need for the addition of 17 elementary schools, four middle schools, and two high schools. The estimated cost for land acquisition and construction of the totality of these schools is approximately \$960 million. The cost for expansion of school facilities would be addressed through Mello-Roos/Community Facilities District Special Taxes and Bonds, developer/mitigation fees, the State's School Facility Program, and the City's general fund. Project developers would be required to pay school facilities fees to help fund future school facilities. Payment of the applicable impact fees is considered full mitigation under CEQA. In addition, project developers would pay required impact fees pursuant to the City's PFEFP to mitigate the cumulative impact of increased population and demand for public services, including police, fire protection, and library services. By paying fees to fund a planned facilities program, the cumulative service impacts are considered less than significant.

4.13.7 References

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4.14 RECREATION

This section describes the recreational resources present in the project area and discusses applicable federal, state, and regional regulations pertaining to the provision of recreational facilities. This section evaluates the potential effects on recreational facilities associated with development of the SUD-B Northeast Quadrant Specific Plan (proposed project).

Comments received in response to the Notice of Preparation (NOP, see Appendix A) included concerns regarding the provision of adequate park facilities for future residents of the proposed project. The Placer Airport Land Use Commission indicated that noise from the Lincoln Municipal Airport may affect outdoor activities but that park/recreational uses are considered compatible.

Information contained in this section is based on information provided in the project description and the proposed Specific Plan prepared by Frayji Design Group in December 2016. Other documentation used in this analysis included the City of Lincoln General Plan 2050 (General Plan). Other sources consulted are listed in Section 4.14.8, References.

4.14.1 Existing Conditions

This section describes the existing conditions in the project area and identifies the resources and facilities that could be affected by the proposed project.

4.14.1.1 Existing Setting

The City of Lincoln Parks and Recreation Department oversees the development, operation, and maintenance of parks and recreational facilities within the City. There are 18 active parks within the city limits, which include a variety of recreational facilities, including play structures, sports fields, picnic areas, trail systems, and ponds (City of Lincoln 2015a). The City also maintains approximately 1,180 acres of designated open space (City of Lincoln 2015b).

The closest existing park to the proposed project is Scheiber Park, located 0.3 miles from the proposed project site on Third Street. Scheiber Park is a 4.5-acre park with two children's play structures, swings, and two small shade structures located on Third Street and Santa Clara Way (City of Lincoln 2015a). The project site is located less than one mile from several open space areas maintained by the City's Parks and Recreation Department, including Brookview Estates (14 acres) and open space preserves within the Lincoln Crossing Development (approximately 220 acres). Markham Ravine and Auburn Ravine run through the project site, and the former Wastewater Treatment Plant is located immediately adjacent to the project site.

4.14.2 Relevant Plans, Policies, and Ordinances

Federal

There are no federal regulations related to the provision of recreational facilities.

State

The following state regulations pertaining to recreation would apply to the proposed project.

Quimby Act

California Government Code Section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

Local

The following local/regional regulations pertaining to recreation would apply to the proposed project.

City of Lincoln General Plan

The Open Space and Conservation Element of the City of Lincoln General Plan provides objectives, policies, and programs regarding recreational facilities, including the following:

- Goal OSC-1** To designate, protect, and encourage natural resources, open space, and recreation lands in the city, protect and enhance a significant system of interconnected natural habitat areas, and provide opportunities for recreation activities to meet citizen needs.
- Policy OSC-1.1** *Protect Natural Resources.* The City shall strive to protect natural resource areas, fish and wildlife habitat areas, scenic areas, open space areas and parks from encroachment or destruction by incompatible development.
- Policy OSC-1.3** *Creation of Buffers.* In new development areas, the City shall encourage the use of open space or recreational buffers between incompatible land uses.
- Goal OSC-7** To provide and maintain park facilities that provide recreational opportunities for all residents.

Policy OSC-7.1 *Park Facilities.* The City shall provide park facilities in accordance with the following adopted park standards:

Parks		Standard
Parks without Development Agreements		5 acres/1,000 residents
Parks with Development Agreements	City-wide Park	3 acres/1,000 residents
	Neighborhood/Community Park	3 acres/1,000 residents
	Open Space	3 acres/1,000 residents
Total:		9 acres/1,000 residents

Note: 9 acres consist of 6 acres for active recreation and 3 acres for passive recreation. Please see Appendix B of the Lincoln General Plan for additional information on park requirements.

Policy OSC-7.2 *Recreational Needs.* The City shall provide recreation facilities and programs that meet the needs of all its citizens. Facilities shall be developed in compliance with all applicable regulations designed to address public safety and environmental impacts that may result through the construction, operation, and maintenance of these facilities.

Policy OSC-7.6 *Dedication of Park Land.* The City will continue to collect park dedication fees, require the dedication of parkland, or a combination of both as a condition of development approval for the provision of new parks, or the rehabilitation of existing parks and recreational facilities in order to meet the City’s parkland standards in Policy 7.1.

Policy OSC-7.7 *In-Lieu Fees.* The City shall provide for the payment of an in-lieu fee, in those instances where the City determines that park land dedication is not appropriate. The in-lieu fee shall reflect the cost of fully serviced vacant land.

Policy OSC-7.8 *Adopted Park Standards.* The amount and location of any future parkland to be developed within the city will be determined by adopted park standards and location guidelines.

The City shall strive to provide the following recreational facilities:

- One multipurpose center per 10,000 population with the structural square footage to be determined by the City Council based on the evaluation of community needs.
- One 50 meter swimming pool per 10,000 population based upon a determination of the City Council of community needs.
- One mile of pedestrian/bicycle trails per 2,500 population.

Policy OSC-7.15 *Maintain Wildlife Habitat Values.* The City shall maintain wildlife habitat values during design and ongoing maintenance of new park facilities through provision of open space and wildlife corridor areas, protection of native vegetation, and control of use of herbicides and pesticides.

Policy OSC-7.16 *Linear Parks and Trail Systems.* The City shall develop linear parks and trail systems along the City’s creeks and wetlands, when such improvements are not prohibited by federal and state regulations.

Policy OSC-7.17 *Capital Improvement Fees.* The City will collect a capital facilities fee on new development to generate funding to construct park and recreation improvements in accordance with the requirements set forth in the City’s adopted standards.

Policy OSC-7.18 *Park Construction.* The City will strive to have newly dedicated, mini and neighborhood parks constructed by residential developers in conjunction with their project, such that new residents have immediate access to park facilities.

Policy OSC-7.19 *Pocket Parks.* As part of its urban design concept, the City will utilize the pocket park (approximately 0.25 to 0.50 acre) to establish a passive recreational and social gathering area in neighborhoods where it is deemed appropriate. Such parks are non-credited facilities toward parkland dedication requirements.

City of Lincoln Municipal Code

Chapter 12.20 codifies regulations applicable to the park system serving the City’s residents as well as inhabitants in the surrounding unincorporated areas of Placer County. These standards seek to promote equal access and enjoyment of public recreational facilities within the City and establish regulations related to noise, animals, sport facilities, and prohibited activities within parks.

Chapter 17.32 establishes standards and regulations pertaining to park dedication and fees. Land dedication received and fees collected pursuant to Chapter 17.32 allow the City to acquire new park facilities and/or finance their development. This chapter sets forth the standard by which the acreage of parkland required within a subdivision is determined.

Chapter 18.30 sets forth the permitted uses, conditional uses, height regulations, lot area, lot coverage, lot width, and yard standards for the O-S Open Space district. Permitted uses within the O-S district include parks, playgrounds and playfields, public swimming pools, golf course, country club, schools, community centers, and public buildings. Conditional uses within the O-S district include commercial uses accessory to permitted uses (such as refreshment stands, restaurants, sports equipment rental and sales, and marinas), museums, art galleries, public utility substations, and agricultural land.

4.14.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to recreation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to recreation would occur if the project would:

1. 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.
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.14.4 Impacts Analysis

4.14.4.1 Methods of Analysis

The project setting was developed by reviewing available information on recreational facilities in the project vicinity. Information regarding the City's existing parks, recreational facilities, and open spaces were reviewed, as was information provided by the project applicant regarding recreational and open space components of the proposed project.

In order to assess whether the proposed project would have impacts related to the provision of recreational facilities, the analysis below incorporates estimates for population growth generated by the proposed project. In order to determine demand for parkland, the number of residential units in the proposed project was multiplied by the current factors contained in the City's Municipal Code to determine if park acreage is consistent with provisions set forth in the City's General Plan.

4.14.4.2 Analysis

Impact 4.14-1. The project would 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.

The project proposes to construct 430 residential units. The City uses an average density per single-family dwelling unit of 3.6 to determine park acreage (Municipal Code Section 17.32.040). Multiplying the number of residential units by 3.6, the proposed project would add approximately 1,548 park users to the Specific Plan area. As discussed previously, the City maintains a standard for parks with development agreements of 9 acres of park land per 1,000 residents. Of the required 9 acres per 1,000 residents, 6 acres must be for active recreational uses (such as Neighborhood or Community Parks) and 3 acres for passive recreation (such as Open Space).

This standard ensures that recreational services are provided equally to all residents and that the quality of existing facilities can be maintained. To meet this standard and avoid impacts to existing recreational facilities, the proposed project would be required to provide about 14 acres of recreational space: 9 acres of active recreation and 5 additional acres of open space.

The project proposes to construct approximately 26.6 acres of recreational uses in total. This would include two neighborhood parks totaling 5 acres: a 2.4-acre neighborhood park in the southeast of the project site and a 1.6-acre park in the south of the project site. Possible amenities at these neighborhood parks include open play areas, game courts, children's play areas with playground equipment, picnic/BBQ facilities, walking/bike paths, Bocce Ball, and shade structures. The larger neighborhood park is located adjacent to the preserved Auburn Ravine open space with the other park next to a proposed drainage basin/open space. Passive open space includes 10.4 acres at Markham Ravine, 3.9 acres at Auburn Ravine, a 1.1-acre trail between the two neighborhood parks, and 7.2 acres in landscaped corridors and drainage features (dual use detention ponds, swales, etc.). Therefore the project would exceed the open space requirement (providing 22.6 acres compared to 5 required), but would have a park deficit of 5 acres.

The proposed park facilities would not meet the City's minimum park standard. Mitigation Measure REC-1 would require the Project Applicant to pay in-lieu fees to support construction of recreational facilities in adjacent developments, including, but not limited to, the Independence at Lincoln and Village 5 projects, or for the development of citywide or regional park facilities. Payment of in-lieu fees as stipulated in the City's Municipal Code Chapter 17.32 would ensure the proposed project would have a **less-than-significant** impact on existing recreational facilities.

Impact 4.14.2. The project would include the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The proposed project would include both active and passive recreational components, which would be constructed and/or designated by the proposed project prior to being overturned to the City's Parks and Recreation Department. The proposed project would include two neighborhood parks with active recreational facilities, a 2.4-acre neighborhood park of in the southeast of the project site and a 1.6-acre park in the south of the project site. The project also proposes to set aside 22.6 acres in open space and landscape corridors.

Open space and recreational areas in SUD-B NEQ consist of naturalized open space such as Markham Ravine, Auburn Ravine, and other areas throughout the site such as the landscaped corridors, and development edge buffers. Markham and Auburn Ravines provide multi-purpose open spaces that give drainage, recreational opportunities, and aesthetic appeal to this Specific

Plan Area. Both Ravine Open Spaces will also contain trails for hiking, with future interconnection with the planned broader City of Lincoln trail system. The Riparian Corridor will be preserved, to the degree attainable, with fences and buffers to discourage direct access for the sake of sensitive species, but still allow visual enjoyment.

The Ravine Open Spaces will also provide habitat and foraging for local wildlife as well as additional natural wetland filtration of water flowing through the site. The main channels will be preserved to protect the high quality of the salmon and steelhead migratory streams. Where disturbance unavoidably occurs, the open space will be restored, as quickly as possible, to a stabilized natural condition.

By providing a natural buffer between developed uses and Markham and Auburn Ravines, the proposed open space would minimize adverse environmental impacts to these watersheds. While the proposed project could increase human access to these areas, the most biologically and hydrologically sensitive areas within these watersheds would be protected.

Construction of park and open space facilities, and enhancement of the riparian open space areas, have the potential to impact the environment, including air quality, biological resources, cultural resources, greenhouse gas emissions, and hazardous materials. Recreational facilities would be constructed concurrently with the other land uses in the Specific Plan area, and the impacts associated with park and open space land uses are fully described by this EIR. There are no unique significant impacts associated with recreational facilities. Therefore, with implementation of the mitigation measures described in this EIR, effects related to the construction of recreational facilities would have a **less-than-significant** impact.

4.14.5 Mitigation Measures

The following mitigation measure(s) would reduce the potential for impacts on recreation by ensuring that the proposed project provides adequate recreational facilities for future residents. Implementation of the following mitigation measure(s) would reduce impacts to a **less-than-significant level**.

MM-REC-1 The Project Applicant shall pay in-lieu fees for the construction of parks and recreational facilities in the vicinity of the proposed project. These fees shall be determined according to the City of Lincoln Municipal Code Chapter 17.32, after considering park and open space facilities to be constructed on the project site. The fee amount shall be based upon the fair market value of the outstanding acreage of dedicated park land required by Municipal Code Section 17.32.040, according to the increase in population generated by the proposed project. The fair market value shall be determined at the time of filing the tentative map or parcel map.

4.14.6 Level of Significance After Mitigation

Implementation of the above mitigation measures would reduce potential impacts to **less-than-significant levels**.

4.14.7 Cumulative Analysis

The effects of the proposed project, when considered with other projects in the region, would result in a cumulative impact to recreational facilities. Specifically, present and probable future projects in the vicinity of the proposed project are anticipated to increase the regional population, which could in turn increase the use of recreational facilities in the City and surrounding areas.

Two reasonably foreseeable projects are proposed for development in the vicinity of the proposed project: Independence at Lincoln and Village 5.

The Village 5 Specific Plan directs the development of a 4,900-acre mixed-use master plan containing residential, commercial, park/open space, agricultural preserve, school, and public institutional land uses (Richland Communities 2015). The Village 5 Specific Plan area would be located south of Nicolaus Road on both the north and south sides of Highway 65, immediately to the west and south of the proposed project. As currently proposed, the Village 5 Specific Plan would establish more than 1,200 acres in open space, more than 150 acres of parks, and bike and pedestrian trails (Richland Communities 2015). Under the proposed project, Markham and Auburn Ravines would be designated as Open Space Preserves, with established buffers surrounding the watersheds. The proposed project would result in a demand of 175 acres of parkland and open space (116.7 acres for active parkland and 58.3 acres for open space) due to its addition of 19,449 individuals to the City's population. Due to uncertainty regarding the proposed Regional Park in Village 5, the project may not meet the requirement for active recreational space. If this situation occurs, the developer will pay the In Lieu Fee for park and recreational facilities as set forth in Lincoln Municipal Code section 17.32.010. This fee would fund the acquisition of park land. Therefore, adequate resources to support recreational facility demand generated by this project would be available (Lincoln 2016a).

The Independence at Lincoln project includes the development of a 575 single-family unit master-planned residential community on a 194.2-acre site in the City. The development includes 93 acres of residential uses, 45.6 acres of passive open space and preservation areas, 13.6 acres of active parks, 2.7 acres of mixed-use, and 3 acres of public facilities and roadways. The project site is located about 32 miles northeast of downtown Sacramento and 27 miles south of Yuba City and is bordered by Nicolaus Road to the north, and Waverly Drive and Chambers Drive to the east. The Independence at Lincoln project would result in a population increase of 2,070 individuals and therefore require an additional 10.35 acres of parks in total. As the project includes 13.6 acres of active parks including a community center and 45.6 acres of passive open

space and preservation areas, the project far surpasses the City's requirements for park acreage. Because the project would meet the City's adopted standard of park acreage to resident ratio, Independence at Lincoln is not expected to increase demand on existing parks and the parks proposed with the SUD-B NEQ project (Lincoln 2016b).

The proposed project, in combination with other proposed development, may exceed the capacity standards for existing and proposed park facilities. However, the City has an established fee program, established by Section 17.32.101 of the Municipal code, which addresses the cumulative demand for park space. Per City regulations and Mitigation Measure REC-1, the proposed project would mitigate any cumulative impacts to park facilities. Therefore, cumulative impacts associated with recreation would be **less than significant**.

4.14.8 References

- City of Lincoln. 2008. *City of Lincoln General Plan*. Final. SCH no. 2005112003. Prepared by Mintier & Associates. Sacramento, California: Mintier & Associates. March 2008.
- City of Lincoln. 2015a. "Parks." City of Lincoln Parks & Recreation. Accessed June 16, 2015. <http://www.ci.lincoln.ca.us/city-hall/departments-divisions/parks>.
- City of Lincoln. 2015b. "Open Space & Trails." City of Lincoln Parks & Recreation. Accessed June 16, 2015. <http://www.ci.lincoln.ca.us/city-hall/departments-divisions/open-space-trails>.
- City of Lincoln. 2016a. *Draft Environmental Impact Report for the Village 5 & SUD-B Specific Plan*. Prepared by ESA. Sacramento, California: ESA. August 2016.
- City of Lincoln. 2016b. *Draft Environmental Impact Report for the Independence at Lincoln Development Project*. Prepared by Ascent Environmental, Inc. Sacramento, California: Ascent Environmental, Inc. September 2016.
- City of Lincoln Municipal Code, Section 12.20.010-12.20.190. Parks.
- City of Lincoln Municipal Code, Section 17.32.010-17.32.130. Park Dedication and Fees.
- City of Lincoln Municipal Code, Section 18.30.010-18.30.070 . O-S Open Space District.
- Cunningham Engineering. 2014. "Mobility Plan for Lincoln Village 5 & SUD B." Prepared for Richland Communities. Accessed June 16, 2015. <http://lincolnwestvillages.com/wp-content/uploads/2014/07/1311-03-Mobility-Plan-30X42.pdf>.
- Richland Communities. 2015. "Village 5 Specific Plan." Accessed June 16, 2015. <http://lincolnwestvillages.co>

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4.15 TRAFFIC AND CIRCULATION

This section evaluates the potential traffic and circulation impacts resulting from implementation of the proposed Special Use District B (SUD-B) Northeast Quadrant Specific Plan (proposed project or proposed plan) area, and analyzes the potential environmental effects. This section summarizes the traffic impact analysis prepared by DKS Associates for the proposed project (dated November 13, 2015). A complete copy of the traffic impact analysis is included as Appendix G of this EIR. The traffic impact analysis in Appendix G used information and data collected from numerous sources, including the following:

- Lincoln Village 5 Specific Plan (City of Lincoln 2016)
- City of Lincoln 2050 General Plan (City of Lincoln 2008)
- Lincoln Village 7 Specific Plan EIR (City of Lincoln 2010)
- Placer County General Plan (Placer County 2013)
- Caltrans Corridor System Management Plan (CSMP) for State Route (SR) 65 (Caltrans 2009)

Comments received in response to the Notice of Preparation (NOP, see Appendix A) included:

- Concerns regarding impacts to the state highway system and the adjacent roadway network, with specific concern expressed regarding SR 65 and Nelson Lane.
- Impacts to storage capacity for all approaches, particularly for SR 65 and Nelson Lane.
- The potential for rear-end accidents due to queuing and speed differentials.
- Traffic impacts at the 10-year planning scenario.
- Preservation of the right-of-way for a potential future interchange at Nelson Lane.
- Encroachment permits from Caltrans for any work that would encroach onto the state right-of-way.
- Traffic flow and pedestrian hazards in front of Creekside Oaks School during drop off and pick up times.
- Bikes lanes/trails and the continuation of the bike master plan.
- Parking conditions at the Creekside Oak School.
- Exacerbation of speeding along First Street.
- Increased traffic due to the opening to First Street and Third Street.
- Increased pedestrian hazards along Third Street.

Study Scenarios

The traffic impact analysis studies the potential project-generated traffic impacts on the street system. The potential impacts of the proposed project include an analysis of the following traffic scenarios:

- **Existing Conditions:** The analysis of existing traffic conditions provides a basis for the study. The existing conditions analysis includes an assessment of present streets, traffic volumes, and operating conditions. The existing conditions are characterized in Section 4.15.1, Existing Conditions.
- **Existing Plus Project Conditions:** This analysis shows the existing traffic conditions with the addition of project-generated traffic at buildout conditions. This analysis is conducted by adding project trips (at buildout) to the existing traffic volumes. Existing- plus-project conditions are characterized in Section 4.15.4, Impact Analysis, under the first threshold.
- **Cumulative Without Project Conditions:** The objective of this phase of analysis is to estimate future traffic growth and operating conditions that could be expected to result from growth in the vicinity of the project site, absent the proposed project. Cumulative- without-project conditions are shown in Section 4.15.4, Impact Analysis, under the first threshold.
- **Cumulative Plus Project Conditions:** This is an analysis of future traffic conditions with the traffic generated by the proposed project added to the cumulative without project traffic forecasts. The impacts of the proposed project on future traffic operating conditions can then be identified by comparing cumulative plus project conditions to cumulative without project conditions. Cumulative plus project conditions are characterized in Section 4.15.4, Impact Analysis, under the first threshold.

Study Area Intersections

A study area was selected for analysis, based on the project's size, traffic generation, and existing/projected traffic conditions in the area. Figure 4.15-1 shows the locations of existing study area intersections. The study intersections that were selected for analysis are listed below¹:

1. Nelson Lane and Nicolaus Road
2. Waverly Drive and Nicolaus Rad
3. Lakeside Drive and Nicolaus Road
4. Joiner Parkway and Nicolaus Road
6. Joiner Parkway and Third Street
7. Joiner Parkway and First Street

¹ The numbering of the intersections is not sequential. Intersection numbers 5 and 9 were omitted.

8. Joiner Parkway and Ferrari Ranch Road
10. Nelson Lane and SR 65
11. Nelson Lane and Moore Road
12. SR 65 Southbound and Ferrari Ranch Road
13. SR 65 Northbound and Ferrari Ranch Road
14. Lincoln Boulevard and SR 65 Southbound
15. Lincoln Boulevard and SR 65 Northbound
16. Lincoln Boulevard and First Street
17. Lincoln Boulevard and Ferrari Ranch Road

Study Area Roadway Segments

The traffic impact analysis analyzed the proposed project's impacts on local residential roadways. The roadway segments analyzed include First Street west of Joiner Parkway and west of Chambers Drive, Third Street west of Joiner Parkway and west of Chambers Drive, and Fifth Street west of Joiner Parkway.

4.15.1 Existing Conditions

This section describes the existing transportation network in the vicinity of the project site including the roadway, transit, pedestrian, and bicycle systems. The environmental setting represents 2014–2015 conditions, corresponding to the timeframe in which the NOP was released. The majority of the traffic volume data was collected during 2014 and 2015, while a few traffic counts date back to late 2013.

4.15.1.1 Existing Transportation System

Roadway System

Figure 4.15-1 illustrates the existing roadway system in the project vicinity. Key roadways are described below.

SR 65 is a state highway that begins in Roseville (at Interstate 80) and continues through the City of Lincoln to Sheridan, Wheatland, and Yuba City to the north. SR 65 used to travel directly through downtown Lincoln but the Lincoln Bypass now directs SR65 traffic west of Lincoln. South and east of the project site, SR 65 is a four-lane freeway with interchanges at Ferrari Ranch Road, Lincoln Boulevard, and Twelve Bridges Drive in the City of Lincoln, Sunset Boulevard in the City of Rocklin, and three additional interchanges in the City of Roseville (Blue

Oaks Boulevard, Pleasant Grove Boulevard, and Galleria Boulevard/Stanford Ranch Road). To the west and north of the project site, SR 65 is a two-lane roadway with at-grade intersections at Nelson Lane and Nicolaus Road.

Nelson Lane is a north-south arterial roadway to the west of the current boundary of the City of Lincoln. Nelson Lane was recently widened from a two-lane roadway to a four-lane roadway between Nicolaus Road and SR 65. South of SR 65, it is a two-lane rural roadway that terminates at Moore Road. Nelson Lane would provide primary access to the western commercial portions of the project site. North of Nicolaus Road, Nelson Lane becomes Aviation Boulevard and provides access to Lincoln Airport and the Lincoln Air Center.

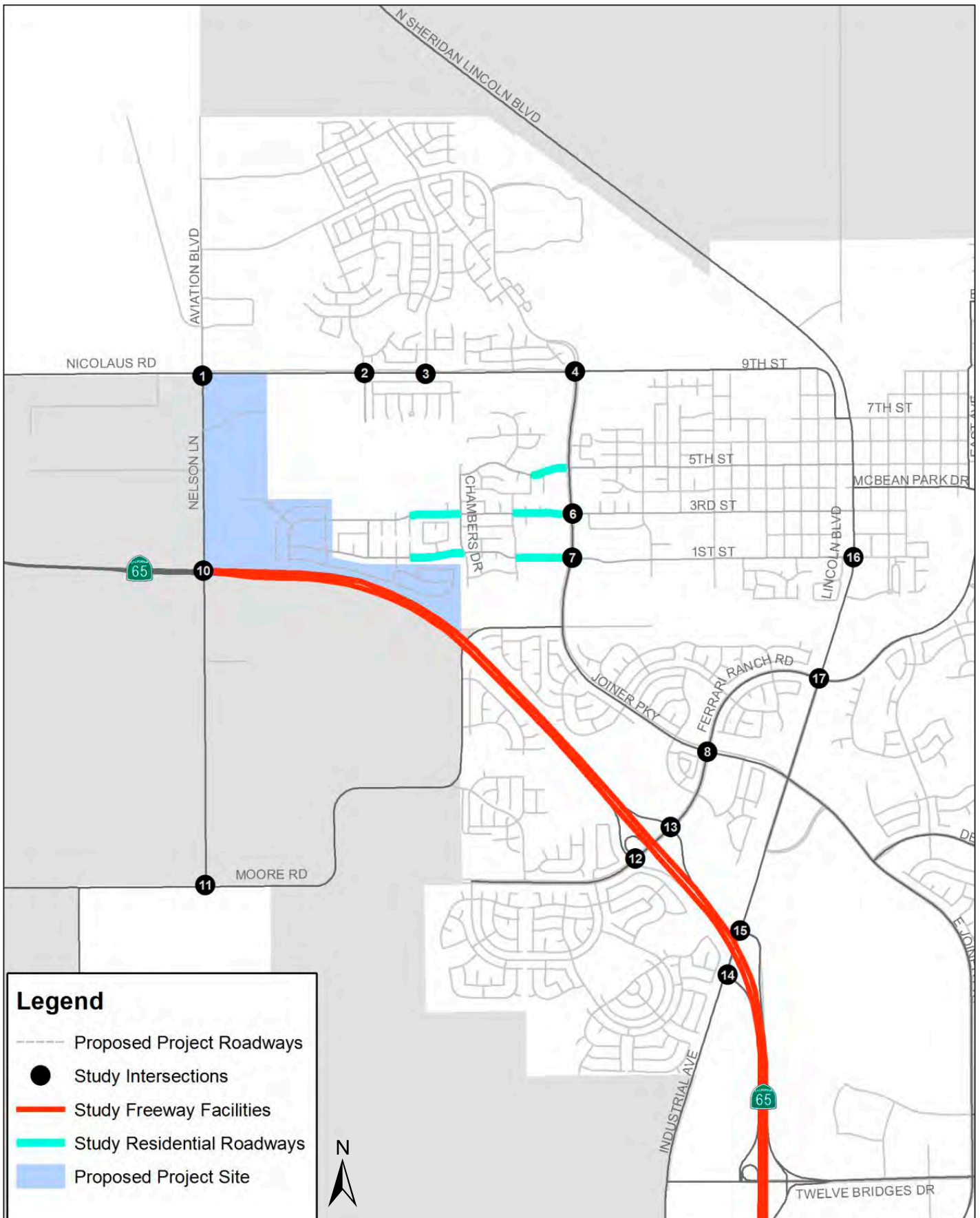
Nicolaus Road is an east-west arterial roadway to the north of the project site. Nicolaus Road is currently two lanes to the west of Nelson Lane, four lanes between Nelson Lane and Joiner Parkway, and two lanes to its terminus with 9th Street near Lincoln Boulevard.

First Street is an east-west roadway providing access from the project site to the southern portion of downtown Lincoln. First Street is a two-lane local residential roadway between its current western dead end and Lincoln Boulevard and continues into the eastern portion of downtown Lincoln.

Third Street is an east-west roadway providing access from the project site to the central portion of downtown Lincoln. Third Street is a two-lane local residential roadway between its current western dead end and Lincoln Boulevard and continues into the eastern portion of downtown Lincoln.

Joiner Parkway is a north-south roadway that begins in the western portion of downtown Lincoln and continues eastward where it connects Lincoln to northwestern Rocklin. Joiner Parkway is a four-lane arterial in the vicinity of the project site.

Lincoln Boulevard (formerly F Street and SR 65) is a two-lane roadway through downtown Lincoln and serves as the “main street” of downtown Lincoln. North of downtown Lincoln, it continues as a rural highway toward Sheridan and Wheatland. South of downtown Lincoln, it is a four-lane arterial providing access to the recently realigned SR 65. It becomes Industrial Boulevard south of its interchange with SR 65.



SOURCE: DKS (2017)

DUDEK

FIGURE 4.15-1
Study Intersections and Roadways

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Transit Service

The City is served by a one central transit route, called the Lincoln Circulator. Buses operate along this route hourly between 6:30 a.m. and 6:00 p.m. on weekdays and between 8:00 a.m. and 4:00 p.m. on Saturdays. The closest stop to the project site is at R Street and Shamrock Court, approximately 1.4 miles away. There is an additional route called the Lincoln School Tripper Route, which operates once in the morning and once in the afternoon on weekdays and is open to the public. The route's closest stops to the project site are at Glen Edwards Middle School (First Street and O Street) and Lincoln High School (Seventh Street and J Street). These stops are approximately 1.5 and 2.3 miles from the project site, respectively.

Placer County Transit operates the Lincoln-Rocklin-Sierra College bus route on weekdays and Saturdays. The route begins in downtown Lincoln, makes a stop at the Thunder Valley Casino on Athens Avenue, and continues through Roseville and Rocklin before reaching its destination at Sierra College. Headways are one hour. The Lincoln Circulator, also provided by Placer County Transit, provides service through downtown Lincoln as well as Ferrari Ranch Road and SR65. Headways are one hour. No transit stops are currently located within one mile of the proposed project site. Dial-a-ride service is also provided Monday through Friday from 8:00 a.m. to 5:00 p.m.

Bicycle and Pedestrian Facilities

Guidelines and design standards for bikeway planning and design in California are established by California Department of Transportation (Caltrans) and presented in the Highway Design Manual (Caltrans 2015). Bicycle facilities are defined using the following four classifications:

- Class I bikeways (bike paths) are exclusive right-of-way facilities for use by bicyclists and pedestrians, with cross flows by vehicles minimized. Motor vehicles are prohibited from bike paths per the California Vehicle Code which can be reinforced by signing.
- Class II (bike lanes) are restricted right-of-ways on a street or highway designated for use by bicycles using striping, pavement legends, and signs.
- Class III bikeways (bike routes) are facilities shared with motor vehicles on the street, which are established by placing bike route signs along roadways. Additional enhancement of Class III facilities can be provided by adding shared roadway markings (sharrows) along the route.
- Class IV (bikeways) are bikeways for the exclusive use of bicycles and includes a separation between the bike facility and vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

In the vicinity of the proposed project, Class I multi-use paths currently exist along Nicolaus Road between Waverly Drive and Joiner Parkway, Ferrari Ranch Road between McBean Park Drive and west of Ingram Parkway as well as along natural waterways, such as Auburn Ravine, North Ingram Slough, and South Ingram Slough. Class II bike lanes exist on several roadways adjacent to the study area, including Joiner Parkway, Ferrari Ranch Road, and Aviation Boulevard.

Sidewalks are present on both sides of the street in the residential areas to the northeast, east, and southeast of the project site. Sidewalks are absent on SR65, Nelson Lane / Aviation Boulevard and Nicolaus Road within the study area.

4.15.1.2 Existing Traffic Volumes and Levels of Service

The following discussion presents the existing traffic operations for each of the study intersections and describes the methodology used to assess operations.

Level of Service Methodology

Operations at intersections are typically described in terms of level of service (LOS). LOS is a qualitative measure of operations with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion.

While previous analyses within the City of Lincoln such as the Lincoln 2050 General Plan Update have utilized the Circular 212 (Transportation Research Board 1980) this analysis is based on the more up to date Highway Capacity Manual (HCM) 2010 operations methodology in order to be consistent with the analysis concurrently being completed for the adjacent Village 5 project as well as state of the practice methods. The HCM method takes into account existing signal timing, minimum green times, vehicle volumes, pedestrian and bike movements, user defined saturation flow rates, and storage bay lengths. The resulting intersection delay (in seconds) is then used to identify an LOS value. The output for this method is a delay value (in seconds) and an LOS for the intersection as a whole.

Table 4.15-1 provides LOS definitions and operating conditions. LOS D is generally considered to be the lowest acceptable LOS in an urban or suburban area. An intersection change to LOS E or F is considered to be an unacceptable operating condition that warrants mitigation. Table 4.15-2 describes the LOS standards and Section 4.15.2 describes the LOS standards for each jurisdiction (City of Lincoln, Placer County, and Caltrans).

**Table 4.15-1
Intersection Level of Service Definitions**

Level of Service (LOS)	Description	Signalized Intersections Avg. Delay	Unsignalized Intersections
A	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.	≤ 10.0 sec/ veh	≤ 10.0 sec/ veh
B	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.	10.1 to 20.0 sec/ veh	10.1 to 15.0 sec/ veh
C	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.	20.1 to 35.0 sec/ veh	15.1 to 25.0 sec/ veh
D	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.	35.1 to 55.0 sec/ veh	25.1 to 35.0 sec/ veh
E	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.	55.1 to 80.0 sec/ veh	35.1 to 50.0 sec/ veh
F	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.	>80.0 sec/ veh	>50.0 sec/ veh

Source: Transportation Research Board, 2010

Intersection Operations

Figure 4.15-2 shows the existing lane geometries, traffic control devices, a.m. and p.m. peak hour traffic volumes, and LOS at all study intersections. Table 4.15-2 lists the traffic control devices, the jurisdiction in which each intersection is located, the applicable LOS standard established by that jurisdiction, and the existing a.m. and p.m. peak hour LOS and average delay at each study area intersection.

As shown in Table 4.15-2, all study intersections currently operate at acceptable levels of service during the a.m. and p.m. peak hours based on the applicable standard, with the exception of the intersection of Nicolaus Road and Nelson Lane/ Aviation Boulevard, which operates at LOS D during the p.m. peak hour. The intersection of Lincoln Boulevard and First Street operates at LOS D during the a.m. peak hour; however, intersections along Lincoln Boulevard between First Street and Seventh Street are excluded from the City’s standard of maintaining LOS C (City of Lincoln 2008, Policy T-2.3).

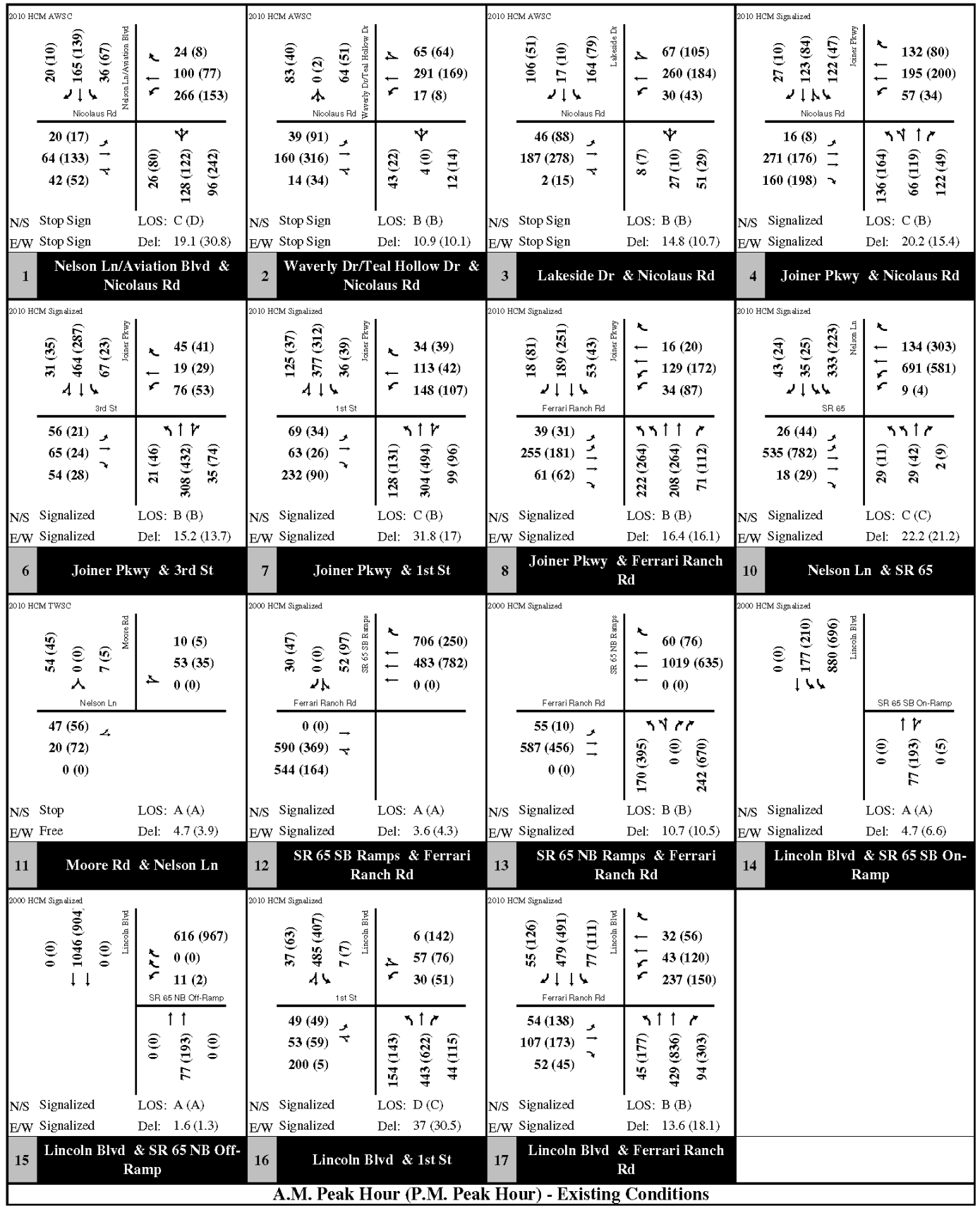
**Table 4.15-2
Peak Hour Intersection Levels of Service - Existing Conditions**

	Intersection	Control ¹	Jurisdiction (LOS Standard)	AM Peak Hour ²		PM Peak Hour ²	
				LOS	Avg Delay	LOS	Avg Delay
1	Nelson Lane / Aviation Boulevard and Nicolaus Road	AWSC	Lincoln (C)	C	19.1	D	30.8
2	Waverly Drive / Teal Hollow Drive and Nicolaus Road	AWSC	Lincoln (C)	B	10.9	B	10.1
3	Lakeside Drive and Nicolaus Road	AWSC	Lincoln (C)	B	14.8	B	10.7
4	Joiner Parkway and Nicolaus Road	Signal	Lincoln (C)	C	20.2	B	15.4
6	Joiner Parkway and Third Street	Signal	Lincoln (C)	B	15.2	B	13.7
7	Joiner Parkway and First Street	Signal	Lincoln (C)	C	31.8	B	17.0
8	Joiner Parkway and Ferrari Ranch Road	Signal	Lincoln (C)	B	16.4	B	16.1
10	Nelson Lane and SR 65	Signal	Caltrans (D)	C	22.2	C	21.2
11	Moore Road and Nelson Lane	TWSC	Placer County (C)	A	4.7	A	3.9
12	SR 65 SB Ramps and Ferrari Ranch Road	Signal	Caltrans (D)	A	3.6	A	4.3
13	SR 65 NB Ramps and Ferrari Ranch Road	Signal	Caltrans (D)	B	10.7	B	10.5
14	Lincoln Boulevard and SR 65 SB On-Ramp	Signal	Caltrans (D)	A	4.7	A	6.6
15	Lincoln Boulevard and SR 65 NB Off-Ramp	Signal	Caltrans (D)	A	1.6	A	1.3
16	Lincoln Boulevard and First Street ³	Signal	Lincoln ³	D	37.0	C	30.5
17	Lincoln Boulevard and Ferrari Ranch Road	Signal	Lincoln (C)	B	13.6	B	18.1

Notes:

1. AWSC = all way stop controlled; TWSC = two-way stop controlled
2. **Bold** Intersections do not meet current LOS Policy.
3. The intersection of Lincoln Boulevard / First Street is exempt from the City's LOS C standard

Source: DKS 2015.



A.M. Peak Hour (P.M. Peak Hour) - Existing Conditions

SOURCE: DKS (2017)

FIGURE 4.15-2

Existing Intersection Peak Hour Volumes and Geometrics

SUD-B Northeast Quadrant Specific Plan DEIR



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Residential Roadway Operations

The City typically evaluates LOS based on peak hour intersection operations and does not establish quantitative performance criteria for roadway segments. However, the proposed project would be located along the extension of existing residential streets. As such, the daily volume increases that would take place on these local residential roadways is presented for information below. Since the City of Lincoln does not have a LOS policy for roadway segments, the volume ranges listed are based on Sacramento County's Traffic Impact Guidelines.

Table 4.15-3
Level of Service Definitions on Residential Roadway Segments

Facility Type	Average Daily Traffic Volume Threshold				
	LOS A	LOS B	LOS C	LOS D	LOS E
Two-Lane Local	600	1,200	2,000	3,000	4,500
Two-Lane Collector With Frontage	1,600	3,200	4,800	6,400	8,000
Two-Lane Collector Without Frontage	6,000	7,000	8,000	9,000	10,000

Source: DKS 2015.

Table 4.15-4 shows the existing volumes and resultant LOS for each of the five study area residential roadway segments. As shown in Table 4.15-4, First Street (west of Joiner Parkway) and Third Street (also west of Joiner Parkway) both operate below LOS C under existing conditions.

Table 4.15-4
Daily Roadway Volumes and Level of Service - Existing Conditions

Roadway	Segment	Roadway Type	Existing Conditions	
			ADT	LOS
<i>Existing Roadways</i>				
First Street	West of Chambers	Two-Lane Local Residential	1,500	C
	West of Joiner	Two-Lane Local Residential	4,300	E
Third Street	West of Chambers	Two-Lane Local Residential	800	B
	West of Joiner	Two-Lane Local Residential	2,000	D
Fifth Street	West of Joiner	Two-Lane Local Residential	1,600	C

Note: The City of Lincoln does not have a daily segment LOS policy. For informational purposes.

Source: DKS 2015.

Freeway Operations

The freeway segment analysis is based on the methodology described in the Highway Capacity Manual (HCM) (TRB 2010) using Highway Capacity Software (HCS) software. The performance measure preferred by Caltrans to calculate LOS is density as expressed in terms of passenger cars per mile per lane. Table 4.15-5 illustrates the freeway segment LOS descriptions for each density range utilized for this analysis.

**Table 4.15-5
Freeway Mainline LOS Thresholds**

Level of Service	Description	Density Range (pc/mi/ln) ¹
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow. Demand exceeds capacity.	>45.0

Source: Transportation Research Board 2010.

Table 4.15-6 shows the existing density and corresponding LOS value for the study area freeway segments and off-ramps. As shown in Table 4.15-6, all study area freeway segments and off-ramps operate at LOS D or better during a.m. and p.m. peak hours.

**Table 4.15-6
SR 65 Freeway Peak Hour Level of Service - Existing Conditions**

Segment	Type	AM Peak		PM Peak		
		Density	LOS	Density	LOS	
Northbound	Sunset On to Twelve Bridges Off-Ramp	Segment	15.7	B	25.3	C
	Twelve Bridges Off-Ramp	Off-Ramp	20.2	C	30.7	D
	Twelve Bridges Off to On-Ramp	Segment	12.4	B	20.7	C
	Twelve Bridges On to Lincoln Off-Ramp	Weave	12.4	B	20.4	C
	Lincoln to Ferrari Ranch Off-Ramp	Segment	7	A	10.3	A
	Ferrari Ranch Off-Ramp	Off-Ramp	4.8	A	10.9	B
	Ferrari Ranch Off to On-Ramp	Segment	6.6	A	6.6	A
	Ferrari Ranch On-Ramp	On-Ramp	9.4	A	9.2	A
	Ferrari Ranch On to Nelson	Segment	7.7	A	7.3	A

**Table 4.15-6
SR 65 Freeway Peak Hour Level of Service - Existing Conditions**

Segment		Type	AM Peak		PM Peak	
Southbound	Sunset On to Twelve Bridges Off-Ramp	Segment	7.5	A	8.8	A
	Twelve Bridges Off-Ramp	Off-Ramp	11.3	B	12.7	B
	Twelve Bridges Off to On-Ramp	Segment	6.8	A	7.5	A
	Twelve Bridges On to Lincoln Off-Ramp	Weave	9.3	A	5.9	A
	Lincoln to Ferrari Ranch Off-Ramp	Segment	14	B	7.7	A
	Ferrari Ranch Off-Ramp	Off-Ramp	17.6	B	11.1	B
	Ferrari Ranch Off to On-Ramp	Segment	21.7	C	13.7	B
	Ferrari Ranch On-Ramp	On-Ramp	20.8	C	14.7	B
	Ferrari Ranch On to Nelson	Segment	29.7	D	21.1	C

Note: Calculated using HCS 2010 (McTrans/ University of Florida)

Source: DKS 2015.

4.15.2 Relevant Plans, Policies, and Ordinances

Federal

There are no federal policies relating to transportation that are directly applicable to the project. Transit services must comply with federal regulations such as the Americans with Disabilities Act (ADA) and Title VI.

State

California Department of Transportation

As determined by the California Department of Transportation (Caltrans), the LOS for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained. (Caltrans 2002)

State Route 65 Corridor System Management Plan

In June 2009, Caltrans approved a Corridor System Management Plan (CSMP) for SR 65 from Interstate 80 in Roseville to SR 70 in Yuba County, south of Marysville. The CSMP replaces the previous Transportation Concept Report and is a long-range comprehensive transportation

planning document for SR 65 that includes system management strategies and performance evaluation measures to track the effectiveness of strategies and projects.

The CSMP documents the current LOS on SR 65 and the future LOS when considering feasible long-term projects. The CSMP also identifies a “concept LOS,” or the minimum level or quality of operations acceptable, for SR 65 within the 20-year planning period. A deficiency or need for improvement is triggered when the actual LOS falls below the concept LOS. Within the study area, the SR 65 CSMP identifies the 20-year concept LOS as:

- LOS E from Blue Oaks Boulevard to Gladding Road
- LOS D from Gladding Road to Riosa Road
- LOS E from Riosa Road to the Yuba County Line

At the time of the preparation of the SR 65 CSMP, the SR 65 Lincoln Bypass through the study area was not yet open to traffic. The SR 65 Lincoln Bypass opened to traffic in 2012, and SR 65 no longer travels through downtown Lincoln. The segment from Gladding Road to Riosa Road now exists as part of the Lincoln Bypass, roughly corresponding with Wise Road to Riosa Road. Therefore, the LOS D concept was applied for Gladding Road to Riosa Road in the CSMP to the Wise Road to Riosa Road segment of SR 65 (i.e., the Lincoln Bypass). Since SR 65 is a Caltrans facility, the CSMP concept LOS was also applied to study area highway and freeway segments, ramps. At ramps and intersections, the City of Lincoln’s LOS policy for Caltrans facilities was applied, as described in the Local regulatory setting section below.

SB-743 (Status and Application to this Analysis)

In September 2013, Governor Brown signed Senate Bill 743, which made significant changes to how transportation impacts are to be assessed under CEQA. SB 743 directs the Governor’s Office of Planning and Research to develop a new metric and approach that replaces LOS analysis and suggests vehicle miles traveled as a metric. SB 743 also creates a new exemption for certain projects that are consistent with the regional Sustainable Communities Strategy and, in some circumstances, eliminates the need to evaluate aesthetic and parking impacts of a project. The requirement to replace LOS does not go into effect until the new CEQA Guidelines have been certified.

The Governor’s Office of Planning and Research has released Draft CEQA Guidelines; however, at the time this analysis was completed the Guidelines have not been finalized or adopted. It is anticipated that the revisions to the CEQA Guidelines will be finalized in 2017. According to the most recent Draft CEQA Guidelines released by the Governor’s Office of Planning and Research, lead agencies would have a grace period of two years to update and adopt new thresholds once the new Guidelines have been adopted.

Local

Congestion Management Plan

In June 1990, the voters of California approved Proposition 111, which increased the tax on gasoline to fund improvements on congested roadways. This proposition amended Government Code Section 65089 to require counties containing urbanized areas with populations of 50,000 or more, such as Placer County, to designate an agency as a Congestion Management Agency (CMA); however, the CMA designation has since been made optional. The Placer County Transportation Planning Agency (PCTPA) was designated the CMA for Placer County in 1991. Under SB 437, CMA's have the option as to whether to continue their Congestion Management Program (CMP). PCTPA maintains this effort through an alternative transportation outreach effort in an effort to provide trip reduction programs to those who reside and work in Placer County.

PCTPA and the City of Roseville implement the CMP for Placer County. Their efforts are closely coordinated with the Regional Rideshare program and Spare-the-Air. The CMP provides marketing, seasonal incentive, educational and outreach efforts to the public and employers throughout Placer County about the benefits of using alternative modes of transportation, with the goal of reducing drive-alone auto commute trips and VMT. The CMP also offers an emergency guaranteed ride home program for employees, and includes educating school age children about the benefits of using alternative transportation. PCTPA also carries out a transit marketing program geared specifically to raise awareness of public transit options in Placer County. (PCPTA 2010)

South Placer Regional Transportation Authority Fee Program

Member agencies of the South Placer Regional Transportation Authority (SPRTA) include Placer County, the City of Lincoln, the City of Roseville, and the City of Rocklin. SPRTA was formed in 2002 for the purpose of implementing a Regional Transportation and Air Quality Mitigation Fee to fund specified regional transportation projects. The SPRTA fee program area is divided into 10 fee districts, with fees calculated on a nexus-basis via the South Placer traffic model. Fees are assessed on all development, including residential, commercial, and industrial. The latest fee update was adopted July 1, 2017, and includes the future widening of SR 65.

County of Placer General Plan

The General Plan includes transportation policies that address automobile, bicycle, pedestrian, and transit modes. For County of Placer intersections, LOS A-C is considered acceptable, while LOS D-F is considered unacceptable per Placer County General Plan policy 3.A.7.

City of Lincoln General Plan

The City of Lincoln General Plan includes transportation policies that address automobile, bicycle, pedestrian, and transit modes. These policies are identified in Table 4.10-2 of Section 4.10, Land Use.

Relevant general plan policies were considered in the establishment of thresholds of significance (Section 4.15.3). For City of Lincoln intersections, LOS A-C is considered acceptable, while LOS D-F is considered unacceptable per Lincoln General Plan policy T-2.3. This policy also states that intersections along Lincoln Boulevard between First Street and Seventh Street are excluded from the LOS C standard. General Plan policy T-2.4 states that the City shall coordinate with Caltrans with the goal of maintaining a minimum of LOS D conditions for SR 65.

City of Lincoln Public Facilities Impact Fee Program

The City has adopted a Public Facilities Impact Fee Program (PFFP) which was established to provide a nexus between projected new development in the City and new capital facilities required to serve new development through build-out of the General Plan (Municipal Code Chapter 17.62: Public Facilities Impact Fees). The program serves as a basis for requiring development impact fees in accordance with the provisions of Government Code Section 66000 et seq. The City has established the PFFP to address the capital facilities required in a wide range of service areas, including wastewater, drainage, water, reclaimed water, transportation, police, fire, library, administration, solid waste, parks, and recreational facilities. As part of the program, the City maintains a master list of capital improvements in each category that are needed to service new development. Improvements are funded by the collection of fees from new development based upon an equivalent dwelling unit basis which represents each project's share in the capital facilities needed to serve new development. In some instances projects may be required to build one of the improvements from the Master Improvement List, in which case they are able to receive credits against the fee they would have otherwise been required to pay. The General Plan Public Facilities Element (PFE) contains the list of specific projects to be paid for by the fee program (City of Lincoln 2008).

4.15.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines and established standards and policies for the City of Lincoln, the County of Placer, and Caltrans. According to Appendix G of the CEQA Guidelines and these jurisdiction standards, a significant impact related to traffic and circulation would occur if the project would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or 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. Table 4.15-7 below outlines the standards related to this threshold.

2. 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.
3. 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.
4. Substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

**Table 4.15-7
Standards of Significance**

Location	Jurisdiction	Standard	Impact
<i>Intersections</i>			
All except as noted below	City of Lincoln and County of Placer	LOS C	<ul style="list-style-type: none"> • LOS D - F or • if the intersection is already operating below the standard and the project increases delay by 5 seconds or more¹
Lincoln Boulevard between First Street and Seventh Street	City of Lincoln	N/A	Excluded from the LOS C standard, and will operate at a lower LOS.
SR-65 in City of Lincoln	Caltrans	LOS D	<ul style="list-style-type: none"> • LOS E - F or • if the intersection is already operating below the standard and the project increases delay by 1 second or more
<i>Freeway Segments</i>			
SR 65 from Blue Oaks Boulevard to Wise Road	Caltrans	LOS E	<ul style="list-style-type: none"> • LOS F or • if the intersection is already operating below the standard and the project increases the traffic volume
SR 65 between Wise Road and Riosa Road	Caltrans	LOS D	<ul style="list-style-type: none"> • LOS E - F or • if the intersection is already operating below the standard and the project increases the traffic volume

**Table 4.15-7
Standards of Significance**

Location	Jurisdiction	Standard	Impact
<i>Bicycle and Pedestrian Facilities</i>			
All study area locations	City of Lincoln, County of Placer and Caltrans	Does not interfere with planned facilities or create inconsistencies with adopted plans, guidelines, policies, or standards.	<ul style="list-style-type: none"> • Disrupt or interfere with existing or planned bicycle and pedestrian facilities • Create inconsistencies with adopted pedestrian or bicycle system plans, guidelines, policies, or standards.
<i>Transit Facilities</i>			
All study area locations	City of Lincoln and County of Placer	Does not interfere with planned facilities or create a demand above capacity	<ul style="list-style-type: none"> • Create a demand for mass transit services above the capacity which is provided or planned or • Interfere with existing or planned transit facilities.

Notes:

1. The “five second” threshold is a standard utilized by numerous jurisdictions in the region. This standard is being used in place of the increase in V/C ratio of 0.05 or more that was identified in the City General Plan. The City General Plan LOS analysis relies on the Circular 212 methodology, which was based on V/C ratio of critical vehicular movements. Like most other jurisdictions in the region, the City is now employing the HCM 2010 methodology, which is based on intersection delay in seconds, instead of V/C ratio.

Source: DKS Associates 2015.

4.15.4 Impacts Analysis

4.15.4.1 Methods of Analysis

The analysis uses the Placer County Travel Demand Model, which was originally developed in 1993 and has been updated and revalidated several times, with the most recent update taking place in 2008. The model estimates roadway volumes based on land uses. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and detailed information on the roadway system. The model covers the portions of Placer County west of Colfax, as well as the entire Sacramento region, including Sacramento, Yolo, and south Sutter counties. For areas outside Placer County, the model uses the trip generation estimates from the regional model maintained by the Sacramento Area Council of Governments (SACOG). The Placer County model is consistent with the trip distribution and mode choice estimates from SACOG’s regional model for the entire region.

Section 4.15.1.2 describes the LOS methodology used to analyze vehicle operations. The LOS analysis was performed for a.m. and p.m. peak hour traffic conditions in the study area for four scenarios, existing conditions with and without the project and cumulative conditions with and without the project as described in the introduction to Section 4.15.

Project-Only Traffic

Trip Generation. To evaluate the potential impact of the proposed project on local traffic conditions, it is necessary to estimate the number of new vehicle trips expected to be generated by the proposed project, the distribution of these additional trips within the study area, and the assignment of the anticipated project-generated trips to the study area intersections and street segments. The estimated trips for the proposed project were calculated using the trip generation rates included in the County’s travel demand model. Table 4.15-8 shows the estimated trip generation for buildout of the proposed project.

**Table 4.15-8
Project Trip Generation**

Land Use	Daily Trip Ends Per Unit	Proposed Units Project Buildout	Proposed Trip Generation Project Buildout
Single Family	9 per DU	419	3,771
Commercial	35 Per KSF	522.6	18,291
Office	17.7 Per KSF	348.4	6,667
Industrial (self-storage)	7.6 Per KSF	100.0	760
Hotel	5.6 per Room	100	560
Total Daily Project Trip Ends			29,549
Approximate Percentage Internal Trips			13.5%
Approximate Resultant Internal-External Trips			25,565

Note: Based on 60% Commercial and 40% Office, 0.35 FAR for Commercial and Office.

Source: DKS Associates 2015.

Table 4.15-8 shows that the proposed project would generate approximately 30,000 daily trips. These numbers represent one trip end for each direction of a two-way trip. A portion of the generated trips (approximately 13.5% based on model results) would remain within the boundaries of the project site due to the mixed use nature of the land uses. Because the project consists of residential neighborhoods to the east and commercial development to the west, it is anticipated that there would be vehicle trips that travel back and forth between the residential and commercial portions of the site.

The proposed project includes a multi-family option. This option would allow five acres of commercial land north of Markham Ravine to be developed as multifamily residential. The resulting trip generation is shown in Table 4.15-9. The overall trip generation of the multifamily option is less than under the proposed project in Table 4.15-8. Therefore, this EIR relies on Table 4.15-8 for trip generation (without the multifamily option) to assess the potential impacts under the more intense of the two potential land use scenarios allowed under the specific plan.

**Table 4.15-9
Multifamily Option – Project Trip Generation**

Land Use	Daily Trip Ends Per Unit	Proposed Units Project Buildout	Proposed Trip Generation Project Buildout
Single Family	9 per DU	419	3,771
Multifamily	6.5 per DU	166	1,079
Commercial	35 Per KSF	446.4	15,623
Office	17.7 Per KSF	348.4	6,667
Industrial (self-storage)	7.6 Per KSF	100.0	760
Hotel	5.6 per Room	100	560
Total Daily Project Trip Ends			28,460
Approximate Percentage Internal Trips			13.5%
Approximate Resultant Internal-External Trips			24,618

Note: Based on 60% Commercial and 40% Office, 0.35 FAR for Commercial and Office.

Source: DKS Associates 2017.

Trip Distribution. Trip distribution is the process of assigning the trips by direction to and from a project site. Trip distribution was estimated by conducting a “select zone” analysis in the County model, which isolates all trips entering or exiting a selected set of traffic analysis zones and traces those trips on the travel demand model roadway network. Based on this process, project trips are anticipated to be distributed as follows:

- Nicolaus Road west: 10%
- SR 65 west and north: 6%
- Nelson Lane south of SR 65: 19%
- SR 65 east and south: 19%
- First Street east: 5%
- Third Street east: 4%
- Nicolaus Road east: 10%
- Joiner Parkway north: 1%
- Lakeside Drive north: 1%
- Teal Hollow Drive north: 1%
- Aviation Boulevard north: 5%

Background Growth and Cumulative Projects

To evaluate the potential impact of the proposed project on local traffic conditions, it is necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential significant impacts of the proposed project under future conditions. Future traffic conditions are calculated and characterized by adding ambient traffic growth due to demographic changes and growth as well as traffic from anticipated future projects that are approved, under construction, or pending approval.

The analysis uses the Placer County Travel Demand Model (model), which accounts for ambient growth and, to the degree that they are included, cumulative projects. For the purposes of this analysis, the cumulative scenario developed for the adjacent Lincoln Village 5 Specific Plan was used.

The cumulative version of the 2008 model has a horizon year of 2025. Since the recent economic recession slowed the pace of land development in Placer County seen prior to 2008, it is unlikely that the land use development assumed in the model is likely to occur within the next ten years. For example, the SACOG's 2035 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) forecasts a dramatically reduced amount of growth in South Placer County. In fact, the growth anticipated for the City of Lincoln by 2035 in the SACOG MTP/SCS is only about one-third of the growth included in the 2025 model.

To account for this reduction in growth while also including all reasonably foreseeable land development projects in the study area, land use adjustments were made to the model. In addition to land development adjustments, several adjustments were made to the roadway network based on circulation improvements associated with new development as well as the SACOG MTP/SCS financially constrained transportation project list. (See Appendix G for details regarding these adjustments.)

In addition to the assumptions made for the Lincoln Village 5 Specific Plan traffic analysis, full development of the Independence at Lincoln project was also assumed. This project is located to the north of the project site. This assumption includes a direct connection between the proposed project and the Independence at Lincoln project site via a new collector roadway with access via the roundabout within the project site. Two additional roadway improvements were also assumed: signalization of the Nicolaus Road / Nelson Lane intersection and the Nicolaus Road / Lakeside Drive intersection.

4.15.4.2 Analysis

Impact 4.15-1: The project would 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.

As specified in Section 4.15.3, the City, County, and Caltrans have LOS policies, which are used as the basis for what is considered a significant impact to the performance of the circulation system. Measures of effectiveness for mass transit and non-motorized modes of travel are generally established in general plans and/or in plans that are specifically designed to help improve the pedestrian, bicycle, and/or mass transit system. As such, potential effects to these modes of travel are addressed under the last threshold question, which pertains to policies, programs, and plans for pedestrian, bicycle, and mass transit circulation.

Operation

Existing Plus Project Conditions

While it is unlikely that a project of this magnitude would be fully developed instantaneously, this scenario assumes that the entire project is developed and no other development or roadway improvements take place (i.e., existing traffic conditions plus project buildout conditions).

Intersection Operation Impacts. Figure 4.15-3 and Figure 4.15-4 show existing plus project peak hour traffic volumes at study area intersections during the a.m. and p.m. peak hour, respectively. Table 4.15-10 shows the existing plus project LOS at study area intersections. For the purposes of this analysis, it is assumed that intersection geometrics, traffic controls, and signal timing of study area intersections would remain the same under existing without project and existing plus project conditions, except in the case of the new roundabout to be installed as part of the project. No signalization is assumed at the proposed roundabout.

Table 4.15-10 shows that one intersection would be significantly impacted by the proposed project during both the a.m. and p.m. peak hours under existing plus project conditions.

- Nicolaus Road and Nelson Lane/Aviation Boulevard. During the a.m. peak hour, LOS would degrade from C to E. During the p.m. peak hour, LOS would degrade from D to E.

Mitigation Measure TRA-1, discussed in Section 4.15.5, would reduce this potential impact.

Table 4.15-10
Peak Hour Intersection Levels of Service - Existing Conditions

	Intersection	Control	Jurisdiction (LOS Standard)	Peak Hour	Existing Conditions		Existing Plus Project	
					Int LOS	Avg Delay	Int LOS	Avg Delay
1	Nelson Lane / Aviation Boulevard and Nicolaus Road	AWSC	Lincoln (C)	AM	C	19.1	E	43.9
PM				D	30.8	E	39.1	
2	Waverly Drive / Teal Hollow Drive and Nicolaus Road	AWSC	Lincoln (C)	AM	B	10.9	B	13.0
PM				B	10.1	B	12.7	
3	Lakeside Drive and Nicolaus Road	AWSC	Lincoln (C)	AM	B	14.8	C	16.5
PM				B	10.7	B	12.2	
4	Joiner Parkway and Nicolaus Road	Signal	Lincoln (C)	AM	C	20.2	B	19.5
PM				B	15.4	B	15.5	
6	Joiner Parkway and Third Street	Signal	Lincoln (C)	AM	B	15.2	B	14.8
PM				B	13.7	B	13.5	
7	Joiner Parkway and First Street	Signal	Lincoln (C)	AM	C	31.8	C	28.8
PM				B	17.0	B	16.7	
8	Joiner Parkway and Ferrari Ranch Road	Signal	Lincoln (C)	AM	B	16.4	B	16.8
PM				B	16.1	B	17.0	
10	Nelson Lane and SR 65	Signal	Caltrans (D)	AM	C	22.2	C	27.6
PM				C	21.2	C	21.2	
11	Moore Road and Nelson Lane	TWSC	Placer County (C)	AM	A	4.7	A	0.9
PM				A	3.9	A	0.4	
12	SR 65 SB Ramps and Ferrari Ranch Road	Signal	Caltrans (D)	AM	A	3.6	A	4.1
PM				A	4.3	A	6.9	
13	SR 65 NB Ramps and Ferrari Ranch Road	Signal	Caltrans (D)	AM	B	10.7	B	11.3
PM				B	10.5	B	10.8	
14	Lincoln Boulevard and SR 65 SB On-Ramp	Signal	Caltrans (D)	AM	A	4.7	A	4.8
PM				A	6.6	A	6.4	
15	Lincoln Boulevard and SR 65 NB Off-Ramp	Signal	Caltrans (D)	AM	A	1.6	A	1.6
PM				A	1.3	A	1.3	
16	Lincoln Boulevard and First Street ³	Signal	Lincoln ³	AM	D	37.0	D	37.0
PM				C	30.5	C	30.5	
17	Lincoln Boulevard and Ferrari Ranch Road	Signal	Lincoln (C)	AM	B	13.6	B	13.6
PM				B	18.1	B	19.6	
18	Project Roundabout	Roundabout	Lincoln (C)	AM	Does not exist		A	4.7
PM				A	4.5			

Notes:

1. AWSC = all way stop controlled; TWSC = two-way stop controlled
2. **Bold** Intersections do not meet current LOS Policy. **Shaded** intersections represent significant impacts based on appropriate standard of significance
3. The intersection of Lincoln Boulevard / First Street is exempt from the City's LOS C standard

Source: DKS 2015.

Residential Roadway Operations. Table 4.15-10 shows the change in daily traffic volumes on residential roadways adjacent to the project site and within the project site itself. Although the City does not consider daily segment volumes or the LOS of roadway operations in its General Plan policies, roadway segment LOS is provided for information purposes due to close proximity of the project to local residential streets.

Table 4.15-11 shows that two local residential roadways currently exceed LOS C and would experience an increase in volume with the addition of the proposed project, while one additional roadway is currently at LOS C and would degrade to LOS D with the addition of the proposed project. These roadway segments are listed as follows:

- First Street west of Joiner Parkway: Existing LOS E, anticipated increase of 100 daily vehicles under the proposed project.
- Third Street west of Joiner Parkway: Existing LOS D, anticipated increase of 100 daily vehicles under the proposed project.
- First Street west of Chambers Drive: Existing LOS C, degrades to LOS D with anticipated increase of 600 daily vehicles under the proposed project.

Since roadway segment LOS is not a determinant of significant impacts based on the City policy, these numbers are presented for informational purposes only, not for impact analysis purposes.

Table 4.15-11
Daily Roadway Volumes and Level of Service - Existing Conditions

Roadway	Segment	Roadway Type	Existing Conditions		Existing Plus Project	
			ADT	LOS	ADT	LOS
<i>Existing Roadways</i>						
First Street	West of Chambers	Two-Lane Local Res	1,500	C	2,100	D
	West of Joiner	Two-Lane Local Res	4,300	E	4,400	E
Third Street	West of Chambers	Two-Lane Local Res	800	B	1,600	C
	West of Joiner	Two-Lane Local Res	2,000	D	2,100	D
Fifth Street	West of Joiner	Two-Lane Local Res	1,600	C	1,600	C
Nicolaus	West of Joiner	Four-Lane Arterial	8,700	A	9,300	A
	West of Waverly	Four-Lane Arterial	7,300	A	11,700	A
<i>Roadways Added With Proposed Project</i>						
Third Street	West of Current City Limit	Two-Lane Local Res	n/a		1,600	C
First Street	West of Current City Limit	Two-Lane Local Res	n/a		1,300	C

Note: The City of Lincoln does not have a daily segment LOS policy. For informational purposes.

Source: DKS 2015

Freeway Operation Impacts. Table 4.15-12 shows the existing and existing- plus-project traffic densities and resultant LOS for the a.m. and p.m. peak hour on study area freeway segments and off-ramps. There are no significant impacts based on changes in traffic density or LOS on SR 65 in the study area.

**Table 4.15-12
Freeway Level of Service Existing Conditions**

	Segment	Type	Existing		Existing Plus Project	
			Density	LOS	Density	LOS
Northbound	Sunset On to Twelve Bridges Off-Ramp	Segment	15.7	B	17.4	B
	Twelve Bridges Off-Ramp	Off-Ramp	20.2	C	22.1	C
	Twelve Bridges Off to On-Ramp	Segment	12.4	B	14.2	B
	Twelve Bridges On to Lincoln Off-Ramp	Weave	12.4	B	14.1	B
	Lincoln to Ferrari Ranch Off-Ramp	Segment	7	A	8.4	A
	Ferrari Ranch Off-Ramp	Off-Ramp	4.8	A	5.8	A
	Ferrari Ranch Off to On-Ramp	Segment	6.6	A	8.9	A
	Ferrari Ranch On-Ramp	On-Ramp	9.4	A	12.7	B
	Ferrari Ranch On to Nelson	Segment	7.7	A	11.1	B
Southbound	Sunset On to Twelve Bridges Off-Ramp	Segment	7.5	A	8.0	A
	Twelve Bridges Off-Ramp	Off-Ramp	11.3	B	12.5	B
	Twelve Bridges Off to On-Ramp	Segment	6.8	A	7.0	A
	Twelve Bridges On to Lincoln Off-Ramp	Weave	9.3	A	9.1	A
	Lincoln to Ferrari Ranch Off-Ramp	Segment	14	B	13.4	B
	Ferrari Ranch Off-Ramp	Off-Ramp	17.6	B	17.0	B
	Ferrari Ranch Off to On-Ramp	Segment	21.7	C	21.6	C
	Ferrari Ranch On-Ramp	On-Ramp	20.8	C	20.4	C
	Ferrari Ranch On to Nelson	Segment	29.7	D	29.6	D
Northbound	Sunset On to Twelve Bridges Off-Ramp	Segment	25.3	C	25.1	C
	Twelve Bridges Off-Ramp	Off-Ramp	30.7	D	30.4	D
	Twelve Bridges Off to On-Ramp	Segment	20.7	C	20.6	C
	Twelve Bridges On to Lincoln Off-Ramp	Weave	20.4	C	20.0	C
	Lincoln to Ferrari Ranch Off-Ramp	Segment	10.3	A	10.3	A
	Ferrari Ranch Off-Ramp	Off-Ramp	10.9	B	10.8	B
	Ferrari Ranch Off to On-Ramp	Segment	6.6	A	6.9	A
	Ferrari Ranch On-Ramp	On-Ramp	9.2	A	10.2	B
	Ferrari Ranch On to Nelson	Segment	7.3	A	8.3	A

Table 4.15-12
Freeway Level of Service Existing Conditions

Segment		Type	Existing		Existing Plus Project	
			Density	LOS	Density	LOS
Southbound	Sunset On to Twelve Bridges Off-Ramp	Segment	8.8	A	12.2	B
	Twelve Bridges Off-Ramp	Off-Ramp	12.7	B	16.5	B
	Twelve Bridges Off to On-Ramp	Segment	7.5	A	9.1	A
	Twelve Bridges On to Lincoln Off-Ramp	Weave	5.9	A	6.4	A
	Lincoln to Ferrari Ranch Off-Ramp	Segment	7.7	A	8.3	A
	Ferrari Ranch Off-Ramp	Off-Ramp	11.1	B	12.6	B
	Ferrari Ranch Off to On-Ramp	Segment	13.7	B	14.8	B
	Ferrari Ranch On-Ramp	On-Ramp	14.7	B	20.6	C
Ferrari Ranch On to Nelson	Segment	21.1	C	21.9	C	

Notes:

Based on Freeway Performance Measurement System data.

Density given as passenger cars per mile per lane.

Bold locations do not meet current LOS Policy, Shaded indicates LOS Impact

Cumulative Conditions

Based on the cumulative assumptions summarized above and described further in Appendix G cumulative without project a.m. and p.m. peak hour intersection turning movement volumes are displayed in Figure 4.15-5. Cumulative plus project a.m. and p.m. peak hour turning movement volumes are displayed in Figure 4.15-6 and Figure 4.15-7, respectively. Cumulative without project and cumulative plus project LOS results for study area intersections are displayed in Table 4.15-13.

Table 4.15-13
Peak Hour Intersection Levels of Service - Cumulative Conditions

Intersection		Control	Jurisdiction (LOS Standard)	Peak Hour	Existing Conditions		Existing Plus Project	
					Int LOS	Avg Delay	Int LOS	Avg Delay
1	Nelson Lane / Aviation Boulevard and Nicolaus Road	Signal	Lincoln (C)	AM	E	74.1	E	73.6
				PM	F	119.9	F	108.2
2	Waverly Drive / Teal Hollow Drive and Nicolaus Road	AWSC	Lincoln (C)	AM	E	48.6	E	47.7
				PM	F	54.3	F	56.1
3	Lakeside Drive and Nicolaus Road	Signal	Lincoln (C)	AM	A	7.7	A	8.1
				PM	A	6.1	A	6.4
4	Joiner Parkway and Nicolaus Road	Signal	Lincoln (C)	AM	C	26.1	C	26.5
				PM	F	98.3	F	113.6
6	Joiner Parkway and Third Street	Signal	Lincoln (C)	AM	B	17.6	B	17.2
				PM	B	16.6	C	20.5

Table 4.15-132
Peak Hour Intersection Levels of Service - Cumulative Conditions

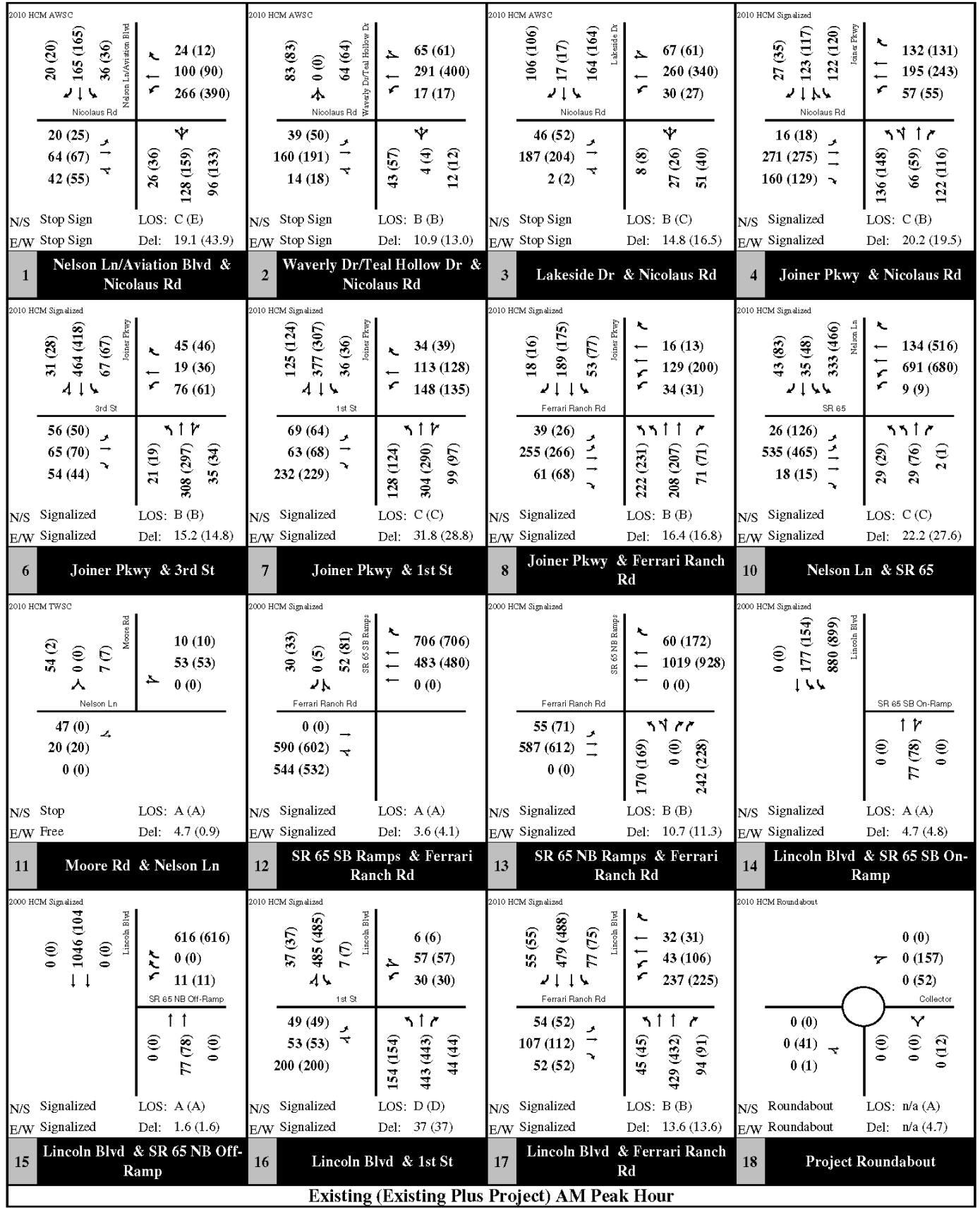
	Intersection	Control	Jurisdiction (LOS Standard)	Peak Hour	Existing Conditions		Existing Plus Project	
					Int LOS	Avg Delay	Int LOS	Avg Delay
7	Joiner Parkway and First Street	Signal	Lincoln (C)	AM PM	C C	34.3 30.0	C D	34.8 38.4
8	Joiner Parkway and Ferrari Ranch Road	Signal	Lincoln (C)	AM PM	D F	37.8 134.4	D F	39.9 129.8
10	Nelson Lane and SR 65	Signal	Caltrans (D)	AM PM	F F	222.8 288.6	F F	252.0 297.7
11	Moore Road and Nelson Lane	TWSC	Placer County (C)	AM PM	A A	1.5 7.6	A B	1.5 10.1
12	SR 65 SB Ramps and Ferrari Ranch Road	Signal	Caltrans (D)	AM PM	F E	87.2 59.6	F D	93.2 43.3
13	SR 65 NB Ramps and Ferrari Ranch Road	Signal	Caltrans (D)	AM PM	C E	23.9 70.2	C E	25.2 73.3
14	Lincoln Boulevard and SR 65 SB On-Ramp	Signal	Caltrans (D)	AM PM	A A	4.6 8.7	A A	4.7 8.1
15	Lincoln Boulevard and SR 65 NB Off-Ramp	Signal	Caltrans (D)	AM PM	A A	2.9 2.0	A A	2.9 2.0
16	Lincoln Boulevard and First Street ³	Signal	Lincoln ³	AM PM	C C	29.8 21.6	C C	29.6 21.6
17	Lincoln Boulevard and Ferrari Ranch Road	Signal	Lincoln (C)	AM PM	C E	22.4 62.1	C E	22.6 60.6
18	Project Roundabout	Roundabout	Lincoln (C)	AM PM	Does not exist		A A	7.0 9.2

Notes:

1. AWSC = all way stop controlled; TWSC = two-way stop controlled
2. **Bold** Intersections do not meet current LOS Policy. **Shaded** intersections represent significant impacts based on appropriate standard of significance
3. The intersection of Lincoln Boulevard / First Street is exempt from the City's LOS C standard

Source: DKS 2015.

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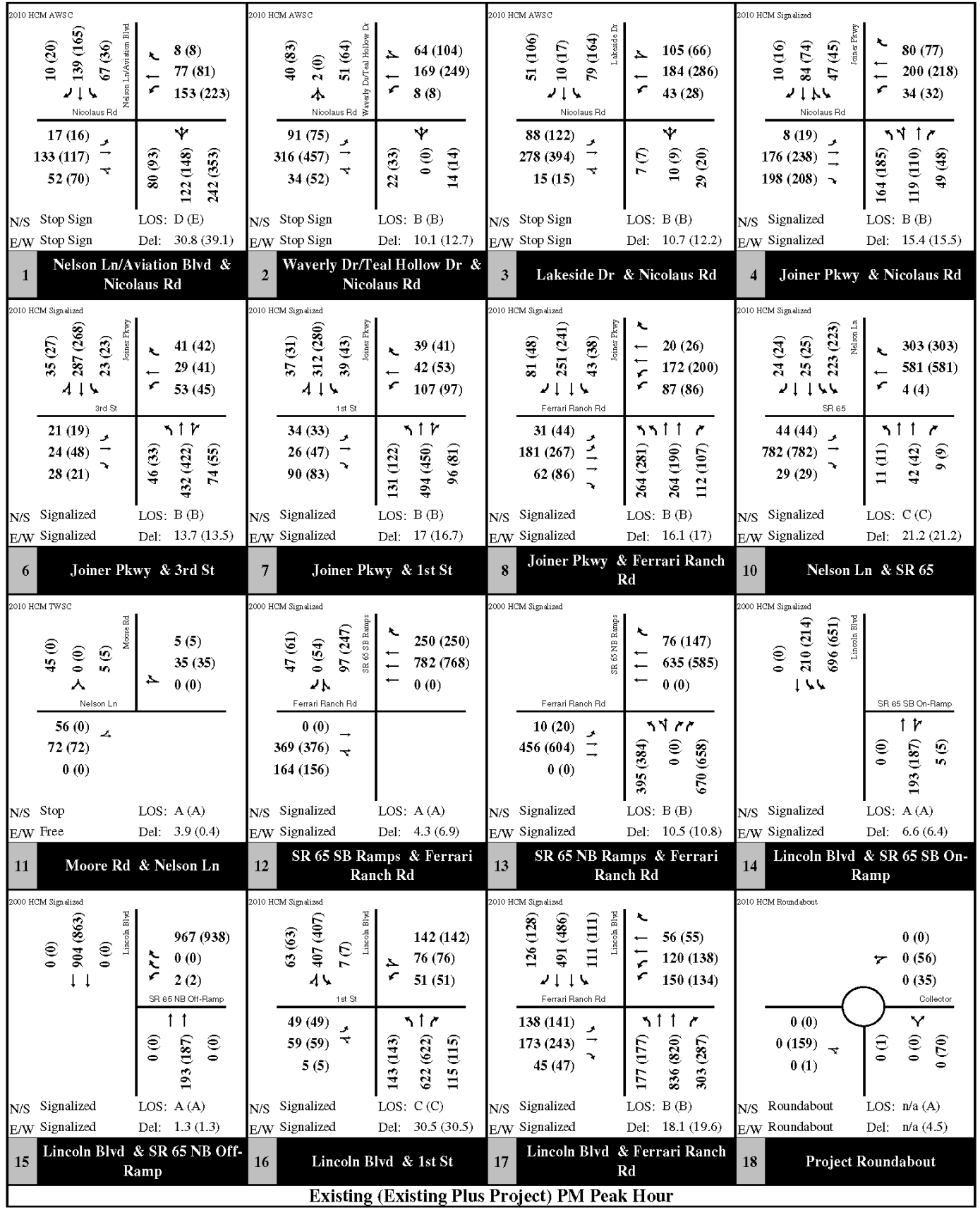
Existing (Existing Plus Project) AM Peak Hour



SOURCE: DKS (2017)

**FIGURE 4.15-3
Existing Plus Project A.M. Peak Hour Volumes**

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Existing (Existing Plus Project) PM Peak Hour

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<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>142 (369) ↙ ↓ ↘</td> <td>Nelson Ln/Aviation Blvd</td> <td>↙ ↑ ↘</td> <td>209 (51) 719 (431) 504 (281)</td> </tr> <tr> <td>375 (214) 324 (922) 226 (530)</td> <td>Nicolaus Rd</td> <td>↙ ↘ ↑ ↘</td> <td>543 (398) 487 (426) 205 (492)</td> </tr> </table> <p>N/S Signalized LOS: E (F) E/W Signalized Del: 74.1 (119.9)</p>	142 (369) ↙ ↓ ↘	Nelson Ln/Aviation Blvd	↙ ↑ ↘	209 (51) 719 (431) 504 (281)	375 (214) 324 (922) 226 (530)	Nicolaus Rd	↙ ↘ ↑ ↘	543 (398) 487 (426) 205 (492)	<p>2010 HCM AWSC</p> <table border="1"> <tr> <td>78 (75) 1 (4)</td> <td>Nicolaus Rd</td> <td>↙ ↑ ↘</td> <td>92 (122) 1145 (622) 28 (40)</td> </tr> <tr> <td>84 (116) 486 (1396) 41 (103)</td> <td>Waverly Dr/Teal Hollow Dr</td> <td>↙ ↘</td> <td>105 (61) 5 (2) 47 (26)</td> </tr> </table> <p>N/S Stop Sign LOS: E (F) E/W Stop Sign Del: 48.6 (54.3)</p>	78 (75) 1 (4)	Nicolaus Rd	↙ ↑ ↘	92 (122) 1145 (622) 28 (40)	84 (116) 486 (1396) 41 (103)	Waverly Dr/Teal Hollow Dr	↙ ↘	105 (61) 5 (2) 47 (26)	<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>148 (77) 18 (11)</td> <td>Nicolaus Rd</td> <td>↙ ↑ ↘</td> <td>109 (59) 1109 (700) 59 (44)</td> </tr> <tr> <td>59 (131) 588 (1397) 2 (15)</td> <td>Lakeside Dr</td> <td>↙ ↘</td> <td>8 (7) 28 (11) 53 (54)</td> </tr> </table> <p>N/S Signalized LOS: A (A) E/W Signalized Del: 7.7 (6.1)</p>	148 (77) 18 (11)	Nicolaus Rd	↙ ↑ ↘	109 (59) 1109 (700) 59 (44)	59 (131) 588 (1397) 2 (15)	Lakeside Dr	↙ ↘	8 (7) 28 (11) 53 (54)	<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>51 (29) 196 (428)</td> <td>Nicolaus Rd</td> <td>↙ ↑ ↘</td> <td>216 (147) 663 (496) 63 (52)</td> </tr> <tr> <td>30 (30) 481 (668) 296 (811)</td> <td>Joiner Pkwy</td> <td>↙ ↘ ↑ ↘</td> <td>549 (314) 336 (208) 139 (55)</td> </tr> </table> <p>N/S Signalized LOS: C (F) E/W Signalized Del: 26.1 (98.3)</p>	51 (29) 196 (428)	Nicolaus Rd	↙ ↑ ↘	216 (147) 663 (496) 63 (52)	30 (30) 481 (668) 296 (811)	Joiner Pkwy	↙ ↘ ↑ ↘	549 (314) 336 (208) 139 (55)
142 (369) ↙ ↓ ↘	Nelson Ln/Aviation Blvd	↙ ↑ ↘	209 (51) 719 (431) 504 (281)																																
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51 (29) 196 (428)	Nicolaus Rd	↙ ↑ ↘	216 (147) 663 (496) 63 (52)																																
30 (30) 481 (668) 296 (811)	Joiner Pkwy	↙ ↘ ↑ ↘	549 (314) 336 (208) 139 (55)																																
<p>1 Nelson Ln/Aviation Blvd & Nicolaus Rd</p>	<p>2 Waverly Dr/Teal Hollow Dr & Nicolaus Rd</p>	<p>3 Lakeside Dr & Nicolaus Rd</p>	<p>4 Joiner Pkwy & Nicolaus Rd</p>																																
<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>35 (62) 680 (1057) 77 (64)</td> <td>Joiner Pkwy</td> <td>↙ ↑ ↘</td> <td>81 (56) 24 (34) 78 (70)</td> </tr> <tr> <td>84 (30) 68 (35) 78 (52)</td> <td>3rd St</td> <td>↙ ↘</td> <td>42 (75) 894 (677) 61 (81)</td> </tr> </table> <p>N/S Signalized LOS: B (B) E/W Signalized Del: 17.6 (16.6)</p>	35 (62) 680 (1057) 77 (64)	Joiner Pkwy	↙ ↑ ↘	81 (56) 24 (34) 78 (70)	84 (30) 68 (35) 78 (52)	3rd St	↙ ↘	42 (75) 894 (677) 61 (81)	<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>132 (68) 601 (1045) 48 (86)</td> <td>Joiner Pkwy</td> <td>↙ ↑ ↘</td> <td>79 (65) 109 (44) 161 (140)</td> </tr> <tr> <td>103 (47) 63 (26) 282 (105)</td> <td>1st St</td> <td>↙ ↘</td> <td>141 (185) 857 (735) 130 (130)</td> </tr> </table> <p>N/S Signalized LOS: C (C) E/W Signalized Del: 34.3 (30)</p>	132 (68) 601 (1045) 48 (86)	Joiner Pkwy	↙ ↑ ↘	79 (65) 109 (44) 161 (140)	103 (47) 63 (26) 282 (105)	1st St	↙ ↘	141 (185) 857 (735) 130 (130)	<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>15 (367) 569 (706) 24 (5)</td> <td>Joiner Pkwy</td> <td>↙ ↑ ↘</td> <td>7 (4) 456 (610) 104 (63)</td> </tr> <tr> <td>438 (112) 588 (627) 342 (356)</td> <td>Ferrari Ranch Rd</td> <td>↙ ↘</td> <td>326 (952) 369 (470) 80 (142)</td> </tr> </table> <p>N/S Signalized LOS: D (F) E/W Signalized Del: 37.8 (134.4)</p>	15 (367) 569 (706) 24 (5)	Joiner Pkwy	↙ ↑ ↘	7 (4) 456 (610) 104 (63)	438 (112) 588 (627) 342 (356)	Ferrari Ranch Rd	↙ ↘	326 (952) 369 (470) 80 (142)	<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>83 (84) 468 (903) 608 (757)</td> <td>Joiner Pkwy</td> <td>↙ ↑ ↘</td> <td>826 (721) 998 (866) 947 (1029)</td> </tr> <tr> <td>0 (105) 795 (1093) 94 (177)</td> <td>Nelson Ln</td> <td>↙ ↘</td> <td>189 (11) 784 (636) 985 (1129)</td> </tr> </table> <p>N/S Signalized LOS: F (F) E/W Signalized Del: 222.8 (288.6)</p>	83 (84) 468 (903) 608 (757)	Joiner Pkwy	↙ ↑ ↘	826 (721) 998 (866) 947 (1029)	0 (105) 795 (1093) 94 (177)	Nelson Ln	↙ ↘	189 (11) 784 (636) 985 (1129)
35 (62) 680 (1057) 77 (64)	Joiner Pkwy	↙ ↑ ↘	81 (56) 24 (34) 78 (70)																																
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0 (105) 795 (1093) 94 (177)	Nelson Ln	↙ ↘	189 (11) 784 (636) 985 (1129)																																
<p>6 Joiner Pkwy & 3rd St</p>	<p>7 Joiner Pkwy & 1st St</p>	<p>8 Joiner Pkwy & Ferrari Ranch Rd</p>	<p>10 Nelson Ln & SR 65</p>																																
<p>2010 HCM TWSC</p> <table border="1"> <tr> <td>16 (11) 0 (0) 52 (187)</td> <td>Moore Rd</td> <td>↙ ↘</td> <td>155 (112) 246 (393) 0 (0)</td> </tr> <tr> <td>16 (5) 202 (404) 0 (0)</td> <td>Old Nelson Ln</td> <td>↙ ↘</td> <td></td> </tr> </table> <p>N/S Stop LOS: A (A) E/W Free Del: 1.5 (7.6)</p>	16 (11) 0 (0) 52 (187)	Moore Rd	↙ ↘	155 (112) 246 (393) 0 (0)	16 (5) 202 (404) 0 (0)	Old Nelson Ln	↙ ↘		<p>2000 HCM Signalized</p> <table border="1"> <tr> <td>65 (223) 0 (0) 337 (612)</td> <td>SR 65 SB Ramps</td> <td>↙ ↑ ↘</td> <td>706 (250) 957 (2521) 0 (0)</td> </tr> <tr> <td>0 (0) 1345 (867) 1557 (537)</td> <td>Ferrari Ranch Rd</td> <td>↙ ↘</td> <td></td> </tr> </table> <p>N/S Signalized LOS: F (E) E/W Signalized Del: 87.2 (59.6)</p>	65 (223) 0 (0) 337 (612)	SR 65 SB Ramps	↙ ↑ ↘	706 (250) 957 (2521) 0 (0)	0 (0) 1345 (867) 1557 (537)	Ferrari Ranch Rd	↙ ↘		<p>2000 HCM Signalized</p> <table border="1"> <tr> <td>220 (69) 1462 (1411) 0 (0)</td> <td>SR 65 NB Ramps</td> <td>↙ ↑ ↘</td> <td>410 (668) 1020 (1688) 0 (0)</td> </tr> <tr> <td>403 (1287) 0 (0) 632 (640)</td> <td>Ferrari Ranch Rd</td> <td>↙ ↘</td> <td></td> </tr> </table> <p>N/S Signalized LOS: C (E) E/W Signalized Del: 23.9 (70.2)</p>	220 (69) 1462 (1411) 0 (0)	SR 65 NB Ramps	↙ ↑ ↘	410 (668) 1020 (1688) 0 (0)	403 (1287) 0 (0) 632 (640)	Ferrari Ranch Rd	↙ ↘		<p>2000 HCM Signalized</p> <table border="1"> <tr> <td>0 (0) 1038 (474) 972 (887)</td> <td>Lincoln Blvd</td> <td>↙ ↘</td> <td></td> </tr> <tr> <td>0 (0) 11 (0) 0 (678)</td> <td>SR 65 SB On-Ramp</td> <td>↙ ↘</td> <td></td> </tr> </table> <p>N/S Signalized LOS: A (A) E/W Signalized Del: 4.6 (8.7)</p>	0 (0) 1038 (474) 972 (887)	Lincoln Blvd	↙ ↘		0 (0) 11 (0) 0 (678)	SR 65 SB On-Ramp	↙ ↘	
16 (11) 0 (0) 52 (187)	Moore Rd	↙ ↘	155 (112) 246 (393) 0 (0)																																
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<p>11 Moore Rd & Old Nelson Ln</p>	<p>12 SR 65 SB Ramps & Ferrari Ranch Rd</p>	<p>13 SR 65 NB Ramps & Ferrari Ranch Rd</p>	<p>14 Lincoln Blvd & SR 65 SB On-Ramp</p>																																
<p>2000 HCM Signalized</p> <table border="1"> <tr> <td>0 (0) 2000 (136) 0 (0)</td> <td>Lincoln Blvd</td> <td>↙ ↑ ↘</td> <td>53 (235) 0 (0) 11 (2)</td> </tr> <tr> <td>0 (0) 11 (0) 0 (0)</td> <td>SR 65 NB Off-Ramp</td> <td>↙ ↘</td> <td></td> </tr> </table> <p>N/S Signalized LOS: A (A) E/W Signalized Del: 2.9 (2)</p>	0 (0) 2000 (136) 0 (0)	Lincoln Blvd	↙ ↑ ↘	53 (235) 0 (0) 11 (2)	0 (0) 11 (0) 0 (0)	SR 65 NB Off-Ramp	↙ ↘		<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>51 (79) 485 (407) 7 (7)</td> <td>Lincoln Blvd</td> <td>↙ ↑ ↘</td> <td>6 (142) 77 (93) 30 (51)</td> </tr> <tr> <td>64 (62) 64 (93) 200 (5)</td> <td>1st St</td> <td>↙ ↘</td> <td>154 (143) 443 (622) 44 (115)</td> </tr> </table> <p>N/S Signalized LOS: C (C) E/W Signalized Del: 29.8 (21.6)</p>	51 (79) 485 (407) 7 (7)	Lincoln Blvd	↙ ↑ ↘	6 (142) 77 (93) 30 (51)	64 (62) 64 (93) 200 (5)	1st St	↙ ↘	154 (143) 443 (622) 44 (115)	<p>2010 HCM Signalized</p> <table border="1"> <tr> <td>146 (212) 778 (700) 60 (101)</td> <td>Lincoln Blvd</td> <td>↙ ↑ ↘</td> <td>5 (46) 320 (402) 652 (346)</td> </tr> <tr> <td>137 (223) 293 (515) 73 (61)</td> <td>Ferrari Ranch Rd</td> <td>↙ ↘</td> <td>49 (188) 573 (1071) 210 (607)</td> </tr> </table> <p>N/S Signalized LOS: C (E) E/W Signalized Del: 22.4 (62.1)</p>	146 (212) 778 (700) 60 (101)	Lincoln Blvd	↙ ↑ ↘	5 (46) 320 (402) 652 (346)	137 (223) 293 (515) 73 (61)	Ferrari Ranch Rd	↙ ↘	49 (188) 573 (1071) 210 (607)									
0 (0) 2000 (136) 0 (0)	Lincoln Blvd	↙ ↑ ↘	53 (235) 0 (0) 11 (2)																																
0 (0) 11 (0) 0 (0)	SR 65 NB Off-Ramp	↙ ↘																																	
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146 (212) 778 (700) 60 (101)	Lincoln Blvd	↙ ↑ ↘	5 (46) 320 (402) 652 (346)																																
137 (223) 293 (515) 73 (61)	Ferrari Ranch Rd	↙ ↘	49 (188) 573 (1071) 210 (607)																																
<p>15 Lincoln Blvd & SR 65 NB Off-Ramp</p>	<p>16 Lincoln Blvd & 1st St</p>	<p>17 Lincoln Blvd & Ferrari Ranch Rd</p>																																	

A.M. Peak Hour (P.M. Peak Hour) - Cumulative No Project Conditions

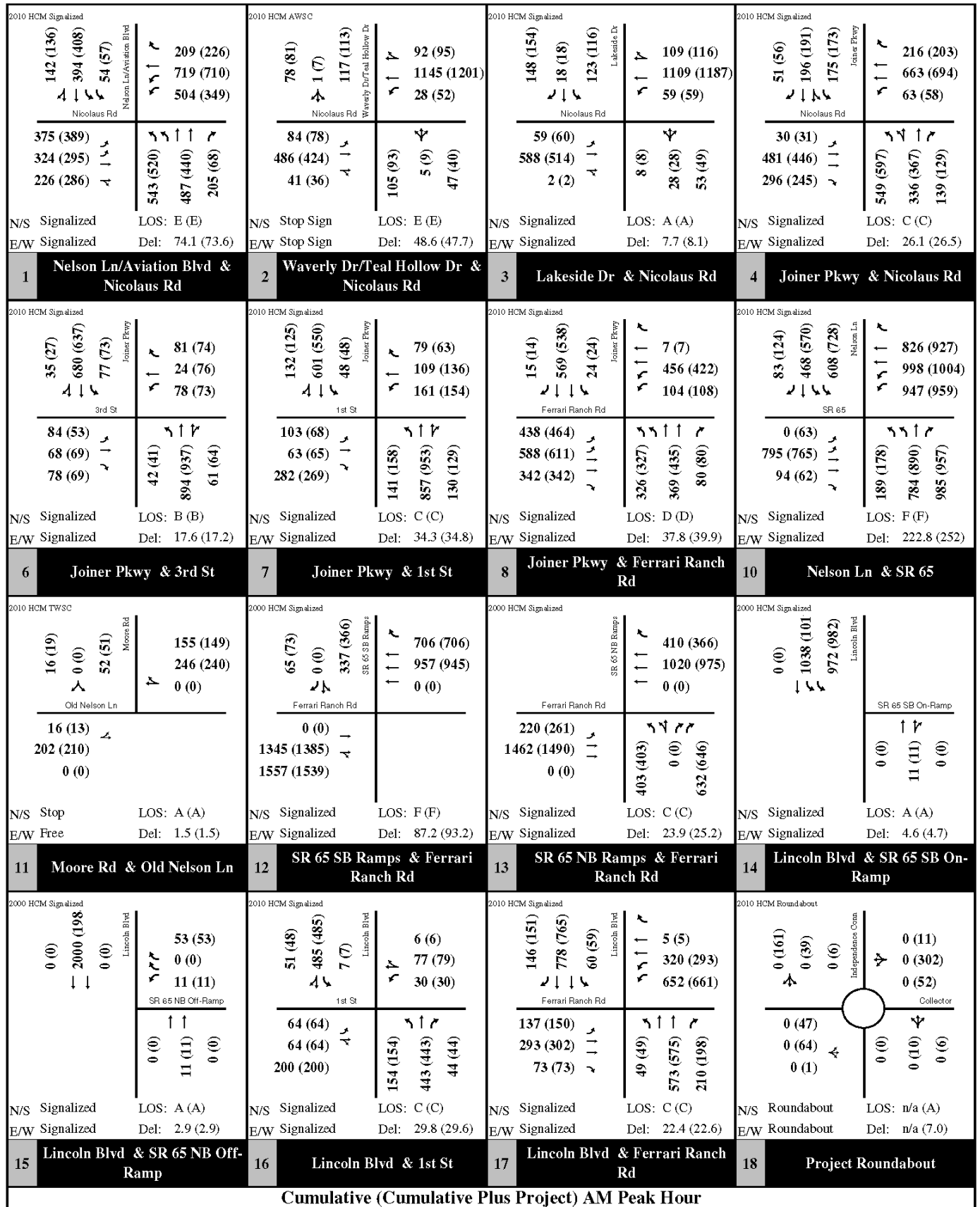
SOURCE: DKS (2017)

FIGURE 4.15-5

Cumulative Peak Hour Volumes



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Cumulative (Cumulative Plus Project) AM Peak Hour

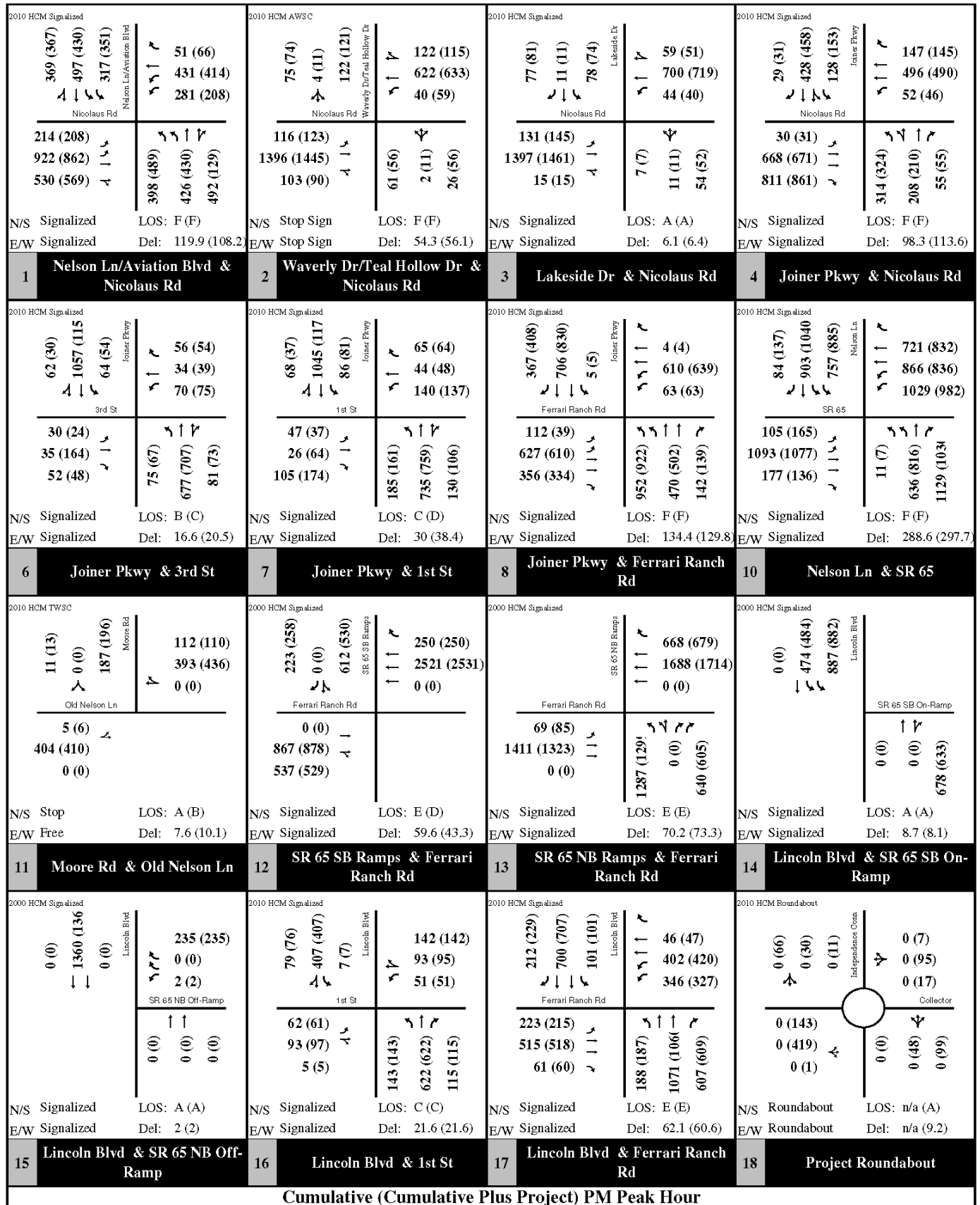
SOURCE: DKS (2017)

FIGURE 4.15-6

Cumulative Plus Project A.M. Peak Hour Volumes



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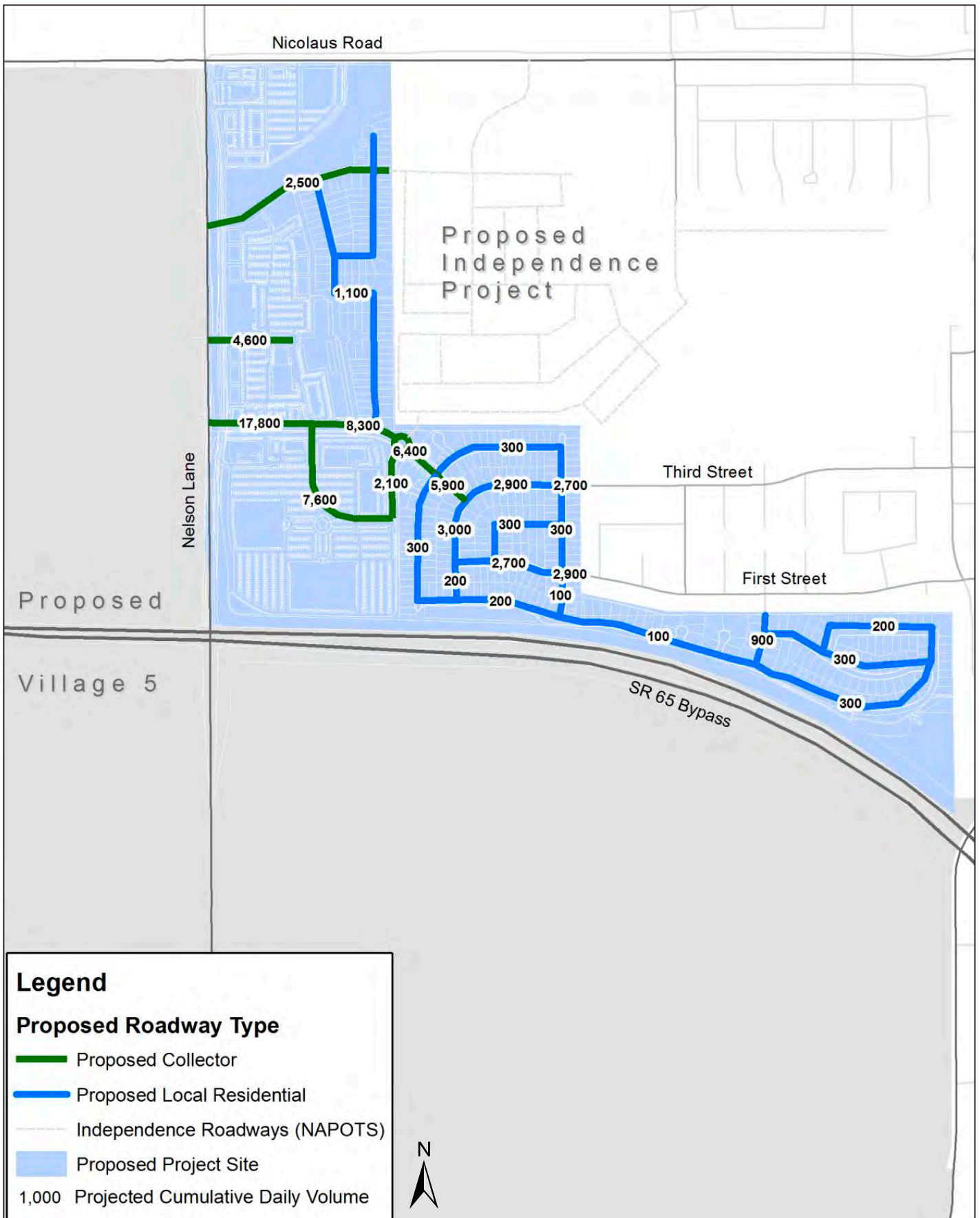
SOURCE: DKS (2017)

FIGURE 4.15-7

Cumulative Plus Project P.M. Peak Hour Volumes



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SOURCE: DKS (2017)

FIGURE 4.15-8

Proposed Roadways and Volumes

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Table 4.15-13 shows that a number of study intersections are anticipated to operate at LOS D or below under cumulative without project conditions. These intersections include the following:

- Nicolaus Road and Nelson Lane/Aviation Boulevard (LOS E during a.m. peak hour and LOS F during p.m. peak hour)
- Nicolaus Road and Waverly Drive/Teal Hollow Drive (LOS E during a.m. peak hour and LOS F during p.m. peak hour)
- Nicolaus Road and Joiner Parkway (LOS F during p.m. peak hour only)
- Joiner Parkway and Ferrari Ranch Road (LOS D during a.m. peak hour and LOS F during p.m. peak hour)
- Nelson Lane and SR 65 (LOS F during both a.m. and p.m. peak hours)
- SR 65 Southbound Ramps and Ferrari Ranch Road (LOS F during a.m. peak hour and LOS E during p.m. peak hour)
- SR 65 Northbound Ramps and Ferrari Ranch Road (LOS E during p.m. peak hour only)
- Lincoln Boulevard and Ferrari Ranch Road (LOS F during p.m. peak hour only)

The LOS results are based on traffic volumes that include traffic associated with the recently approved Lincoln Village 5 Specific Plan; however, the results do not assume any mitigation measures identified in the Lincoln Village 5 Specific Plan traffic impact analysis, as those mitigation measures have not yet been adopted by the City of Lincoln or incorporated into their Public Facilities Element. Where applicable, mitigation measures identified in this analysis will be consistent with mitigation measures identified in the Lincoln Village 5 Specific Plan analysis.

Table 4.15-13 shows the cumulative plus project LOS results and highlights locations that do not meet the applicable LOS standard, as well as the locations that are significantly impacted based on the applicable standards of significance. The table shows LOS impacts at the following locations:

- Joiner Parkway and Nicolaus Road (LOS F with increase in delay greater than 5 seconds during p.m. peak hour only)
- Joiner Parkway and First Street (Degrades from LOS C to LOS D during the p.m. peak hour)
- Nelson Lane and SR 65 (Remains LOS F with increase in delay greater than 5 seconds during both a.m. and p.m. peak hour)
- SR 65 Southbound Ramps and Ferrari Ranch Road (LOS F with increase in delay greater than 5 seconds during a.m. peak hour only)

Residential Roadway Operation Impacts. Table 4.15-14 shows cumulative without project and cumulative plus project daily volumes and resultant LOS on local residential roadways providing

access to the proposed project. Table 4.15-14 also shows projected daily volumes on two of the main residential roadways within the proposed project. Projected daily volumes on most of the local residential streets adjacent to the proposed project are high enough to result in LOS D–F conditions, and the addition of the proposed project would increase traffic volumes on these roadways. Since roadway segment LOS is not a determinant of significant impacts based on the City’s General Plan, these numbers are presented for informational purposes only.

Table 4.15-14
Daily Roadway Volumes and Level of Service - Cumulative Conditions

Roadway	Segment	Roadway Type	Cumulative Conditions		Cumulative Plus Project	
			ADT	LOS	ADT	LOS
<i>Existing Roadways</i>						
First Street	West of Chambers	Two-Lane Local Residential	2,800	D	3,300	E
	West of Joiner	Two-Lane Local Residential	5,700	F	5,800	F
Third Street	West of Chambers	Two-Lane Local Residential	1,500	C	2,700	D
	West of Joiner	Two-Lane Local Residential	3,400	E	3,700	E
Fifth Street	West of Joiner	Two-Lane Local Residential	2,800	D	2,400	D
<i>Roadways Added With Proposed Project</i>						
Third Street	West of Current City Limit	Two-Lane Local Residential	n/a		2,800	D
First Street	West of Current City Limit	Two-Lane Local Residential	n/a		2,700	D

Note: Bold Locations exceed LOS C

Source: DKS 2015.

Freeway Operation Impacts. Because of its large employment potential, the proposed project would likely cause a shift in travel patterns between the City and communities to the south. Additional employment in Lincoln would allow Lincoln residents (both within and outside the proposed project) more opportunities for working close to home. Thus, the addition of the proposed project would both potentially add traffic to SR 65 (based on new land uses) and also take traffic away from SR 65, based on revised travel patterns and distribution. The traffic impact analysis showed that that, in general, volumes along SR 65 would increase northbound and decrease southbound during the a.m. peak hour and would increase southbound and increase northbound during the p.m. peak hour.

Table 4.15-15 shows the cumulative changes in traffic density and resultant LOS along SR 65 with the addition of the proposed project. The table shows that a number of locations along SR 65 are projected to operate at LOS F conditions under both cumulative without project and cumulative plus project conditions. Slight decreases in volume associated with redistribution of travel would result in some locations having a slight decrease in density. Increases in density at locations already projected to operate at LOS F are considered to be

significantly impacted based on the applicable standards of significance and include the following two locations:

- Twelve Bridges Northbound Off-Ramp (a.m. peak hour)
- Nelson Lane to Ferrari Ranch Road (p.m. peak hour)

Table 4.15-15
SR 65 Freeway LOS Cumulative Conditions

	Segment	Type	Cumulative		Cumulative Plus Project	
			Density ²	LOS ³	Density ²	LOS ³
Northbound A.M. Peak Hour	Sunset On to Twelve Bridges Off-Ramp	Segment	57.7	F	62.3	F
	Twelve Bridges Off-Ramp	Off-Ramp	47.3	F	48.4	F
	Twelve Bridges Off to On-Ramp	Segment	32.7	D	34.8	D
	Twelve Bridges On to Lincoln Off-Ramp	Weave	33.2	D	34.5	D
	Lincoln to Ferrari Ranch Off-Ramp	Segment	19.5	C	20.4	C
	Ferrari Ranch Off-Ramp	Off-Ramp	17.7	B	18.4	B
	Ferrari Ranch Off to On-Ramp	Segment	19.7	C	20.9	C
	Ferrari Ranch On-Ramp	On-Ramp	27	C	28.1	D
	Ferrari Ranch On to Nelson	Segment	25.9	C	27.3	D
Southbound A.M. Peak Hour	Sunset On to Twelve Bridges Off-Ramp	Segment	20.6	C	21.2	C
	Twelve Bridges Off-Ramp	Off-Ramp	26	C	26.5	C
	Twelve Bridges Off to On-Ramp	Segment	18.8	C	19.1	C
	Twelve Bridges On to Lincoln Off-Ramp	Weave	15.7	B	15.5	B
	Lincoln to Ferrari Ranch Off-Ramp	Segment	27.4	C	27.2	C
	Ferrari Ranch Off-Ramp	Off-Ramp	41.1	E	40.6	E
	Ferrari Ranch Off to On-Ramp	Segment	42.1	E	42	E
	Ferrari Ranch On-Ramp	On-Ramp	47.3	F	46.9	F
	Ferrari Ranch On to Nelson	Segment	50.7	F	50.3	F
Northbound PM Peak Hour	Sunset On to Twelve Bridges Off-Ramp	Segment	130	F	125	F
	Twelve Bridges Off-Ramp	Off-Ramp	56.1	F	55.8	F
	Twelve Bridges Off to On-Ramp	Segment	49	F	48.6	F
	Twelve Bridges On to Lincoln Off-Ramp	Weave	v/c>1	F	v/c>1	F
	Lincoln to Ferrari Ranch Off-Ramp	Segment	20.9	C	20.8	C
	Ferrari Ranch Off-Ramp	Off-Ramp	23.7	C	23.5	C
	Ferrari Ranch Off to On-Ramp	Segment	15.5	B	15.5	B
	Ferrari Ranch On-Ramp	On-Ramp	23.8	C	24.2	C
	Ferrari Ranch On to Nelson	Segment	21.6	C	12.9	B

Table 4.15-15
SR 65 Freeway LOS Cumulative Conditions

	Segment	Type	Cumulative		Cumulative Plus Project	
			Density ²	LOS ³	Density ²	LOS ³
Southbound PM Peak Hour	Sunset On to Twelve Bridges Off-Ramp	Segment	26.1	D	26.3	D
	Twelve Bridges Off-Ramp	Off-Ramp	31.7	D	56.4	D
	Twelve Bridges Off to On-Ramp	Segment	18.6	C	19.2	C
	Twelve Bridges On to Lincoln Off-Ramp	Weave	14.4	B	15	B
	Lincoln to Ferrari Ranch Off-Ramp	Segment	18.7	B	19.1	B
	Ferrari Ranch Off-Ramp	Off-Ramp	27.9	D	28.8	D
	Ferrari Ranch Off to On-Ramp	Segment	39.3	E	39.5	E
	Ferrari Ranch On-Ramp	On-Ramp	42.7	E	43.9	E
	Ferrari Ranch On to Nelson	Segment	44.3	F	44.9	F

Notes:

Based on Freeway Performance Measurement System data.

Density given as passenger cars per mile per lane.

Bold locations do not meet current LOS Policy, **Shaded** indicates LOS Impact**Construction**

Project construction is anticipated to occur over a 2 to 10 year period with multiple phases. Phases may occur either sequentially or concurrently. Project construction trips would consist of haul truck trips, delivery truck trips, and construction worker commute trips. Given the capacity of the main streets access streets (Nicolaus Road, Nelson Lane), and the phased nature of construction, these impacts are anticipated to be less than significant.

Summary

A direct (existing plus project) impact would occur at the following intersection:

- Nicolaus Road and Nelson Lane/Aviation Boulevard (a.m. and p.m. peak hour)

Cumulative (future conditions plus project) impacts would occur at the following four intersections:

- Joiner Parkway/Nicolaus Road (p.m. peak hour)
- Joiner Parkway/First Street (p.m. peak hour)
- Nelson Lane/SR 65 (a.m. and p.m. peak hour)
- SR 65 Southbound Ramps/ Ferrari Ranch Road (a.m. peak hour)

A cumulative impact (future conditions plus project) would occur at the following freeway off-ramps:

- Twelve Bridges Northbound Off-Ramp (a.m. peak hour)

Traffic impacts are therefore potentially **significant**.

Impact 4.15-2: The project would not 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.

The Placer County CMP does not designate standards for roadways or highways. Therefore, the project cannot conflict with CMP standards and there is **no impact**.

Impact 4.15-3: The project would not 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.

The project would lead to population and employment growth in the area. As such, it could potentially result in an increase in air travel. However, this increase in air travel is anticipated to be dispersed throughout the region, in which several other airports are located, such as the Sacramento International Airport. The compatibility of proposed land uses with the airport, per the ALUCP, are discussed in Section 4.10, Land Use. Impacts related to air traffic would be **less than significant**.

Impact 4.15-4: The project would not substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).

The proposed project would establish a circulation network internal to the site to serve commercial and residential uses. The project site would connect to the existing roadway network at Nelson Lane to the west; First Street, Third Street and Singer Place to the west; and a connection to the proposed Independence project just south of Markham Ravine. The ingress/egress locations on Nelson Lane have been designed to safely accommodate the traffic volumes for both the commercial land uses, and access to the residential areas in the east half of the project site. The proposed Nelson Lane intersections are also compatible with future improvements to the Highway 65/Nelson Lane interchange.

No potentially incompatible traffic, such as agricultural equipment, or large heavy truck volumes, would be introduced to the project site. Furthermore, all new roadways would be constructed in accordance with City new roadway standards. Safety impacts involving the new roadways and circulation within the project site would therefore be **less than significant**.

Impact 4.15-5: Would the project result in inadequate emergency access?

The project includes adequate ingress/egress to the project site. Project roadways would be designed in accordance with uniform fire code standards and prior to the issuance of building permits, adequate emergency access would be ensured through the plan check process and fire review. Compliance with these existing regulations would ensure that adequate site access is provided, thereby ensuring that adequate emergency access would be available within and around the site during operation. Construction may require some lane closures on Nelson Lane and Nicolaus Road for frontage improvements and construction of the two community entryways. However, the closures would comply with City traffic control measures, as enforced through the right-of-way encroachment permit. Impacts would be **less than significant**.

Impact 4.15-6: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

General Plan Policy LU-1.6 states: “The City will promote the application of land use layouts and community designs that provide residents with transportation choices to walk, ride bicycles, ride transit services, as well as utilize a vehicle, including neighborhood electric vehicles.”

There are currently no existing bicycle facilities within the project site or directly adjacent to the project site. The City’s *2012 Bicycle Transportation Plan Update* does, however, indicate that there would be future bicycle facilities on roadways providing access to the project site. The plan indicates the following future bicycle facilities in its map of existing and future bicycle facilities:

- Class II bike lane along Nelson Lane, along the entire western boundary of project site.
- Class II bike lanes along First Street and Third Street, from downtown Lincoln to the roadways’ current termini at the project boundary.
- Class I bike path along the far eastern boundary of the project site (City of Lincoln 2012).

Per the proposed Specific Plan standards (Chapter 4), all collector streets would have dedicated bicycle lanes and separated sidewalks. An off-street bicycle route (Class I) will be provided in the open space corridor connecting Gateway Park Drive to Markham Ravine. Bicycle routes will also be provided adjacent to Markham and Auburn Ravine. All local streets will have separated sidewalks and adequate width. There will also be a pedestrian trail through the open space corridor on the southern edge of the project site (connecting the two parks in the southern residential area adjacent to SR 65).

The proposed project would result in an increase in population and employment in the city, increasing the number of people in the City who may use public transit services. However, aside

from dial-a-ride services, the proposed project site is not directly served by any transit routes. The closest existing transit stops are over one mile east of the project site. There is the potential for future transit services to be provided closer to the project site in order to serve the project, the surrounding neighborhoods, and the adjacent projects, as the population in the area increases. The City may consider a bus turnout and shelter at either Nelson Lane and/or Gateway Park Drive. The design of the proposed project would have the potential to enable access for future transit services, in the event transit services are extended to the area.

Neighborhood electric vehicles (NEVs) are an alternative form of transportation used in the City. In 2006, the City developed the *NEV Transportation Plan* to encourage the use of NEVs as an alternative for short, local trips. Improvements outlined in the *NEV Transportation Plan* include signage and striping improvements, special parking spaces, and a NEV crossing at the Auburn Ravine. The overall goal is to create “City-wide NEV routes that would ‘enable any resident to travel from their home to Downtown Lincoln’” (City of Lincoln 2006). The proposed Specific Plan supports includes standards to facilitate safe and convenient NEV travel on project area roadways. NEVs can be used on all roadways within this Specific Plan Area that have a posted speed limit of 35 miles per hour or less. In addition, Class II NEV routes, which are on-street striped lanes adjacent to traffic that allow for combined NEV/bicycle use, will be provided along northbound Nelson Lane, eastbound Nicolaus Road, Gateway Park Drive, and Flyway Boulevard.

The proposed project would not conflict with City policies regarding alternative transportation. Therefore, this potential impact is **less than significant**.

4.15.5 Mitigation Measures

The following mitigation measure(s) would reduce the potential for impacts to traffic and circulation.

MM-TRA-1 Project applicant shall contribute to the installation of a traffic signal at the intersection of Nicolaus Road and Nelson Lane/Aviation Boulevard. These improvements are included in the proposed update to the City’s PFE fee program. If the PFE program is adopted prior to the issuance of building permits, the PFE payment will satisfy this requirement. If the PFE update is not adopted prior to the issuance of building permits, the City may require the project applicant to construct the improvements and pay the project’s fair share of the intersection improvement cost. The applicant’s fair share shall not exceed the amount that would be required under the proposed PFE fee schedule. The City would provide the project applicant with a right of reimbursement from third parties who also benefit from the improvements.

- MM-TRA-2** Project applicant shall contribute to the provision of separate northbound and southbound right turn lanes at the intersection of Joiner Parkway and First Street. These improvements are included in the proposed update to the City’s PFE fee program. If the PFE program is adopted prior to the issuance of building permits, the PFE payment will satisfy this requirement. If the PFE update is not adopted prior to the issuance of building permits, the project applicant shall pay the project’s fair share of the improvement costs. The applicant’s fair share shall not exceed the amount that would be required under the proposed PFE fee schedule.
- MM-TRA-3** Project applicant shall contribute toward the provision of a protected eastbound right turn movement at the intersection of Joiner Parkway and Nicolaus Road. These improvements are included in the proposed update to the City’s PFE fee program. If the PFE program is adopted prior to the issuance of building permits, the PFE payment will satisfy this requirement. If the PFE update is not adopted prior to the issuance of building permits, the project applicant shall pay the project’s fair share of the improvement costs. The applicant’s fair share shall not exceed the amount that would be required under the proposed PFE fee schedule.
- MM-TRA-4** Project applicant shall contribute toward the construction of a grade-separated interchange to replace the current intersection of Nelson Lane and State Route 65. These improvements are included in the proposed update to the City’s PFE fee program. If the PFE program is adopted prior to the issuance of building permits, the PFE payment will satisfy this requirement. If the PFE update is not adopted prior to the issuance of building permits, the project applicant shall pay the project’s fair share of the improvement costs. The applicant’s fair share shall not exceed the amount that would be required under the proposed PFE fee schedule.
- MM-TRA-5** Project applicant shall contribute toward the provision of a channelized protected eastbound right turn movement at the intersection of State Route 65 southbound ramps and Ferrari Ranch Road. These improvements are included in the proposed update to the City’s PFE fee program. If the PFE program is adopted prior to the issuance of building permits, the PFE payment will satisfy this requirement. If the PFE update is not adopted prior to the issuance of building permits, the project applicant shall pay the project’s fair share of the improvement costs. The applicant’s fair share shall not exceed the amount that would be required under the proposed PFE fee schedule.

MM-TRA-6 Project applicant shall contribute toward improvements to the Twelve Bridges Northbound Off-Ramp. The PFE program includes restriping the northbound off-ramp converting the existing shared through-right turn lane to a shared through-left turn lane. If the PFE program is adopted prior to the issuance of building permits, the PFE payment will satisfy this requirement. If the PFE update is not adopted prior to the issuance of building permits, the project applicant shall pay the project's fair share of the improvement costs. The applicant's fair share shall not exceed the amount that would be required under the proposed PFE fee schedule.

4.15.6 Level of Significance After Mitigation

Impact 4.15-1 would be reduced with the implementation of feasible mitigation measures as described below.

Existing Plus Project Conditions

- Nicolaus Road and Nelson Lane/Aviation Boulevard (a.m. and p.m. peak hour). The installation of a traffic signal, per Mitigation Measure TRA-1, at this location would mitigate the a.m. and p.m. peak hour project impacts at this location under both the a.m. and p.m. peak hours. Based on Existing Plus Project traffic volumes, no additional lanes would be required and the installation of a traffic signal at this location would improve level of service to LOS B during both the a.m. and p.m. peak hours.

Direct project impacts would be reduced to **less than significant**.

Cumulative Conditions

- Joiner Parkway/First Street (p.m. peak hour). The provision of separate northbound and southbound right turn lanes at the intersection of Joiner Parkway and First Street, per Mitigation Measure TRA-2, would reduce the impact at this intersection to less than significant.
- Joiner Parkway/Nicolaus Road (p.m. peak hour). Provision of a protected eastbound right turn (overlapping northbound left turns and requiring the prohibition of northbound U-turns), per Mitigation Measure TRA-3, would improve the LOS at this intersection from LOS F to LOS E under cumulative-plus-project conditions. While LOS E does not meet the City's LOS C policy, implementation of this mitigation measure would improve the intersection to a level of operation that would be better than cumulative-without-project conditions. Therefore, project impacts with mitigation would therefore be less than significant.

- Nelson Lane/SR 65 (a.m. and p.m. peak hour). The SR 65 Bypass has been built as a freeway with interchanges at Lincoln Boulevard and Ferrari Ranch Road, and it currently transitions to a conventional highway between Ferrari Ranch Road and Nelson Lane, with a signalized intersection at Nelson Lane. The SR 65 Bypass was designed to operate this way temporarily and then eventually be improved to a full grade-separated freeway north to Wheatland with an interchange at Nelson Lane. The improvement of the SR 65 Bypass to full freeway standards has not yet been funded. At such time that a funding mechanism is developed for these improvements, the proposed project would be required to pay a fair share contribution toward this improvement. Typical interchange geometrics would be anticipated to result in LOS C or better at the new northbound and southbound ramps. This would fully mitigate the project's contribution to a cumulative impact. However, not all of the traffic-related improvements would be funded by the City's PFE. Further, even if the South Placer Regional Transportation Agency fee program is approved by the voters, the program would only partially fund the necessary improvements. Because the funding has not been identified and the improvements have not been programmed, the impact remains significant and unavoidable at this time.
- SR 65 Southbound Ramps/Ferrari Ranch Road (a.m. peak hour). The intersection of SR 65 southbound ramps and Ferrari Ranch Road is projected to operate at LOS F with average intersection delay of 87.2 seconds under cumulative-without-project conditions during the a.m. peak hour. The addition of the proposed project would increase delay to 93.2 seconds, an increase of more than 5 seconds. Provision of a channelized (and protected) eastbound right turn lane on Ferrari Ranch Road, per Mitigation Measure TRA-5, would improve this location to LOS D with a delay of 49.2 seconds during the a.m. peak hour. Because the LOS standard for this interchange is LOS D, this improvement would reduce the impact at this intersection to less than significant.
- Twelve Bridges Northbound Off-Ramp (a.m. peak hour). It is anticipated that improvements to this off-ramp, and included in the PFE program, would reduce the cumulative-plus-project impacts to less than significant.

Implementation of Mitigation Measure TRA-1 would reduce direct project impacts (described in the analysis as existing conditions plus project), to less than significant. Mitigation Measures TRA-2 through TRA-6 would reduce cumulative impacts to less than significant at four of the five study intersections. Construction of the Nelson Lane/SR 65 cannot reasonably be assumed at this time, given the lack of funding, resulting in a cumulative impact that is **significant and unavoidable**.

4.15.7 Cumulative Analysis

Cumulative impacts are incorporated into Impact 4.15-1. Cumulative impacts would be significant and unavoidable at Nelson Lane/SR 65 a.m. and p.m. peak hour. Therefore, cumulative traffic impacts are significant and unavoidable.

4.15.8 References

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- Caltrans. 2012. *Guide for the Preparation of Traffic Impact Studies*. December 2002.
- Caltrans. 2015. *Chapter 1000 Bicycle Transportation Design*. December 30, 2015.
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- Placer County. 2013. *Placer County General Plan*. May 21, 2013. Accessed April 7, 2017 at <https://www.placer.ca.gov/departments/communitydevelopment/planning/documentlibrary/commpans/placer-county-gp>.
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4.16 URBAN DECAY

This section analyzes the potential of the SUD-B Northeast Quadrant Specific Plan (proposed project) to result in urban decay impacts. A discussion of the various factors involved in assessing such impacts is provided below.

No comments regarding urban decay issues were received in response to the Notice of Preparation (NOP, see Appendix A).

The analysis and findings in this section are based on the information contained in the “Lincoln Special Use District-B (SUD-B) Northeast Quadrant Plan Urban Decay Analysis” prepared by ALH Urban & Regional Economics and dated July 2015 (Appendix H).

4.16.1 Introduction

According to the California Environmental Quality Act (CEQA) Guidelines (15358 [b]), impacts to be analyzed in an EIR must be “related to physical changes” in the environment. While the CEQA Guidelines (15131 [a]) do not directly require an analysis of a project’s social or economic effects because such impacts are not in and of themselves considered significant effects on the environment, the Guidelines also state:

An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes caused in turn by economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

The CEQA Guidelines also provide that physical effects on the environment related to changes in land use, population, and growth rate induced by a project may be indirect or secondary impacts of the project and should be analyzed in an EIR if the physical effects would be significant (see Guidelines 15358[a][2]).

The State of California Fifth District Court of Appeal has ruled that CEQA can require analysis of physical urban decay or deterioration resulting from the development of new shopping centers (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) F044943 (Super. Ct. No. 249669)).¹ The Court also ruled that the cumulative impact analysis for the proposed

¹ In using the term “urban decay,” the Appeals Court specifically noted that “urban decay” is distinct from “urban blight,” which, per the California Health & Safety Code (Sections 33030 to 33039) definition, is not applicable to this project.

shopping centers should consider all other past, present, or reasonably foreseeable future retail projects within the project’s market area.

For the purposes of this analysis, urban decay is defined as physical deterioration to properties or structures that is so prevalent, substantial, and lasting for a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community. The manifestations of urban decay include such visible conditions as plywood-boarded doors and windows, uncontrolled truck parking, long term unauthorized use of the properties and parking lots, extensive gang and other graffiti and offensive words painted on buildings, dumping of refuse on site, overturned dumpsters, broken parking barriers, broken glass littering the site, dead trees and shrubbery together with weeds, lack of building maintenance, homeless encampments, and unsightly and dilapidated fencing.

It is important to recognize that, like most CEQA requirements, this standard is focused on impacts to the physical environment and as such it requires the consideration of conditions of disinvestment that could result in the decay of real property as a result of the proposed project.²

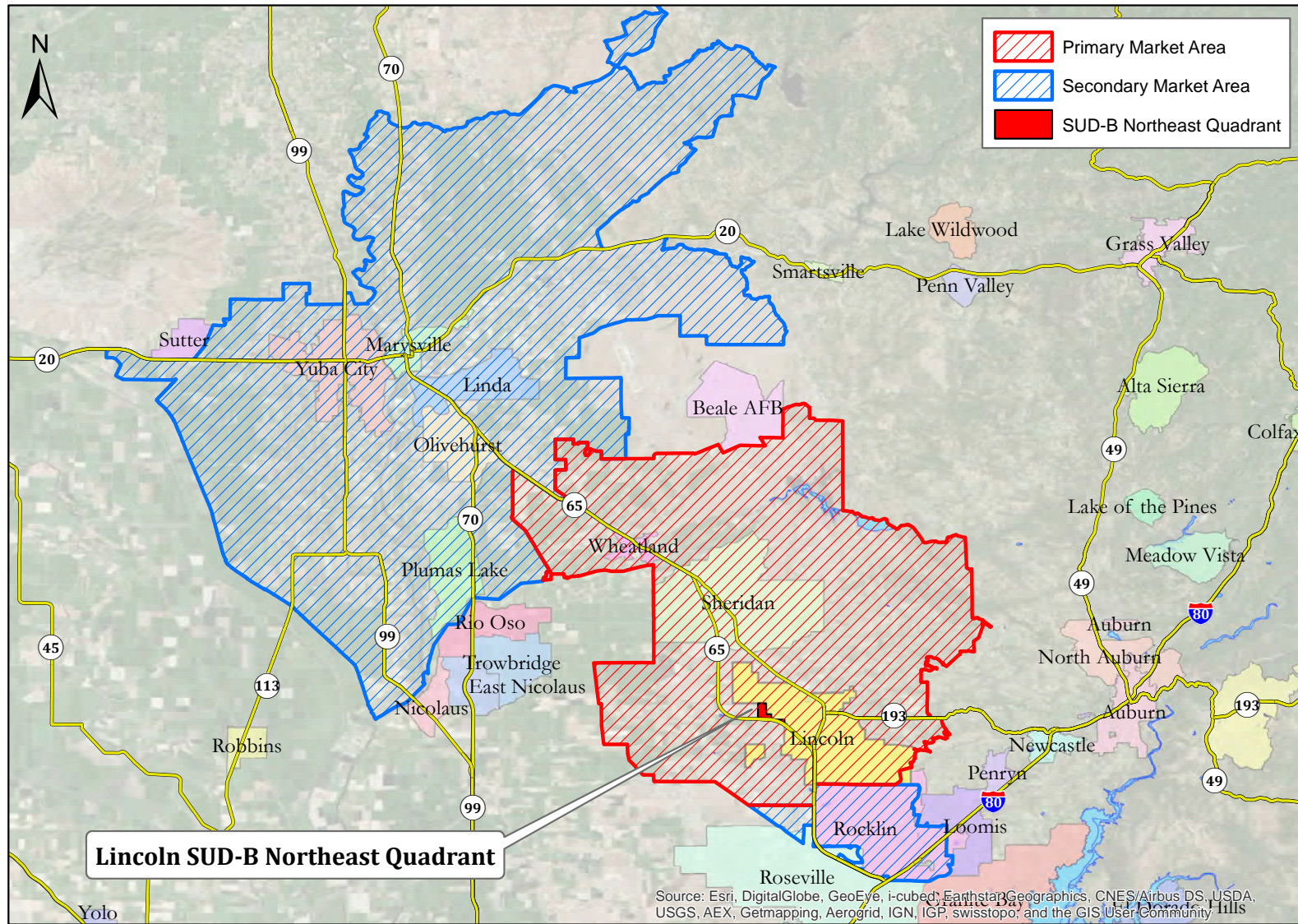
4.16.2 Existing Conditions

This section describes the existing conditions in the area included within the urban decay analysis, this includes the City of Lincoln and the City of Wheatland and the community of Sheridan.

4.16.2.1 Project Market Area

The primary market area for the proposed project’s retail uses is assumed to comprise the cities of Lincoln and Wheatland and the community of Sheridan. Given the size of the project’s retail component, it is anticipated the proposed project would also capture a secondary market area demand, which translates to shoppers, from the cities of Marysville, Yuba City, and Rocklin. In addition, up to 20% of the project’s retail space is anticipated to be supported by shoppers originating from outside these market areas, comprising a third market area. Figure 4.16-1 shows the primary and secondary markets.

² These conditions are distinct from conditions of blight which are defined by the California Health and Safety Code (Sections 33030-33039) which instead set the standards for the adoption of redevelopment project areas.



SOURCE: ALH & ECON (2015)

DUDEK

SUD-B Northeast Quadrant Specific Plan DEIR

**FIGURE 4.16-1
Market Area**

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Market Conditions and Primary Market Area

To define the primary market area the project site was mapped relative to other major retail shopping areas. Travel time and distance was estimated for various communities to the project site versus other shopping centers. Because of the proposed project's location near the City of Lincoln, Lincoln residents are assumed to comprise the majority of people and shopper's accessing the project's retail stores. Thus, all of Lincoln is included in the primary market area. However, the project site is also proximate to other locations in Placer County for which Lincoln and the project area are among the closest major shopping nodes. These locations primarily include Sheridan, an unincorporated area to the northwest of Lincoln along Highway 65, and the City of Wheatland, a small city also located northwest of Lincoln along Highway 65.

Fieldwork was conducted in the cities of Lincoln, and Wheatland and the community of Sheridan located in unincorporated Placer County to identify and visit primary retail areas, examine the physical condition of major shopping centers and commercial shopping corridors, and identify existing retail vacancies and assess their condition and appearance. These observations are complemented by historical and current retail market performance data, demonstrating the underlying strength or weakness of the local commercial retail market. This detail is available in **Appendix H** of this EIR A discussion of the existing market conditions is provided below.

City of Lincoln

Lincoln's Historic Downtown District stretches from First Street to Seventh Street between G and E streets, with buildings dating from the late 1800s. This district is characterized by specialty merchants and small-town charm. The Downtown consists of many civic and community uses, restaurants, services, offices, and a mix of both "mom and pop" and chain retail. The heart of downtown is the relinquished Highway 65, now Lincoln Boulevard, or "G" Street. The construction of the Highway 65 Bypass in 2012 alleviated much of the congestion in the Historic District and created a more pedestrian friendly experience. The Downtown District reflects much of the rustic small town feel of the 1800s, and many of the buildings have been maintained or renovated into mixed uses.

Overall, there are very few vacancies in the retail and office market in the Downtown District, indicating a strong market. A Walmart Neighborhood market opened in late 2012. During the time of fieldwork (June 2015), the largest vacancy in the Downtown District was the Beerman Building at 645 5th Street. However, this site is now occupied by Beerman's Brewery opened in 2015.

Outside of Downtown Lincoln other retail centers include the Lincoln Hills Town Center, located at Lincoln Boulevard and Ferrari Ranch Road. This approximately 120,000-square-foot retail center opened in 2000 and is anchored by a Safeway and has a high occupancy rate of over 95 percent. Further south on Lincoln Boulevard and Sterling Parkway is the Sterling Pointe

Shopping Center, a major mixed-use retail center anchored by a Raley’s grocery store. Parkway Plaza is also located on Lincoln Boulevard across East Joiner Parkway from the Sterling Pointe Shopping Center. This approximately 220,000-square-foot shopping center is anchored by Lowe’s Home Improvement Warehouse, Dollar Tree, Red Robin, and Big 5 Sporting Goods. Closer to Downtown Lincoln, the mixed-use 74,000-square-foot Gateway Center at 140 Lincoln Boulevard, constructed in 2008, this project offers mixed-use retail and office opportunities.

Another major retail area is Lincoln Crossing Marketplace at Ferrari Ranch and Joiner Parkway, which abuts the Highway 65 Bypass. This major retail hub was constructed in 2006 and includes over 380,000 square feet of retail space anchored by Target, Home Depot, PetSmart, and Ross. Lincoln Village at Twelve Bridges is a retail area that serves the Del Webb community. This is a 50,000-square-foot neighborhood-serving retail center development.

All of these retail areas are generally in good condition with properties well-kept and vacancies well maintained, lacking any signs of decay. There are a wide range of retailers in Lincoln, but the city lacks specialty retailers, department stores, or even significant men’s apparel shopping, among others. Building materials retailers are the only category of specialty retail sufficiently available.

During fieldwork conducted in June 2015 there were no visible signs of litter, graffiti, weeds, or rubbish associated with existing commercial nodes and corridors in the City of Lincoln. All vacant properties were well-maintained with no signs or decay or deterioration. There were, however, two properties with characteristics that could be considered precursor indicators of deterioration. These include the closed Mimi’s Café in the Sterling Pointe Shopping Center, with a window boarded up with plywood, and the partially built Terra Cotta Village project located at the intersection of Colonnade and Twelve Bridges drives. Even these two properties, however, are well-maintained.

City of Wheatland

The City of Wheatland, which is 11.5 miles northwest of Lincoln, primarily provides local serving retail. There is a small grocery store located in Downtown along with personal and medical services, auto services, a pharmacy, and a thrift store. The area also includes select retail located along Highway 65, which passes through the City of Wheatland. This primarily includes an approximately 43,000-square-foot shopping center, Settlers Village Center, with a relatively new Dollar General store, a fitness club, a florist, numerous restaurants, and some small shop vacancies. While numerous, these vacancies are in good physical condition and do not exhibit any signs of urban decay or deterioration.

Community of Sheridan

Sheridan is a small community located approximately eight miles northwest of Lincoln. This is a relatively rural community with no commercial center. There is one small convenience store in Sheridan with a range of general merchandise including groceries, a meat and deli counter, hardware, sporting goods, and auto supplies.

4.16.2.2 Market Area and Retail Base Characterization

The market area definition is based on the principle that most consumers will travel to the shopping destination most convenient to their homes given the type of goods available. A retail store's trade area generally supplies 70% to 90% of the store's sales, while the remaining 10% to 30% of sales are attributed to consumers residing outside of the store's market area. In keeping with the approach toward market area definition, the majority of demand for the proposed project's retail space would originate from a defined market area, the core of which would include the City of Lincoln given the proposed project's location in Lincoln. Yet, as recognized by industry standards, there will be other areas that generate a portion of project demand. Approximately 10% to 25% or slightly more of demand for many retail areas or concentrations can originate from beyond a defined market area. Based on industry data, the project's location along the Highway 65 bypass, and Lincoln's strong sports tourism market, it is estimated that 20% of project demand would originate from outside well defined market areas (a tertiary market area), whereas 80% of project demand would originate from defined areas including primary and secondary market areas (ALH 2015).

Secondary Market Area

The proposed project is anticipated to serve a larger regional market beyond the City of Lincoln. The project's regional retail uses could provide an opportunity to capture demand from other locations further west on Highway 65, such as Marysville, which has a small retail base, and Yuba City, which has a larger base, but is limited in scope. Shoppers from these locations are already passing by Lincoln on their way to take advantage of the large regional-serving retail base in the City of Roseville (ALH 2015).

For regional retail in Lincoln to be successful it will need to intercept shoppers from Marysville and Yuba City before they travel to Roseville. While Lincoln might be too close to Roseville for some retailers to be willing to establish yet another location in the immediate region, retail is a very dynamic industry, and by the time the project's retail is developed there will most assuredly be new concepts and new retailers active in the marketplace.

In addition, Lincoln shares a border to the east with the City of Rocklin. This means there are some portions of the City of Rocklin that are closer to the commercial nodes in Lincoln than in

Rocklin. With the distribution of roads and regional transportation patterns, it can take less time for Rocklin residents to travel to Lincoln than to other commercial shopping areas. Compared to the other communities, Rocklin appears to serve resident shopping needs to a lesser extent than other nearby cities, suggesting shopping in nearby communities is already happening.

4.16.1.3 Non-Retail Employment Generating Uses

The proposed project's non-retail space could comprise a mix of uses, including office, business professional, or service industry. Currently, employment in the City totals approximately 9,200 (Frayji 2016). Employment throughout Placer County in 2015 totaled an estimated 156,600 (ALH 2015). Lincoln's employment base comprises a small percentage of the county total at 5.9%. Several key industry sectors dominate the county's economy. These include service industries with 21% of the 2015 employment base, retail and office sectors with 35% of the employment base, medical with 13% of the employment base, and industrial with 11% of the employment base. The remaining industry sectors comprise less than 20% of the county's employment base, including food at 8%, and government and education at 6% each (ALH 2015). Employment in all these sectors requires different types of space to conduct operations, including the type of office space that could be developed at the proposed project.

Office

The City of Lincoln currently has a limited supply of office space, estimated to total just over 300,000 square feet (ALH 2015). This market focuses on small offices and medical services, none of which is Class A office space. Lincoln has no large, high rise, or corporate style office space options. The downtown corridor offers mixed-use options, but is primarily limited to niche type office space or medical services of a few thousand square feet. The office space near Sun City is primarily focused on medical and financial services. The other major office nodes are the Sterling Pointe and Lincoln Gateway developments. These areas are primarily occupied by medical services and personal services. Lincoln's existing office inventory appears to be in good to moderately good condition, with no visible signs of decay or deterioration.

Other Uses

The City also has an industrial base, totaling an estimated 4 million square feet of manufacturing, warehouse, and R&D/flex space. The non-retail commercial space within the proposed project has the greatest potential to include office, business professional, and service industry space, and not industrial space. Therefore, the City's industrial market has limited relevancy to the urban decay analysis. However, it is worth noting that most of Lincoln's existing industrial space is located near the Lincoln Regional Airport, which is a public use airport three miles west of the City. The proposed project is located to the south of the Airport, and thus can have strong synergy with this industrial base.

4.16.3 Relevant Plans, Policies, and Ordinances

City of Lincoln Municipal Code

City ordinances, such as the City of Lincoln Municipal Code of Ordinances Chapter 8.08 on Nuisance Abatement, Chapter 8.12 on Weed and Rubbish Abatement, Chapter 8.14 on Graffiti Abatement, Chapter 8.20 on Tire Storage, Chapter 8.44 on Trailer Coaches, and Chapter 9.40 on Camping on Public Property require property owners to maintain their properties so as not to create a nuisance by creating a condition that reduces property values and promotes blight and neighborhood deterioration. Enforcement of these ordinances can help prevent physical deterioration due to any long-term closures of retail spaces (City of Lincoln 2017). The City of Lincoln’s Code Enforcement Department is part of the Development Services Department and currently has one Code Enforcement Officer.

City of Lincoln General Plan

The Economic Development Element of the Lincoln General Plan provides goals and policies relevant to the urban decay analysis, including the following (Lincoln 2008a):

- Policy ED-1.5:** Regional Cooperation. The City will work cooperatively with other cities, Placer County, and other local and regional economic development entities to expand and improve the economic base of South Placer County, while addressing the potential for both local and regional urban decay resulting from new growth.
- Goal ED-2:** To coordinate long-term land use and infrastructure decisions with future economic development.
- Policy ED-2.1:** Utilize Specific Plans. The City shall utilize the specific planning process for future growth areas, which will allow the City to plan for long-term infrastructure needs and create large tracts of land that are attractive to developers.
- Goal ED-3:** To promote a diverse and balanced mix of employment and residential opportunities within the City.
- Goal ED-4:** To retain existing businesses and attract new businesses to provide jobs for current and future residents.
- Policy ED-4.1:** Increase Activity of Existing Businesses. The City shall support, stimulate, and foster increased activity of existing businesses within the community.

- Policy ED-4.2:** Identify Target Businesses and Industries. The City shall identify target businesses and industries that lead to a diversified economic base and provide for a higher quality of life for Lincoln residents.
- Policy ED-4.3:** Attract New Businesses. The City shall encourage new businesses to locate in the following areas: downtown Lincoln; along the future Highway 65 Bypass; at the Lincoln Regional Airport; and in the business park surrounding the airport.
- Policy ED-4.4:** Promote Assets. The City shall promote its growing labor force and availability of land as assets to attract new firms to the area.
- Policy ED-4.5:** Retail Market. The City shall identify a range of retail development sites and opportunities in order to promote a stronger local and regional retail market which meets the needs of the growing Lincoln population and complements the Lincoln downtown.
- Policy ED-4.6:** Regional Commercial. The City will reserve appropriately zoned property along the State Highway 65 Bypass for future regional commercial land uses such as a regional shopping center, auto mall, or other vehicle sales and services.
- Policy ED-6.8:** Urban Decay. The City recognizes and supports downtown retail development as part of the City’s downtown revitalization strategy. The City also recognizes the importance of healthy neighborhood retail centers throughout the City to meet the shopping needs of Lincoln’s population. As Specific Plans with retail and/or commercial land uses are submitted for approval, the City will analyze the potential for local urban decay and regional blight.

4.16.4 Thresholds of Significance

A significant impact related to urban decay would occur if the project would cause the potential for urban decay resulting from significant adverse physical impacts related to economic effects (CEQA Guidelines Section 15064(e), 15064(f)(6), and 15131). Urban decay is defined as physical deterioration to properties or structures that is so prevalent, substantial, and lasting for a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community.

4.16.5 Impacts Analysis

4.16.5.1 Methods of Analysis

To determine if the proposed project’s retail and office uses would contribute to urban decay, ALH Economics uses a retail model that estimates retail spending potential for an area based

upon household counts, income, and consumer spending patterns. The model then computes the extent to which the area is or is not capturing this spending potential based upon taxable sales data published by the State of California Board of Equalization (BOE) or provided by local government municipal tax consultants. This analysis can be most readily conducted for cities, groupings of cities, or counties, consistent with the geographies reported by the BOE.

For any study area, retail categories in which spending by locals is not fully captured are called “leakage” categories, while retail categories in which more sales are captured than are generated by residents are called “attraction” categories. This type of study is generically called a retail demand, sales attraction, and spending leakage analysis. Generally, attraction categories signal particular strengths of a retail market while leakage categories signal particular weaknesses. ALH Economics’ model, as well as variations developed by other urban economic and real estate consultants, compares projected spending to actual sales.

There are two primary inputs for conducting this type of analysis. These include estimated retail sales for the market area and estimated retail demand generated by the area households. To develop the estimate of the City’s retail sales base, ALH Economics obtained taxable retail sales data for 1st Quarter 2013 through 4th Quarter 2013 as reported by the State Board of Equalization (BOE). Please see Appendix H for more specific details.

Before considering how the proposed project might affect the market and environs, it is useful to understand what constitutes urban decay and associated environmental effects. In *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1204, the court described the phenomenon as “a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake.” The court also discussed prior case law that addressed the potential for large retail projects to cause “physical deterioration of [a] downtown area” or “a general deterioration of [a] downtown area.” (Id. at pp. 1206, 1207). When looking at the phenomenon of urban decay, it is also helpful to note economic impacts that do not constitute urban decay. For example, a vacant building is not urban decay, even if the building were to be vacant over a relatively long time. The analysis evaluates if there is sufficient market demand to support the project’s planned retail space and non-retail (office) space without affecting other retailers or office space so severely leading towards decay of the existing physical environment.

Timing Assumptions

Based on project buildout, development is anticipated to occur over a 10-year time period. The analysis assumes if the project is approved development would commence by 2017. Thus, the development horizon for the proposed project is assumed to be from 2017 to 2027, with 2027 comprising the buildout year. However, the project has not yet been approved and it is not

certain if this would occur in 2017 or 2018. Therefore, project buildout is assumed to occur either in 2027 or 2028, or thereabouts.

Cumulative Development

Project-based urban decay analyses also consider cumulative impacts associated with other planned and proposed projects. Cumulative projects include those that are under construction, approved for development, or engaged in the entitlements process. These are the type of projects that generally have a foreseeable expectation of being developed in the same timeframe as the project under study given knowledge and information about their development cycle status. Information about planned retail projects was obtained for Lincoln, as the core of the primary market area, and Marysville, Yuba City, and Rocklin comprising the secondary market area.

Pursuant to the City's General Plan land use designations and FAR assumptions, the buildout capacity in Lincoln and its Sphere of Influence is estimated at 2.7 million square feet of Neighborhood Commercial, 32.3 to 37.0 million square feet of Commercial (at the maximum FAR), 10.0 million square feet of Business Park, 27.0 million square feet of Industrial, and 36.2 million square feet of Industrial Planned Development. Applying the lower, more typical FAR for the Commercial land use, results in a maximum buildout estimate of 18.5 to 23.1 million square feet.

Retail Development

The City's current projects list was researched and staff were queried to identify other retail projects in the development pipeline. This includes projects located in Lincoln or the city's Sphere of Influence with approvals or environmental documentation under existing or imminent preparation. A summary of these projects is presented in Exhibit 32 of Appendix H.

There are 10 projects identified in Lincoln with prospective retail development by the years 2027 and 2042. Some of these projects are further along in the conceptualization process than others. For projects lacking specificity regarding the composition of the prospective commercial space an assumption that 60% of the square footage would comprise retail space while 40% would comprise office space was assumed, which is the same as the assumption for the proposed project.

Non-Retail/Office Development

The SACOG employment projections only go out to year 2035. For this reason, this was the cumulative year selected for the analysis of office development. The office demand projection estimates that office-using employment in 2035 in Placer County totals 84,700. Assuming the industry standard of 225 square feet per employee and a stabilized vacancy rate of 10%, an additional 3.0 million square feet of office space demand is projected between 2027 and 2035 in Placer County.

Appendix H includes information on office projects in various stages of development conceptualization (see Exhibit 40). These range from relatively small projects, such as the approved Lincoln Square project at the southeast corner of Highway 65 and Sterling Parkway with the assumed potential for about 24,000 square feet of office space, to relatively large projects, such as the Village 5 Specific Plan Phase 4A project adjacent to the proposed project with the assumed potential for approximately 1.4 million square feet of office space. The six cumulative development office projects are anticipated to be completed by 2042, which is beyond the time the project's office space is to be developed, but concurrent with buildout of other area development. These projects total 1.8 million square feet.

Other Primary Market Area Cumulative Development

The balance of the primary market area includes the community of Sheridan and the City of Wheatland. There are no known retail projects planned for the Sheridan area of Placer County. There are some pending and approved development projects in the City of Wheatland, but these comprise mostly residential projects. Other projects, such as the approved Johnson Rancho project with thousands of potential single-family residential units and multifamily residential units, include acreage designated for commercial. However, discussions with the City of Wheatland Planning Department suggest that any retail space that might be developed at Johnson Rancho would likely be local-serving. As such, the long-term retail demand projection for the City of Wheatland, and the portion of demand included in the analysis for the proposed project, is more regional-retail oriented, and thus any retail development included in identifiable projects currently known to the City of Wheatland would not comprise cumulative projects relative to the proposed project. There may be future potential for more regional-serving retail development in the City of Wheatland, depending upon the type and timing of future transportation improvements, but such development is speculative at present, and thus does not warrant consideration in this analysis.

Secondary Market Area Cumulative Development

Appendix H includes available information on planned retail projects in the secondary market area locations of Marysville, Yuba City, and Rocklin (see Exhibit 33). The total square footage of all secondary market area retail projects is 470,477 square feet.

4.16.5.2 Analysis

Impact 4.16-1. The project would not cause urban decay resulting from significant adverse physical impacts related to economic effects. (Less than Significant)

The proposed project's land use plan is intended to provide for a mixed-use village concept with a total population of 1,135 people based on the City's persons per household or 2.64. This land

use plan includes two key land use designations relevant to the urban decay analysis, Low Density Residential (LDR) and Commercial (C) uses. The analysis assumes the project's planned land uses include 430 low density residential units, including low and high purchase price single-family homes, and up to 971,000 square feet of commercial space based on the land use designations in the Specific Plan.

The proposed project's commercial space is assumed to be divided into retail and non-retail space, with the retail space comprising 60% of the space and the non-retail space comprising 40% of the space. Thus, the proposed project is assumed to have approximately 582,600 square feet of retail space and 388,400 square feet of non-retail space. Commercial uses would be located along the western boundary of the plan area along Nelson Lane and Nicolaus Road (Frayji 2016). Because the square footage of retail space is over 500,000 square feet, it meets the general definition of regional-serving retail.

The proposed project's non-retail space could comprise a mix of uses, including office, business professional, or service industry. As a most conservative approach, the analysis assumes this space would primarily be comprised of office space. This is a conservative assumption because the amount of Lincoln's existing office uses is limited. Thus, analyzing the space as office would allow for the maximum impact on existing conditions.

It is anticipated at project buildout there would be a total of 1,049 retail jobs and 1,165 non-retail commercial jobs (e.g., office, business professional, or service industry) for a total of 2,214 employees. These employment estimates are germane to the urban decay analysis because area employees are a frequent source of demand for retail sales.

Retail Analysis

Residential Retail Demand

A retail spending analysis, or demand analysis, was completed for the proposed project's residential households. This spending analysis takes into consideration the number of occupied housing units by type and pricing, average household income by type of housing unit, the percent of household income spent on retail goods, and prospective spending in the retail categories.

Based on the findings, it is estimated that future homeowners would spend between 31% to 33% of household income on retail purchases.

The Urban Decay Analysis took into account anticipated household incomes and retail spending, achievable retail sales performance and an allowance for vacancy, and determined that at project buildout future residents would be able to support approximately 30,000 square feet of retail space, the size of a small neighborhood-oriented shopping center.

Employment Retail Demand

At project buildout the proposed project would have an estimated employment base totaling approximately 2,214. These employees would generate demand for restaurant and retail purchases made before, during, and after work hours. These employees would patronize and support the project's retail sales in addition to project residents. Some of the area employees may live within the proposed project, and thus their retail sales may already be accounted for in the resident demand estimate, but others would not be a resident of the project. Average annual project employee-retail spending is estimated at \$7,500 for office workers and \$2,700 for retail workers (all figures rounded to the nearest \$100). These estimates and the composition of the estimates relative to spending on restaurants/fast food, groceries, and other spending are presented in Exhibit 11 of Appendix H. Estimates indicate the project's employment base is estimated to generate support for approximately 36,300 square feet of retail uses by project buildout.

Total Internal Project Retail Demand

The discussion above identified two general components that would patronize the project's retail space. These include residents living within the project and employees working at the retail businesses as well as in any office uses. It is assumed that project residents would shop at the project's retail space as well as other shopping locations within the City as well as outside the City boundaries. Therefore, the analysis conservatively assumes that the project's retail uses would capture only 50% of the project's resident retail demand. With sufficient retail shopping opportunities available, residents typically choose to make retail purchases closer to home, thereby minimizing associated travel time.

The proposed project is not anticipated to capture 100% of employment-generated demand for retail space. However, a percentage higher than the residential 50% share of demand is anticipated to be captured because employees have less time and opportunity to go shopping. Thus, it was assumed that the project's retail would capture 80% of employment-generated demand.

This analysis suggests that demand generated by residents and employees of the project would not be sufficient to support the total amount of commercial retail space planned at the proposed project. In order for the project's retail space to be viable it will need to be supported by other sources of demand, such as demand generated by other Lincoln households or more region-wide sources.

The results show that there is sufficient market area demand is projected for the project's retail space by project buildout. In addition, there would be additional unmet demand remaining to support development for an approximate additional 1.7 million square feet of space by 2027 and 2.9 million square feet by 2042 (ALH 2015).

Office Analysis

In addition to providing a new community for homes and retail-serving uses, the proposed project includes up to 388,400 square feet of non-retail space, including office, business professional, and service industry space. For the analysis, this space is analyzed as office space because most of the non-retail uses typically use office space.

Based on SACOG's employment projections, employment in Placer County is projected to increase by 19% between 2015 and 2027, or the time period coincident with the prospective office development at the proposed project. This reflects a 1.5% annual average growth rate. These growth figures indicate that the project's office space would be developed in a growth oriented environment (ALH 2015).

While Lincoln's existing office base is limited, the City of Lincoln has a long-term vision for Lincoln to become more of an employment center. Given existing land use designations, there is a great deal of potential for future office development from a land use perspective, totaling in the millions of square feet. The project's maximum office space buildout of 388,400 square feet would comprise a substantial addition to the City, however, this level of development is well within the City's future vision regarding office development and office-based employment growth.

Projected Office Demand

The office demand projection estimates that office-using employment in 2015 in Placer County totals 57,700. This figure is estimated to increase to 72,700 by 2027 and 84,700 by 2035, the last year for which employment is projected by SACOG. The County's office demand projection totals 3.75 million square feet of new demand between 2015 and 2027. An additional 3 million square feet of demand is projected between 2027 and 2035. In total, new office demand in Placer County between 2015 and 2035 is projected to total 6.75 million square feet to accommodate the projected growth.

While the County's projections for office demand is substantial, the projections for Lincoln are much more modest. For example, office employment in Lincoln is estimated at 2,100 in 2015. Based upon SACOG's projections, this level of employment is projected to increase to 3,600 by 2027 and to 5,300 by 2035. The amount of office space associated with this level of growth totals 375,000 square feet by 2027 and an additional 425,000 square feet by 2035, for a total of 800,000 net new square feet between 2015 and 2035. However, if growth occurs as projected by SACOG, Lincoln would need to substantially increase its share of the County's growth in order to meet these projections.

Urban Decay Implications of Retail Space

Owners of commercial retail properties are generally financially motivated to maintain property in a manner appropriate to retain existing tenants and attract new retail tenants. Based upon visual observation this appears to be the case in the City of Lincoln. If property owners lag in their maintenance, however, and the property begins to show signs of disrepair, the City has regulatory controls that can be implemented to avoid the onset of deterioration or decay (see Section 4.16.2, *Relevant Plans, Policies, and Ordinances*).

The project's demand analysis indicates that there would be a successful absorption of the project's retail space resulting in the need for additional market area demand remaining which could be satisfied by other regional-serving retail outlets. If this occurs, then development of the proposed project alone is not anticipated to negatively impact existing retailers to the extent that increased retail vacancy would occur, especially vacancy sustained over a long period of time. Accordingly, development of the proposed project is not anticipated to cause or contribute to urban decay and deterioration and the impact to existing retail uses in the City of Lincoln and the surrounding communities of Wheatland and Sheridan is **less than significant**.

Urban Decay Implications of Non-Retail Space

The City of Lincoln General Plan, prepared March 2008, anticipates a financially self-sustaining community of over 100,000 people, with supportive commercial and industrial development. Recognizing that the recession in 2007 through 2010 hampered growth in the City of Lincoln, the City's Economic Development Committee (EDC) prepared a "Strategic Economic Development Action Plan" in February 2013. The Action Plan was created to help guide the City as it grows and emerges from the recession. The following vision and mission stated in the plan notes:

Our Vision is to be the regional hub of economic growth for South Placer County. We will achieve this Vision through leveraging our physical and geographical assets, and our community's quality of life. We will build upon our historic downtown, the Regional Airport, in-place infrastructure, our transportation grid and our capacity for growth. Our economic Mission is to promote a strong economic environment that encourages business retention and expansion, and new commercial and industrial growth (City of Lincoln 2013).

The City would need to achieve this mission if the planned office projects, including the proposed project are developed and achieve occupancy. There is no local market precedent to support the development of this amount of space. However, the region as a whole is projected to require a substantial amount of new office space by 2035, close to but slightly beyond the anticipated timing of the project's non-retail commercial space (e.g., office, business professional, and service industry). The City would need to successfully leverage this demand to

support the potential amount of office space planned at the proposed project as well as other future projects. The degree to which the City can achieve this would depend upon the City's economic development efforts and the overall health of the regional economy.

If the City does not attract the number of businesses and amount of employment necessary to support the potential office space planned at the proposed project and future projects the most likely scenario is that these projects would be downscaled or delayed, as warranted by market conditions. Given the cost of new office construction, it is unlikely that such development would occur on a speculative basis. The existing office base in Lincoln is so small and centrally located that negative impacts on these properties to the point of resulting in urban decay and deterioration is unlikely and not foreseen. As newer office space is built, the older, smaller properties would continue to be attractive to small, price sensitive operations. Such properties would provide opportunities for new businesses to evolve and incubate, at which point growth could support relocation to some of the newer office space in Lincoln, enabling businesses to stay local while achieving business success. Therefore, the potential office space planned for the proposed project would not cause or contribute to office-related urban decay and the impact to office space is **less than significant**.

4.16.6 Mitigation Measures

No mitigation is required.

4.16.7 Level of Significance After Mitigation

No mitigation is required.

4.16.8 Cumulative Analysis

The geographic context to evaluate cumulative impacts is past, present and future retail and non-retail development in the City of Lincoln, as the core of the primary market area, and Marysville, Yuba City, and Rocklin comprising the secondary market area. More specific detail regarding cumulative assumptions is included above under 4.16.4.1, Methods of Analysis.

Impact 4.16-2. The project, combined with other cumulative development, would not result in a cumulatively considerable contribution to urban decay resulting in adverse physical impacts related to economic effects. (Less than Significant)

The City of Lincoln and its Sphere of Influence have a total estimated 3.1 million square feet of prospective retail development planned to be constructed by 2027/28, excluding the proposed project. Another 2.1 million square feet are anticipated to be complete by 2042 (i.e., excluding the portion of cumulative projects anticipated to be supported by tertiary market area demand).

The secondary market area including the Marysville and Yuba City areas has a total of 54,035 square feet of prospective competitive retail development. The secondary market area portion of Rocklin has a total of 181,204 square feet of prospective competitive retail development.

The supply and demand analyses relevant to analysis of the cumulative retail (including the proposed project) are consolidated and summarized in Exhibit 35 of Appendix H. Based on the employment generation assumptions and retail support figures estimated for the proposed project, the employees of the cumulative retail projects in Lincoln are estimated to generate support for about 57,800 square feet of retail space by 2042. Employees at Lincoln's cumulative office projects are estimated to generate another 127,700 square during a similar timeframe. Thus, the cumulative retail and office projects in Lincoln are estimated to generate support for 185,500 square feet of retail space to meet employee shopping needs.

The Urban Decay Analysis concluded that based on the cumulative projects with estimated completion dates similar to the proposed project and other Lincoln development timing, there would be sufficient demand to absorb the proposed project and the cumulative projects by 2027/28, when the project is estimated to be buildout. However, with the addition of projects with the anticipated buildout date of 2042, there is a projected deficit of approximately 219,000 square feet of demand by 2042. This means that there may not be sufficient demand to absorb up to 219,000 square feet of the planned primary and secondary market area retail supply.

It is anticipated the estimated deficit of 219,000-square-feet of retail uses could be more than offset by additional retail demand generated by accelerated full residential buildout of Lincoln, which was previously estimated to generate an additional demand for 540,000 square feet of retail space.

Even if the full estimated 219,000 square feet of vacancy occurs, however, the result on the retail market has the potential to be within the realm of reasonable market performance. If all cumulative retail developments and the proposed project are developed consistent with the study assumptions, the maximum effect coincident with the project's buildout year would be a 3.6% increase in Lincoln's retail vacancy rate, applied to all retail space built at that time. This amount of vacancy in itself is within the realm of market performance indicative of a healthy retail market. Thus, if the underlying vacancy rate at the time the project and all cumulative projects are developed is relatively low, there is no reason to anticipate that urban decay would result.

Additionally, the larger vacancies that have occurred in recent years backfill quickly, with new tenants operational within approximately one year. Thus, at least the current retail market in Lincoln has demonstrated resiliency and the ability to backfill vacant retail spaces. While the future retail market would have a very different composition and distribution of retail space, this

current performance is an indicator of the inherent ability of the Lincoln retail market to backfill vacancies and maintain properties in good physical condition.

In addition, the City’s Municipal Code requires property owners to maintain their properties so as to avoid nuisances and by creating a condition that reduces property values and promotes blight and neighborhood deterioration. Enforcement of these ordinances can help prevent physical deterioration due to any long-term closures of retail spaces. If the City maintains a long-term commitment to code enforcement, with the requisite staffing, that code enforcement would continue to help ensure that urban decay does not occur in Lincoln.

If the City does not attract the number of office and businesses and amount of employment necessary to support the potential office space planned at the proposed project and the cumulative projects the most likely scenario is that these projects would be downsized or delayed, as warranted by market conditions. Given the cost of new office construction, it is unlikely that such development would occur on a speculative basis. The existing office base in Lincoln is so small and centrally located that negative impacts on these properties to the point of resulting in urban decay and deterioration is unlikely and not foreseen. As newer, better class space is built, the older, smaller properties would continue to be attractive to small, price sensitive operations. Such properties would provide opportunities for new businesses to evolve and incubate, at which point growth could support relocation to some of the newer office space in Lincoln, enabling businesses to stay local while achieving business success.

The effects of the proposed project, when considered with other cumulative development in the region, would result in a **less-than-significant** cumulative impact and the project would not make a cumulatively considerable contribution to urban decay impacts.

4.16.9 References

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4.17 UTILITIES AND SERVICE SYSTEMS

This section describes the utilities and service systems present in the project area and evaluates the potential effects on utilities and service systems associated with development of the SUD-B Northeast Quadrant Specific Plan (proposed project).

Comments received in response to the Notice of Preparation (NOP, see Appendix A) included concerns regarding impacts on wastewater and water capacity. The Placer County Facility Services Department and the Western Placer Waste Management Authority requested that solid waste generation and capacity at the wastewater treatment and reclamation facility (WWTRF) and the Placer County Materials Recovery Facility (MRF) be analyzed.

This section incorporates information from the following sources:

- SB 610 Water Supply Assessment prepared by Tully & Young, Inc., January 2017 (Appendix I)
- Master Drainage Study, prepared by Frayji Design Group, Inc., November 9, 2016 (Appendix F)
- Sewer System Report, prepared by Frayji Design Group, Inc., December 5, 2016 (Appendix K)
- Potable Water Distribution Modeling Report, prepared by Frayji Design Group, Inc., December 5, 2016 (Appendix J)
- City of Lincoln 2015 Urban Water Management Plan, prepared by Tully & Young Inc. and approved by the City of Lincoln, July 2016

Other documentation used in this analysis included the City of Lincoln 2008 General Plan and General Plan Update Draft EIR. Other sources consulted are listed in Section 4.17.8, References.

4.17.1 Existing Conditions

This section describes the existing conditions in the project area and identifies the public utilities and services that could be affected by the proposed project.

4.17.1.1 Water

This section describes the existing and past water supplies and water demands within the City of Lincoln's service area. Projected water demand for the City of Lincoln (City) is also discussed.

City of Lincoln Water Supply

The City of Lincoln has relied upon a combination of groundwater and treated surface water, along with raw and recycled water supplies. Placer County Water Agency (PCWA) and Nevada Irrigation

District (NID) provide the City with raw and treated surface water (City of Lincoln 2016). Table 4.17-1 displays the contribution of groundwater and surface water to the City’s water supply. Table 4.17-2 shows the amount of treated water supplied by PCWA and NID to the City of Lincoln.

Table 4.17-1
City of Lincoln Potable Water Supply by Source

Year	Groundwater from City	Surface Water from PCWA and NID	Total
<i>Supply (acre-feet)</i>			
2006	623	8,753	9,376
2007	924	9,396	10,320
2008	1,085	9,443	10,528
2009	836	9,326	10,162
2010	962	8,253	9,215
2011	2,686	6,795	9,481
2012	2,620	7,471	10,091
2013	1,113	9,745	10,858
2014	691	8,257	8,948
2015	707	6,922	7,629

Source: City of Lincoln 2015 Urban Water Management Plan

Table 4.17-2
City of Lincoln Potable Water Supply by Provider

Year	PCWA Supply (acre-feet)	NID Supply (acre-feet)
2006	6,940	1,813
2007	7,736	1,660
2008	7,779	1,664
2009	7,724	1,602
2010	6,772	1,481
2011	5,672	1,123
2012	6,173	1,298
2013	7,825	1,920
2014	6,617	1,640
2015	5,425	1,497

Source: City of Lincoln 2015 Urban Water Management Plan and City of Lincoln 2010 Urban Water Management Plan

Existing Water Supply

The City prepared an Urban Water Management Plan (UWMP) in July 2016 to outline current and future water supplies and demands and how they will be met. The City currently provides approximately 10,000 acre-feet of water per year to over 45,000 people in total treated water supplies (City of Lincoln 2016). PCWA and NID provide the City with treated surface water and raw water. The City also owns and operates five groundwater wells. The City continues to

purchase entitlements from PCWA and holds a contract with the agency that has been amended several times. The City is also supplied by NID water rights and entitlements. PCWA's water treatment and conveyance system currently supplies PCWA's and NID's treated water, as well as the City's groundwater, to the City of Lincoln.

The six existing water contracts and entitlements used within the City's service area are as follows:

- PCWA contract entitlement
- NID contract entitlement
- Groundwater rights
- Recycled water rights
- PCWA raw water entitlements
- NID raw water entitlements

PCWA Water Supplies

The contract that the City currently holds with the PCWA allows for:

- Maximum day Regulated Deliveries of 17,774,452 gallons per day (gpd), and
- Maximum day Unregulated Deliveries of 726,972.5 gpd.

Regulated water deliveries describe deliveries where the City uses its system operations to deliver potable water. Unregulated water deliveries are water deliveries where PCWA uses its system operations to manage water deliveries to the City. The City's water supply contract with PCWA allows for a total Maximum Delivery Entitlement of 18,501,424.5 gpd of treated surface water supply (City of Lincoln 2016). The City entered into an updated water supply contract with PCWA in 2012 that has a term of 20 years. This leaves 15 years on the current contract, after which it can be renewed for another 20-year period. PCWA provided the city with 5,425 acre-feet of water, approximately 4,843,134.2 gpd, in 2015.

PCWA's surface water supplies are obtained from water rights through the Middle Fork Project (MFP) which receives water from the North Fork of the American River and its tributaries, Central Valley Project from the American River, and water from the Yuba and Bear Rivers purchased from the Pacific Gas & Electric Company (PG&E). The available surface water supply owned by PCWA is displayed in Table 4.17-3.

**Table 4.17-3
2017 Available Treated PCWA Water Supplies**

Supply	Average/Normal (acre-feet/year)	Single Dry (acre-feet/year)
Pacific Gas & Electric	110,400	55,200
Middle Fork Project	120,000	80,400
Central Valley Project	32,000	16,000
Pre-1914	3,400	850
Total	265,800	152,450

Source: Tully & Young 2017

As shown in Table 4.17-3, PCWA’s water supply is expected to be about 265,800 acre-feet of surface water during normal years and about 152,450 acre-feet of surface water during dry years. The City uses up to 36.5 acre-feet of raw water per year and about 10,000 acre-feet of potable water per year, on average (City of Lincoln 2016). The City obtains raw water from Caperton Canal through a 36.5 acre-feet per year raw water contract with PCWA.

The City’s 2008 General Plan Update specifies that the City expects to obtain about 37,000 acre-feet per year of water from PCWA at build-out. PCWA’s 2015 UWMP and MFP Permit renewal efforts show that it is likely that this quantity would be available at build-out of the General Plan, although the City’s current contract with PCWA does not guarantee availability. PCWA’s contract also allows the City to purchase additional water supplies beyond the set Maximum Delivery Entitlement.

NID Water Supplies

The contract that the City holds with NID is supplied by a variety of water rights that allow these sources to be reliable for current and future water deliveries. These water rights include pre-1914 appropriative water rights to waters in the Yuba River, Bear River and Dear Creek watersheds as well as post-1914 appropriative water rights. The total water supply that NID holds through these appropriative water rights accounts for approximately 450,000 acre-feet of water per year. NID also possesses a water supply contract with PG&E for about 54,000 acre-feet of water. The City is allowed to use approximately 12,000 acre-feet of NID’s water supply under its contract with NID. This water supply is obtained as raw water from NID, and treated in PCWA’s water treatment plants before being delivered to the City. Historically, the City has used as much as 1,920 acre-feet of water supplied by NID and NID provided the City with 1,497 acre-feet of water in 2015. Table 4.17-4 presents the average of NID’s water supplies (Tully & Young 2017).

In September 2004, NID entered an agreement with PCWA and the City to temporarily provide raw water to PCWA for the City’s water service area. NID will also provide water deliveries to NID customers and future development that would be annexed to the City. The actual amount of

water that would be supplied by NID has not been finalized, but NID’s 2015 Draft UWMP evaluates that water shortages would only occur in extremely dry years. However, in 2015, NID did not experience a water shortage despite it being California’s driest year in history, so it is unlikely that a water shortage would occur. It is estimated that by the year 2020, NID would no longer provide raw water for treatment by PCWA for delivery to the City, and instead provide treated water directly to the City.

**Table 4.17-4
NID Water Supplies**

Supply	Average/Normal (acre-feet/year)	Single Dry (acre-feet/year)
Watershed Runoff	221,500	221,500
Carryover Storage	201,985	129,400
PG&E Contract	54,361	8,000
Total	477,846	358,900

Source: City of Lincoln 2015 UWMP

In 2014 and 2015, the State Water Resources Control Board (SWRCB) mandated that surface water diversions from the American River, Yuba River, and Bear River watersheds under post-1914 appropriative water rights be stopped due to the drought. PCWA and NID were able to still supply water to meet the City’s demand as their reservoir storage facilities and system operations had ample water supplies available. The City generally only purchases and distributes water supplies to meet customer demand.

City of Lincoln Water Demand

Table 4.17-5 displays past water demands for the City of Lincoln. These water demands are from available records regarding water production, water sales, and water deliveries. As shown in the table, the City used 7,629 acre-feet of water in 2015. Table 4.17-6 summarizes the City’s 2015 water demand for each source of treated surface water supplies.

**Table 4.17-5
City of Lincoln Water Demand**

Year	Population	Water Demand (acre-feet)
2005	27,433	8,343
2006	33,619	9,376
2007	37,455	10,320
2008	39,636	10,522
2009	40,532	10,155
2010	42,819	9,203
2011	43,142	9,481
2012	43,915	10,091

**Table 4.17-5
City of Lincoln Water Demand**

Year	Population	Water Demand (acre-feet)
2013	44,336	10,858
2014	45,259	8,948
2015	45,837	7,629

Source: City of Lincoln 2015 UWMP

**Table 4.17-6
2015 City of Lincoln Water Demand**

Supplier	Water Demand (acre-feet)
PCWA	5,425
NID	1,497
City Groundwater	707
Total	7,629

Source: City of Lincoln 2015 UWMP

Water Treatment

Water treatment services are provided by PCWA. The Foothill Water Treatment Plant (WTP) and Sunset Water Treatment Plant (WTP) are used by PCWA to treat water for delivery. The Foothill Water Treatment Plant, located in southern Newcastle, was expanded in 2011, and has a capacity of 55 million gallons per day (mgd). The Sunset WTP has a capacity of 8 mgd and is located northwest of Loomis (City of Lincoln 2011). Both the Foothill and Sunset WTPs supply treated water to Lincoln. PCWA estimates that there is an additional 4.5 mgd of treatment and delivery capacity at these treatment plants (Tully & Young 2017).

In addition to the two existing plants, PCWA is designing a new water treatment facility to be located on Ophir Road in the Newcastle/Ophir area (City of Lincoln 2011). The build out timeline and capacity for this facility has not been determined at this time (PCWA 2016).

NID and the City are also in the planning process for a new water treatment plant near NID's Valley View site northeast of the City to provide treated NID and PCWA water to the City and its sphere of influence (SOI) (City of Lincoln 2016). The facility is expected to have a treatment capacity of 10 mgd and deliver about 5 mgd of treated water per year in total to the City and soft service areas within the NID boundary. The expected start date for operation was 2015. However, NID is still in the planning, design, engineering, environmental review, and permitting process and implementation is scheduled to begin in 2018 (NID 2016).

Water Distribution

PCWA supplies water to five zones with differentiated water supply characteristics. The City receives the majority of its water supply from the Lower Zone 1 Foothill-Sunset-Ophir (F-S-O) treated water system. The majority of the water supply is provided to F-S-O by the Bear River at Lake Spaulding and the American River at Auburn.

The City of Lincoln manages the water distribution system for water deliveries to the City from PCWA and NID. This system includes over 200 miles of pipelines, two gravity water storage tanks, and a booster pumping facility. Treated water from PCWA and NID enters the City's water distribution system through two meters by the PCWA hydroelectric generation station in eastern Lincoln. These meters have a combined capacity of approximately 18.5 mgd (City of Lincoln 2016).

The City utilizes both a centralized and distributed supply for water transmission. PCWA meters feed into a high-elevation 5-million gallon City storage tank that then flows into a gravity system of pipelines. Transmission lines used by the City range between 20 inches to 30 inches in size. The distribution system consists of groundwater production wells in western Lincoln connected by a series of water supply mains ranging in size from 4 inches to 18 inches in size. (City of Lincoln 2016).

The City's current water distribution system on the project site connects to downtown Lincoln, east of the project site, and eventually feeds into the City's Reservoir 1, Refinery Point storage tank. This 12-inch waterline eventually connects to a 16-inch trunk line heading east in Nicolaus Road. Another connection to this 12'-inch waterline is with an 18'-inch trunk line at the Nicolaus Road/Nelson Lane intersection. This trunk line extends south along Nelson Lane to the project site's southern boundary adjacent to the State Highway 65 Bypass boundary. Extension of this line to the south of the Specific Plan area is planned in the City's Preliminary Master Water Plan and would be constructed by others in the future.

Projected Water Demands

The SUD-B NEQ Water Supply Assessment (WSA), included as Appendix E, includes an analysis of current and future water demands within the City of Lincoln. The water use habits of existing customers, expected decrease in water usage due to conservation efforts, land use plans providing data for expected growth, and laws and regulations that affect future water use were used to calculate future water demands. The analysis also considers approved (but not completed) projects, proposed projects, and future areas that are proposed to be annexed into the City and growth in the City's SOI. Table 4.17-7 shows details for projected water demand in the City of Lincoln. The project's water demand is included in the demand estimate beginning in 2020.

**Table 4.17-7
City of Lincoln Projected Water Demand**

Year	Annual Water Demand (acre-feet/year)
Current (2017)	10,174
2020	12,431
2025	13,728
2030	15,553
2035	17,344
2040	20,542

Source: Tully & Young 2017

Projected Water Supplies

Projected water demands would be met by treated surface water supply provided by PCWA and NID. The project was already included in the City's adopted 2050 General Plan (General Plan). As such, the General Plan expects that projected water supplies are able to provide for the proposed project's water demands. The General Plan estimates that the ultimate build-out population would be approximately 131,000 and the water demand would be as high as 37,000 acre-feet. A revised and updated demand and supply analysis was completed in 2016 for the 2050 General Plan in the City's 2015 UWMP (City of Lincoln 2016). This report shows that PCWA deliveries, NID surface supplies, and City groundwater and recycled water assets would provide adequate water supplies to meet the City's water demands through 2050 (City of Lincoln 2016).

PCWA would provide the primary source of treated water supply to the City. As noted above, the City would need approximately 37,000 acre-feet per year of water supply to meet its expected water demands at full build-out. PCWA states in its 2015 demand and supply analysis that 37,000 acre-feet per year of water supply would be available to the City in normal water years. NID would also provide up to 12,000 acre-feet of treated water during normal years. Table 4.17-8 presents projected normal-year water supplies from various sources (City of Lincoln 2016).

**Table 4.17-8
Projected Normal-Year Water Supplies**

Year	PCWA Supply (acre-feet/year)	NID Supply (acre-feet/year)	Recycled Water Supply (acre-feet/year)	Groundwater (acre-feet/year)	Total Supply (acre-feet/year)	Anticipated Supply Acquired (acre-feet/year)
2020	13,239	12,000	3,300	2,854	31,393	11,192
2025	15,421	12,000	3,748	3,117	34,286	12,710
2030	18,335	12,000	4,381	3,472	38,188	14,859
2035	21,187	12,000	5,015	3,820	42,022	17,007
2040	25,533	12,000	6,063	4,360	47,955	20,561

Source: City of Lincoln 2015 UWMP

Groundwater

The groundwater basin applicable to the project site is the Central Valley Groundwater Basin, which contains about 114 million acre-feet of water (City of Lincoln 2016). This large basin is further divided into the Sacramento Valley Groundwater Basin, and the North American Groundwater Subbasin (Subbasin), which lies under the City. The Subbasin, also referred to as Basin No. 5-21.64 by the California Department of Water Resources, is the primary groundwater source for the City, possessing 4.9 million acre-feet of water (City of Lincoln 2016). The City of Lincoln maintains five active groundwater wells that have a combined capacity of about 3 mgd (City of Lincoln 2016). Although the City does not need to rely on this groundwater due to adequate surface water supply from PCWA and NID, the wells have the potential to provide over 30% of water demand in the case of daily shortages, to manage peak flows, and to provide emergency backup. The City has established the objective to use groundwater supply for no more than 10% of its total water demands during normal years. It is expected that demands on groundwater supply would increase as urbanization occurs, but the reduction in agricultural groundwater pumping would eventually cancel out any potential impact (City of Lincoln 2016). Table 4.17-9 includes data for the City of Lincoln’s past and projected groundwater usage.

**Table 4.17-9
City of Lincoln Past and Projected Groundwater Pumping**

Historic	
<i>Year</i>	<i>Annual Water Demand (Acre-Feet)</i>
2008	1,085
2009	836
2010	962
2011	2,686
2012	2,620
2013	1,113
2014	691
2015	707
Projected	
<i>Year</i>	<i>Annual Water Demand (Acre-Feet)</i>
2020	1,119
2025	1,271
2030	1,486
2035	1,701
2040	2,056

Source: City of Lincoln 2015 UWMP

Recycled Water

The City's Wastewater Treatment and Reclamation Facility (WWTRF) has the capacity to produce recycled water that meets Department of Public Health and the State Resources Water Quality Control Board standards set forth in Title 22 for unrestricted reuse, meaning this recycled water can be used for agricultural and landscape irrigation, and for industrial/commercial applications. Recycled (or reclaimed) water is projected to supply as much as 6,822 acre-feet per year of the total expected build-out water demand. The current design average daily dry weather flow capacity of the WWTRF is 5.9 mgd. This is an increase in capacity from the previous 4.2 mgd capacity that has resulted from recent WWTRF expansions and upgrades. The City's Recycled Water Master Plan includes plans for significant infrastructure to be built to support delivery of treated wastewater in the City (City of Lincoln 2016).

Reclaimed water is expected to be available to the project site from a waterline to be constructed by the City in the future. When this water supply is available, the proposed project could use reclaimed water for uses such as landscape irrigation in parks and along roadways, and for commercial uses (cooling, washing, and other process uses). In order to facilitate a simple transition, irrigation systems could be designed in compliance with the City's reclaimed water standards at the time of installation.

Raw Water

Raw water is supplied by PCWA for irrigation purposes in the City. This untreated water is supplied through Caperton Canal and accounts for approximately 36.5 acre-feet per year (32,586 gpd) of the City's raw water supply. Both PCWA and NID also supply raw water directly to customers within the City through separate water supply agreements. NID serves a few customers in the City's boundary and SOI from its Hemphill Canal and Lincoln Canal, including the Turkey Creek Golf course north of Highway 193, a church, and a Del Webb Golf Course south of Highway 193 and the Auburn Ravine. PCWA raw water customers include the Twelve Bridges Golf Course and Del Webb Golf Course (City of Lincoln 2016).

4.17.1.2 Wastewater

Wastewater from the City and from portions of Placer County is treated at the City's WWTRF, located southwest of the City on Fiddymont Road, approximately 1.5 miles southwest of the project site. The WWTRF is a public-private partnership between the City and private developers, with a current permitted capacity of 3.3 mgd and expansion capacity up to 30 mgd for buildout of the City through 2050 (City of Lincoln 2015). The WWTRF has a structural capacity of 4.2 mgd, which exceeds its current permitted capacity. The facility is fitted with an influent pump station, oxidation ditches, secondary clarifiers, hard works screening and flow measurement, maturation pond, dissolved air flotation separators, ultraviolet light disinfection

systems, effluent re-aeration and pumping, and a pipeline that leads to an outfall in Auburn Ravine. The WWTRF also includes effluent and emergency storage and land disposal fields.

Placer County and the City of Lincoln are currently collaborating on the Midwestern Placer Regional Sewer Project, which would consolidate wastewater treatment for the County's Sewer Maintenance District No. 1 and the City of Lincoln (Midwestern Placer Regional Sewer Project 2015). With the addition of regional services, the WWTRF could potentially produce approximately 25,000 acre-feet of reclaimed water per year (City of Lincoln 2015)

Existing trunk sewer lines are located just southeast of the proposed project site along Nicolaus Road. The project site would be served by two sewer lines, a 10-inch sewer line in Nicolaus Road, and a 36-inch trunk sewer south of Douglas Drive. The 10-inch sewer line flows east into a manhole then connects to the existing Nicolaus Road Lift Station, approximately 0.5 of a mile east of the Nelson Lane/Nicolaus Road intersection, via an existing 18-inch sewer line. The Nicolaus Road Lift Station feeds into a series of force mains, pump stations, and gravity lines, which lead to the existing 36-inch trunk line in Douglas Drive. This trunk line flows south under Auburn Ravine, and ultimately connects to the WWTRF. In addition, the City's General Plan calls for construction of a trunk line along Nelson Road, which could serve the project site once the line is connected to the WWTRF.

4.17.1.3 Storm Water Drainage

Under existing conditions, stormwater that is not infiltrated into the soil moves as sheet flow across the project site towards Markham and Auburn Ravines, as well as to the west of the site. No storm drain infrastructure exists within the project site. Runoff from the eastern parcel of the Peery Arrillaga Property (approximately 34 acres) flows toward Auburn Ravine, and runoff from the Gill Property and the western parcel of the Peery Arrillaga Property (approximately 164 acres) flows toward Markham Ravine (or to the west and eventually to Markham Ravine). Auburn Ravine, a perennial stream, crosses the southeastern end of the project site and then under State Route 65 (SR-65). The portion of Auburn Ravine within the project site flows year-round due to supplemental waters added by NID, which are delivered to downstream agricultural users. Adjacent to Auburn Ravine is a basin that was previously used as storage for irrigation waters for use on site and empties into Auburn Ravine through an existing 12-inch drainage pipe. The 12-inch drainage pipe was placed by Caltrans when the SR-65 bypass was constructed to drain the storage pond and it has a one-way flapper valve on the downstream side to prevent high flows from backing up into the basin.

Markham Ravine, an intermittent stream, crosses under Nicolaus Road, through the northern portion of the project site and then west under Nelson Lane. A portion of the existing drainage flows west from the project site and crosses under Nelson Lane through culvert crossings and

several poorly defined channels to meet at SR-65 approximately half a mile west of the project site. The proposed Lewis home residential site north and west of the project site also flows north into Markham Ravine and through the north side of this project site.

The northern portion of the project site is presently supported by two outfall pipes that flow directly into Markham Ravine. A major outfall system, the only existing trunk drainage on the site, allows flows into Markham Ravine and directs water away from existing residential areas west of the project site. A second group of outfalls on Markham Ravine is south of the project site and flows into the Caltrans SR-65 right-of-way. Existing outfalls within this group include a 12-inch Corrugated Metal Pipe (CMP) and an 18-inch Reinforced Concrete Pipe (RCP). An existing drainage ditch is located north of SR-65, through which flows continue for approximately one mile before entering Markham Ravine. A third group of outfalls on Markham Ravine consists of existing culverts along and under Nelson Lane.

Drainage to the west of the project site flows into an existing drainage ditch in the center median of Nelson Lane and eventually into Markham Ravine. SR-65 drainage channels to the south of the project site carry drainage from the south of the site west into Markham Ravine. Nicolaus Road currently drains into existing ditches along the frontage of the road and then flows south into Markham Ravine.

4.17.1.4 Solid Waste

The Western Placer Waste Management Authority (WPWMA) is a regional agency that provides recycling and waste disposal services to Placer County and the Cities of Roseville, Rocklin, and Lincoln. Solid waste is collected in the City and other areas of Western Placer County in City-provided 90-gallon cans at curbside and is first processed at the WPWMA Material Recovery Facility (MRF) located on the WPWMA's 315.9-acre Western Regional Sanitary Landfill (WRSL) near the intersection of Athens Avenue and Fiddymment Road. The MRF recovers, processes, and markets recyclable materials from the waste stream and processes green waste and electronics. Residual waste from the MRF is then transported to the WRSL, which is a Class II/Class III non-hazardous site. Hazardous waste from households is accepted at the Permanent Household Hazardous Waste Collection Facility (PHHWCF), located next to the MRF. WPWMA owns and oversees all of these facilities, which are located on Fiddymment Road, approximately 3.3 miles southwest of the project site.

The WRSL is permitted to accept 1,900 tons per day and 624 vehicles per day; in 2013, the WRSL received an average of 638 tons per weekday and 86 vehicles per day (Placer County Facility Services Department 2015). The landfill has a permitted design capacity of 36,350,000 cubic yards and, as of July 2014, had a remaining capacity of 25,386,466 cubic yards (70% remaining capacity), with a permitted lifespan extending to 2058 (Placer County Facility Services Department 2015).

The MRF has a permitted processing capacity of 1,750 tons per day and 1,014 vehicles per day; in 2014, the MRF received an average of 1,116 tons per weekday and 588 vehicles. The MRF has a permitted processing capacity of 2,200 tons per day for municipal solid waste and construction and demolition debris; the compost portion of the MRF has a permitted processing capacity of 75,000 cubic yards (37,500 tons) and a design capacity of approximately 164,000 cubic yards (82,000 tons) (Placer County Facility Services Department 2015).

The MRF typically diverts approximately 30% of the waste it receives, which does not include additional recyclables received and diverted via the facility’s buy-back center, drop-off center, compost facility, and landfill diversion (inert waste and construction/demolition waste). The MRF achieved an overall diversion rate of over 42% in 2014 (Placer County Facility Services Department 2015).

4.17.1.5 Energy

Pacific Gas & Electric (PG&E) provides electrical and natural gas service to the project area (City of Lincoln 2015). The City’s electricity is provided via a 60-kilovolt transmission line to the Lincoln Substation, where it is then directed throughout the City via 12-kilovolt lines. Natural gas is delivered to the Lincoln Junction Station via major gas transmission lines, after which it is transported via a six-inch transmission line to the Lincoln Meter. From the Lincoln Meter, natural gas is delivered to residents through a citywide network of two and four-inch distribution lines (City of Lincoln 2008b).

4.17.2 Relevant Plans, Policies, and Ordinances

Federal

The following federal regulations pertaining to utilities and service systems would apply to the proposed project.

Water

Federal Water Pollution Control Act

The Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.), otherwise known as the Clean Water Act (CWA), sets forth national goals that waters shall be “fishable, swimmable” waters (CWA Section 101 (a)(2)). To enforce the goals of the CWA, the U.S. Environmental Protection Agency (U.S. EPA) established the National Pollutant Discharge Elimination System (NPDES) program. NPDES is a national program for regulating and administering permits for discharges to receiving waters, including non-point sources. Under Section 1251 (b) of the CWA, Congress and the U.S. EPA must recognize and preserve the primary responsibilities and rights of states concerning the reduction of pollution in water resources.

Safe Drinking Water Act

The Safe Drinking Water Act of 1974 gave the U.S. EPA the authority to set standards for contaminants in drinking water supplies. The U.S. EPA was required to establish primary regulations for the control of contaminants that affected public health and secondary regulations for compounds that affect the taste, odor, and aesthetics of drinking water. Title 22 of the California Administrative Code establishes Department of Public Health and SRWQCB implementing authority, and stipulates state drinking water quality and monitoring standards.

Wastewater

National Pollution Discharge Elimination System Permit

Discharge of treated wastewater to surface water(s) of the United States, including wetlands, requires a NPDES permit. In California, the Regional Water Quality Control Boards (RWQCB) administer the issuance of these federal permits. Obtaining an NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Whether or not a permit may be issued, the conditions of a permit are subject to many factors such as basin plan water quality objectives, impaired water body status of the receiving water, historical flow rates of the receiving water, effluent quality and flow, the air quality State Implementation Plan (SIP), the California Toxics Rule, and established total maximum daily loading rates for various pollutants. These factors are highly specific to the potential discharge point. Obtaining an NPDES permit is generally considered difficult in inland areas and may not be possible in sensitive areas.

Federal and State Clean Water Act

The Porter–Cologne Water Quality Control Act gives the ultimate authority over California water rights and water quality policy to the California State Water Resource Control Board (SWRCB). The Porter–Cologne Act also established nine RWQCBs to ensure that water quality on local/regional levels is maintained. The subject property is under the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB).

U.S. Environmental Protection Agency’s National Combined Sewer Overflow Control Policy

The Combined Sewer Overflow (CSO) Control Policy establishes a consistent national approach for controlling discharges from the CSOs to the nation’s waters through the NPDES permit program. The CSO Control Policy mandates that permittees with CSOs should submit appropriate documentation demonstrating implementation of the nine minimum controls, which consist of:

- Proper operation and regular maintenance programs for the sewer system and the CSOs;
- Maximum use of the collection system for storage;
- Review and modification of pretreatment requirements to assure CSO impacts are minimized;

- Maximization of flow to the publicly owned treatment works for treatment;
- Prohibition of CSOs during dry weather;
- Control of solid and floatable materials in CSOs;
- Pollution prevention;
- Public notification to ensure that the public receives adequate notification of CSO occurrences and CSO impacts; and
- Monitoring to effectively characterize CSO impacts and the efficacy of CSO controls.

Stormwater

Clean Water Act

The Clean Water Act (CWA), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality (33 U.S.C. 1251 et seq.). The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” The CWA establishes basic guidelines for regulating discharges of both point and non-point sources¹ of pollutants into the waters of the United States. The CWA requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA. See Section 4.9.2.1, Hydrology and Water Quality, for a detailed discussion of federal stormwater regulations.

Federal Antidegradation Policy

The federal antidegradation policy (40 CFR §131.12) of the federal CWA is designed to protect water quality and water resources. The policy requires states to develop statewide antidegradation policies and identify methods for implementing them. State antidegradation policies and implementation measures much include the following provisions: (1) existing instream uses and the water quality necessary to protect those uses shall be maintained and protected; (2) where existing water quality is better than necessary to support fishing and swimming conditions, that quality shall be maintained and protected unless the state finds that allowing lower water quality is necessary for important local economic or social development; and (3) where high-quality waters constitute an outstanding national resource, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected. State permitting actions must be consistent with the federal Antidegradation Policy. See Section 4.9.2.1, Hydrology and Water Quality, for a detailed discussion of federal stormwater regulations.

¹ Point source discharges are those emanating from a pipe or discrete location/process, such as an industrial process or wastewater discharge. Non-point source pollutants are those that originate from numerous diffuse sources and land uses, and which can accumulate in stormwater runoff or in groundwater.

Solid Waste

Resource Conservation and Recovery Act, Subtitle D

Code of Federal Regulations, Volume 40, Part 258 (Resource Conservation and Recovery Act, Subtitle D) states criteria for the location, operation, design, monitoring, and closure of municipal solid waste landfills. The code requires states to conduct their own permitting program for landfills that follow this criteria.

Electricity and Natural Gas

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) regulates and oversees the energy industries in the interests of the American public. The Energy Policy Act of 2005 gave FERC additional responsibilities including interstate commerce, licenses and inspections, energy markets, and penalizing energy organizers and individuals who violate FERC rules in the energy markets.

State

Water

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne) gives the ultimate authority over California water rights and water quality policy to the California SWRCB. Porter–Cologne also established nine RWQCBs to ensure that water quality on local/regional levels is maintained. The subject property is under the jurisdiction of the CVRWQCB.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 AFY shall prepare and adopt a UWMP. Water suppliers are to prepare a UWMP within a year of becoming an urban water supplier and update the plan at least once every 5 years. The act also specifies the content that is to be included in an UWMP. It is the intention of the legislature to permit levels of water management planning commensurate with the number of customers served and the volume of water supplied. The act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The act also states that the management of urban water demands and the efficient use of water shall be actively pursued to

protect both the people of the state and their water resources. The City's 2015 UWMP indicates that the daily per capita water use target for 2020 is 193 gallons per capita/day (gpcd) and the interim 2015 target is 217 gpcd (City of Lincoln 2016).

Drinking Water Quality

It is the responsibility of the SWRCB and the Department of Public Health to implement the Federal Safe Drinking Water Act, as well as California statutes and regulations related to drinking water. SWRCB inspects and provides regulatory oversights to public water systems within California, to ensure their compliance. The CVRWQCB protects the beneficial uses, including municipal drinking water supply, of state waters in the Sacramento area.

In accordance with Title 22 of the California Code of Regulations, public water system operators regularly monitor their drinking water sources for microbiological, chemical, radiological, and aesthetic contaminants to ensure that they do not exceed the primary maximum contaminant levels. The amount of contaminants in drinking water needs to be disclosed to the public annually, by the water supplier, in a consumer confidence report. It is the responsibility of the water supplier to produce and distribute the report and the responsibility of the U.S. EPA to prepare annual summary reports of water system compliance.

Water Supply Availability

In 2003, Senate Bill (SB) 610 and SB 221 were signed into law by Governor Gray Davis. These laws intend to coordinate local land use and water supply planning. Under SB 221, an affirmative written verification of sufficient water supply is required for approval by a city or county of certain residential subdivisions during the tentative map stage. SB 221 applies to a proposed residential development of over 500 dwelling units, except that for a public water system with less than 5,000 service connections, which would account for an increase of 10% or more in the number of the public water system's existing service connections. SB 610 requires each public water system that would supply water to a proposed project to determine whether the projected water demand associated with the proposed project could be met when existing and planned future uses are considered. For the purposes of SB 610, Water Code Section 10912 (a)(2) requires all projects with a water demand equivalent to 500 or more dwelling units, or which include over 250,000 square feet of commercial office building, over 500,000 square feet of commercial shopping center, or a combination thereof, to obtain a WSA. In addition, SB 610 requires a quantification of water received by the water provider (City of Lincoln) in prior years from water rights, water supply entitlements, and water service contracts. Because the proposed project would include 971,000 square feet of commercial space and 430 dwelling units, the project applicant has prepared a WSA, which is included as Appendix E of this document.

Wastewater

General Waste Discharge Requirements for Sanitary Sewer Systems

The General Waste Discharge Requirements (WDRs) for Sanitary Sewer Systems were adopted by the SWRCB in May 2006. These WDRs require local jurisdictions to develop a sewer system management plan (SSMP) that addresses the necessary operation and emergency response plans to reduce sanitary sewer overflows. The WDRs require that the local jurisdiction approve the SSMP.

Stormwater

General NPDES Permits and WDRs

To enable efficient permitting under both the CWA and the Porter–Cologne Act, the SWRCB and the RWQCBs run permit programs that group similar types of activities that have similar threats to water quality. These “general permit” programs include the Phase II Small Municipal Separate Storm Sewer System (MS4)² Permit, the construction general permit, and other general permits for low-threat discharges. The Construction Stormwater Program and the Small MS4 Permit are administered by the SWRCB, while other general WDRs are administered by the CVRWQCB. Point source discharges or other activities that threaten water quality that are not covered under a general permit must seek individual NPDES permits and/or WDRs, depending on the type, location and destination of the discharge. For these types of discharges, the initial step in the process is to submit a “Report of Waste Discharge” to the CVRWQCB, who then determines the appropriate permitting pathway. See Section 4.9.2.2, Hydrology and Water Quality, for a detailed discussion of state stormwater regulations.

California Sustainable Groundwater Act

The Sustainable Groundwater Management Act (SGMA) is a package of three bills (AB 1739, Senate Bill (SB) 1168, and SB 1319) that provides local agencies with a framework for managing groundwater basins in a sustainable manner. The SGMA establishes minimum standards for sustainable groundwater management, roles and responsibilities for local agencies that manage groundwater resources, as well as priorities and timelines to achieve sustainable groundwater management within 20 years of adoption of a Groundwater Sustainability Plan. Central to the SGMA is the identification of critically over-drafted basins and the prioritization of groundwater basins, the establishment of Groundwater Sustainability Agencies (GSAs), and the preparation and implementation of Groundwater Sustainability Plans (GSPs) for medium priority, high priority and critically overdrafted basins. GSAs must be formed by June 30, 2017;

² A small MS4 is defined as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) that serve populations of fewer than 100,000 persons.

and GSPs must consider all beneficial uses and users of groundwater in the basin, as well as include measurable objectives and interim milestones that ensure basin sustainability. A basin may be managed by a single GSP or multiple coordinated GSPs. See Section 4.9.2.2, Hydrology and Water Quality, for a detailed discussion of state stormwater regulations.

Solid Waste

California Integrated Waste Management Act—AB 939

To minimize the amount of solid waste that must be disposed of by transformation (i.e., recycling) and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25% of all solid waste from landfill facilities by January 1, 1995, and 50% by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated within the respective county plan. They must promote (in order of priority) source reduction, recycling and composting, and environmentally safe transformation and land disposal. Cities and counties that do not meet this mandate are subject to \$10,000–per-day fines.

Mandatory Commercial Recycling—AB 341

AB 341 was adopted as part of the AB 32 Scoping Plan by the Air Resources Board pursuant to the California Global Warming Solutions Act on January 17, 2012. The regulation requires businesses that generate 4 cubic yards or more of commercial solid waste per week and multifamily residential dwellings of five units or more to arrange for recycling services. The measure focuses on increasing commercial waste diversion to reduce greenhouse gas emissions.

Mandatory Commercial Organics Recycling—AB 1826

AB 1826 was enacted in October 2014 in order to divert commercial organic waste from landfills. The measure requires businesses and multifamily residential dwellings of five or more units to recycle organic waste on and after April 1, 2016 depending on how much solid waste they generate per week. The law includes phasing of requirements over time to ensure that the minimum threshold of organic waste generation by businesses decreases gradually.

Energy

California Energy Commission

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974, the CEC has seven major responsibilities: advancing state energy policy through identifying and assessing major statewide energy trends and issues;

achieving energy efficiency through setting and updating California’s building and appliance energy standards; certifying thermal power plants 50 megawatts and larger; investing in energy innovation; promoting the development and deployment of low-carbon alternative fuels and advanced vehicle technologies; developing renewable energy; and planning for and directing state response to energy emergencies (CEC 2015a). The Warren–Alquist Act gives statutory authority over energy resources to the CEC (CEC 2015b).

California Public Utilities Commission

The CPUC regulates privately owned electric, telecommunications, natural gas, water, and transportation companies, in addition to household goods movers and rail safety. The CPUC is responsible for ensuring that customers have safe, reliable utility service at reasonable rates, protecting against fraud and promoting the health of California’s economy (CPUC 2015).

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Building Standards)

The CEC administers Title 24 Building Standards, which were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. California’s building efficiency standards are updated on an approximately 3-year cycle. The 2016 Standards improved upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2016 Standards went into effect on January 1, 2017, following approval of the California Building Standards Commission (CEC 2017)

Local

City of Lincoln General Plan

The Public Facilities and Services Element of the Lincoln General Plan provides objectives, policies, and programs regarding Utilities and Service Systems, including the following:

General

Policy PFS-1.1 The City shall ensure the provision of adequate public services and facilities to the existing areas of the city and to ensure that new development is served by a full range of public services.

Policy PFS-1.3 During the development review process, the City shall not approve new development unless the following conditions are met:

- The applicant can demonstrate that all necessary infrastructure will be installed or adequately financed;
- Infrastructure improvements are consistent with City infrastructure plans; and
- Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement.

Policy PFS-2.13 The City may allow use of connection fees for improving and upgrading off-site facilities as appropriate and to support the overall system integrity necessary to serve the new development.

Water

Policy PFS-1.4 The City shall comply with the requirements of the Clean Water Act and other regulations with the intent of minimizing the discharge of pollutants to surface waters.

Policy PFS-2.1 The City shall develop a long-term reliable supply of water that will permit the city to meet the existing and future demands of development.

Policy PFS-2.2 The City shall continue to operate the City-owned water storage and distribution systems.

Policy PFS-2.3 The City shall require the availability of an adequate water supply to be demonstrated before approving new development.

Policy PFS-2.4 The City shall require the use of reclaimed water by industrial, commercial, recreational users and roadway landscaping, whenever it is deemed feasible by the City. The City will also promote the use of reclaimed water by surrounding agricultural users as part of a water conservation program.

Policy PFS-2.5 The City shall not allow development within newly annexed areas until a potable water supply is obtained through Placer County Water Agency (PCWA) or Nevada Irrigation District (NID) or, where appropriate, other water districts.

- Policy PFS-2.6** The City shall coordinate development activity with the PCWA and NID to ensure adequate provision of treated water supplied by either supplier.
- Policy PFS-2.7** The City shall consider development of groundwater supplies in the western portions of the City’s sphere of influence to provide emergency back up and to supplement the domestic supply provided by the PCWA and NID.
- Policy PFS-2.9** The City shall condition new development on availability of storage that meets the following parameters:
- Equalizing Storage (for meeting peak flows) - 25% of maximum day demand.
 - Fire Reserve - Provide fire reserve as required by the Insurance Services Office (ISO) or as required by the City Fire Chief and City Engineer.
 - Emergency Reserve - 33% of the total of Equalizing Storage and Fire Reserve.
- Policy PFS-2.10** The City shall provide water supply, storage and adequately-sized pipelines to provide fire flows at any point within the City to meet recommendations of the ISO and/or the City Fire Chief and City Engineer and maintain minimum pressures in accordance with requirements outlined in the California Department of Health Services / Waterworks Standards.
- Policy PFS-2.14** The City shall require new development to be responsible for construction of water transmission and distribution lines less than 18 inches in diameter.
- Provision will be made allowing reimbursement from Third Parties should such lines result in an “over-sizing” for a particular development.
- Policy PFS-2.16** The City shall implement an active water conservation program to reduce future water demand to the extent allowed by law by establishing building requirements for new construction, providing educational information through local media sources, and establishing effective rate charges to encourage conservation.
- Policy PFS-2.17** The City shall require new development to use the best available technologies (BAT) for water conservation, including, but not limited to water-conserving water closets, showerheads, faucets, and water conserving irrigation systems.
- Policy PFS-2.18** The City shall require meters for all new water connections.
- Policy OSC-4.3** The City shall ensure that new development projects do not degrade surface water and groundwater.

Policy OSC-4.5 The City shall encourage the use of reclaimed water, in place of treated potable water for landscaping and other suitable applications.

Wastewater

Policy PFS-3.1 The City shall continue to provide sanitary sewer services and operate public facilities in a manner that does not endanger the public’s health, safety, and welfare. The City does not permit the use of package treatment plants to serve individual developments within the City.

Policy PFS-3.2 The City shall minimize wastewater flows through water conservation efforts.

Policy PFS-3.7 The City shall prohibit cross-connection of sanitary sewer and storm drain systems.

Policy PFS-3.8 The City shall require that collected wastewater be of a quality consistent with State Regional Water Quality Control Board standards or those adopted by the City of Lincoln in order to accommodate wastewater within the design parameters of the treatment plant. This may include the requirement for pretreatment of wastewater.

Policy PFS-3.9 The City shall approve connections to the City's existing sewer system and treatment plant on a first-come, first-served basis as secured through development agreements, building permits, or other financial agreements.

Policy PFS-3.10 The City shall require new development to be responsible for construction of all sanitary sewer lines serving such development. Provision will be made allowing reimbursement from Third Parties, or credits against City wastewater fees (as approved by the Director of Public Works) should such lines result in an “over-sizing” for a particular development.

Storm Drainage

Policy PFS-4.1 The City shall provide storm drainage facilities with sufficient capacity to protect the public and private property from storm water damage. The facilities will also be implemented in a manner that reduces all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.).

Policy PFS-4.2 The City shall encourage project designs that minimize drainage concentrations and impervious coverage and avoid floodplain areas and, where feasible, be designed to provide a natural water course appearance.

- Policy PFS-4.3** The City shall manage drainage facilities in accordance with local, state, and federal guidelines.
- Policy PFS-4.4** The City shall design stormwater detention basins to ensure public safety, to be visually unobtrusive and to provide temporary or permanent wildlife habitat values and where feasible, recreational uses.
- Policy PFS-4.6** The City will require new development to provide storm-water detention sufficient to limit outflow per Figure 7-1 of the City’s Stormwater Management Manual (February 1994), or as revised.
- Master Drainage Plans shall be designed to require new development to provide, or contribute towards, stormwater detention to reduce post development peak flow from a 100 year event to pre-development flow rate less 10% of the difference between the estimated pre-development and the post-development unmitigated peak flow rates. The Master Drainage Plan shall identify appropriate locations to achieve such post development flows. This criterion is principally designed to address the 100-year event with appropriate consideration given for the feasibility of mitigating 2-year and 10-year events.
- Policy PFS-4.7** The City shall require new development to provide stormwater-retention sufficient for the incremental runoff from an eight-day 100 year storm.
- Policy PFS-4.8** The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.
- Policy PFS-4.10** The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.
- Policy PFS-4.11** The City shall require drainage designs and practices to be in accordance with the Stormwater Management manual of the Placer County Flood Control District unless alternative methods are approved by the City Engineer.
- Policy PFS-4.12** The City shall require that the cost to develop new or modify existing Drainage Management Plans be allocated to applicants proposing development within the City’s Sphere of Influence.

Policy PFS-4.13 The City shall require City maintenance of detention basins with financing by a separate drainage or special assessment district. When private facilities are used for detention, maintenance will be privately financed.

Policy OSC-4.6 The City shall continue to require the use of feasible and practical best management practices

(BMPs) to protect surface water and groundwater from the adverse effects of construction activities and urban runoff. Additionally, The City shall require, as part of its Storm Water NPDES Permit and ordinances, to implement the Pollution Prevention Plan (SWPPP) during construction activities for any improvement projects, new development and redevelopment projects for reducing pollutants to the maximum extent practicable.

Policy HS-6.3 The City shall require master drainage plans as a condition of approval for large development projects.

Solid Waste

Policy PFS-5.1 The City shall require solid waste collection services for existing and new developments to ensure the maintenance of health standards.

Policy PFS-5.2 The City shall promote maximum use of solid waste reduction, recycling, and composting of wastes for a reduction in residential, commercial, and industrial waste disposal.

Policy PFS-5.3 The City shall encourage the recycling of construction debris.

Policy PFS-5.4 The City shall ensure that all new buildings and facilities have proper facilities for solid waste storage, handling, and collection pickup prior to issuance of building permits.

Policy PFS-5.6 The City shall discourage commercial/industrial land uses which generate large volumes of non-recyclable solid waste.

Policy PFS-5.7 The City shall cooperate with the Western Regional Landfill Authority to meet area-wide goals and objectives for waste reduction, recycling, and with preparation and implementation of landfill expansion plans.

Energy

- Policy PFS-6.1** The City shall coordinate with gas and electricity providers for the planning of extension of gas and electrical facilities.
- Policy PFS-6.2** The City shall require undergrounding of utility lines in new development, except where it is not feasible due to the electrical transmission load or other operational issues as confirmed by the utility provider.
- Policy PFS-6.3** The City shall support the use of renewable energy sources, such as solar, in residential, commercial, and industrial developments.

City of Lincoln Municipal Code

The City of Lincoln has adopted the California Green Building Code (Part 11, Title 24 Building Standards) as Section 15.04.060 of the City’s Municipal Code.

Section 8.60 – Post-Construction Storm Water Runoff Control

This City of Lincoln has adopted Chapter 8.6 of the Municipal Code, which pertains to post-construction storm water runoff control. It establishes the City’s requirement to comply with the NPDES Permit for the City’s storm sewer system (Small MS4 Permit), and establishes stormwater quality design, permitting, management and maintenance requirements for new development and redevelopment projects. The ordinance incorporates the requirement for the development and a storm water quality plan (SWQP) for regulated projects (including the proposed project), requires implementation of stormwater quality best management practices and low-impact development designs consistent with the City’s Storm Water Management Plan, and establishes administrative review, approval and inspection authority over project-specific post-construction SWQPs. Design standards include performance criteria as outlined in the Small MS4 permits (described in greater detail above), including the requirement to not exceed pre-development discharge rates to the storm drain system and to minimize to the extent practicable discharge of pollutants to the storm drain system. The ordinance also requires project applicants to submit an operations and maintenance plan for approval by the city to outline how it intends to ensure the long-term functionality and effectiveness of storm water quality BMPs and low impact designs proposed in the SWQP.

Chapter 13.30 – Construction Storm Water Runoff Control

Section 13.30.100 requires development disturbing more than one acre to receive coverage under the SWRCB’s current construction general permit. To obtain coverage under the permit, the applicant must prepare and submit a SWPPP to the City prior to issuance of a grading permit or

encroachment permit. Section 13.30.100 also requires applicants to prepare an erosion and sedimentation control plan that identifies the BMPs that will be implemented throughout construction to control pollutant discharges. The erosion and sedimentation control plan must comply with the requirements of Municipal Code Chapter 13.30 as well as the City of Lincoln Department of Public Works' Design Criteria and Procedures Manual, and it must be prepared and submitted concurrently with the grading plan.

The erosion and sedimentation control plan identifies the receiving waters for the project, the project's risk level for stormwater pollutant discharge, drainage facility and BMP sizing information, the quantity and locations of storm water run-on locations, and the location of discharge, sampling, and monitoring points. The rationale for selecting or rejecting BMPs, including soil loss calculations, must be included in the erosion and sedimentation control plan.

Section 15.04.200 – California Building Code, Appendix J Amended—Excavation and Grading

Section 15.04.200 adopts and amends the California Building Code standards for excavation and grading. The ordinance ensures that proper administrative and engineering practices are implemented to minimize on-site and off-site hazards associated with grading. The City requires projects performing any grading over ten cubic yards to obtain a grading permit from the City Engineer. This section requires adherence to the standards set forth in the City of Lincoln Department of Public Works' Design Criteria and Procedures Manual.

Section 17.28.330 – Lot Drainage and Erosion Control

Section 17.28.330 stipulates that lots shall be graded to provide adequate drainage, and that erosion control measures must be implemented.

City of Lincoln Urban Water Management Plan

The City adopted its 2015 UWMP in July 2016 in accordance with the Urban Water Management Planning Act requirements. The UWMP addresses the current and future state of the City's water supplies and demands for both normal- and dry-year conditions (City of Lincoln 2016). The plan also evaluates whether future demands will be adequately met by future available supplies and whether necessary water supplies will be available during dry year conditions. The 2015 UWMP states that the City supplies about 10,000 acre-feet of water per year at present to a population of over 45,000 (City of Lincoln 2016).

City of Lincoln Groundwater Management Plan

The City adopted a Groundwater Management Plan (GMP) in November 2003 to manage groundwater sources derived from the North American Subbasin of the Greater Sacramento

Valley Groundwater Basin. The GMP established the following Basin Management Objectives: maintain groundwater elevations; preserve overall groundwater quality; and maintain the southwesterly direction of groundwater flow. This GMP was expanded upon in 2006 with the establishment of the Western Placer County Groundwater Management Plan (Tully & Young 2016). Both groundwater management plans show that groundwater conditions beneath the City and its SOI have remained stable (Tully & Young 2016).

Western Placer County Groundwater Management Plan

The City adopted the Western Placer County Groundwater Management Plan (WPCGMP) in 2007. The Basin Management Objectives identified in the WPCGMP include:

- Management of the groundwater basin shall not have a significant adverse effect on groundwater quality
- Manage groundwater elevations to ensure an adequate groundwater supply for backup, emergency, and peak demands without adversely impacting adjacent areas
- Participate in state and federal land surface subsidence monitoring programs
- Protect against adverse impacts to surface water flows in creeks and rivers due to groundwater pumping
- Ensure groundwater recharge projects comply with state and federal regulations and protect beneficial uses of groundwater

City of Lincoln Department of Public Works Design Criteria and Procedures Manual

The Design Criteria and Procedures Manual establishes the City's standards for the preparation, submittal, and approval of development plans. The Manual includes specifications for proposed drainage systems and grading plans. Applicants are required to prepare an erosion and sedimentation control plan to be submitted concurrently with improvement and/or grading plans. The erosion and sedimentation control plan must include a revegetation plan, a runoff/drainage control plan, and the phasing of erosion control measures. The Manual provides standard conditions that should be included on the erosion and sedimentation control plan, including timing and methods for soil stabilization, natural drainage protection measures, and requirements for construction staging. As specified in the Manual, the proposed Specific Plan would establish the City's authority for enforcement of grading standards (City of Lincoln 2004).

West Placer County Storm Water Quality Design Manual

The City has coverage under the Phase II Small MS4 General Permit that was adopted by the State Water Resources Control Board (Order No. 2013-0001 DWQ, effective July 1, 2013). The

Permit requires the City to have a stormwater program that controls the discharge of pollutants into the City's storm drainage system and our waterways. The City's Stormwater Program is multi-faceted and includes the following components:

- Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction
- Pollution Prevention and Housekeeping
- Post Construction
- Program Effectiveness and Assessment

The *West Placer County Storm Water Quality Design Manual* is the region's guidance document for the development and implementation of LID design standards to reduce runoff, treat storm water, and provide baseline hydromodification management. The manual is a regulatory compliance tool that addresses the requirements of the Small MS4 Permit, and provides developers of regulated projects with a compliance map, template and guidance for the development of project specific storm water quality plans (SWQP). The proposed project is within the area governed by the Small MS4 Permit and thus is required by the City of Lincoln to develop and submit a project-specific SWQP.

City of Lincoln Solid Waste Reduction Program

The City of Lincoln Solid Waste Reduction Program (SRRE) was adopted by the City in 1992 to meet the requirements outlined in AB 939. The SRRE sets forth goals that direct the City toward the solid waste diversion requirement and reduce the City's solid waste impact.

4.17.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the project would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. 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.

3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction or which could cause significant environmental effects.
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
5. 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.
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
7. Comply with federal, state, and local statutes and regulations related to solid waste.

4.17.4 Impacts Analysis

4.17.4.1 Methods of Analysis

This section evaluates project impacts on existing public utilities, specifically capacity of water treatment and conveyance facilities, capacity of wastewater treatment facilities and stormwater facilities, landfill capacity, and energy facilities that would accommodate an increase in demand associated with the project. The City's General Plan, the City of Lincoln 2015 UWMP, SUD-B NEQ Water Supply Assessment (included in Appendix I), SUD-B NEQ Master Drainage Study (Appendix F), SUD-B NEQ Sewer System Report (Appendix K), and SUD-B NEQ Potable Water Distribution Modeling Report (Appendix J) were used to evaluate the project's potential effects and increase in demand on existing public utilities in the project area.

The impact analysis considers the project's effect on the demand for water supply, wastewater infrastructure and treatment, solid waste disposal, and energy and compares this to the thresholds of significance listed above. The analysis considers whether existing utilities and service systems are adequate to serve the demand generated by the proposed project and whether the proposed project would necessitate modifications to existing facilities or construction of new facilities. Project demands for water, wastewater and solid waste are quantified below.

Water

The SUD-B Northeast Quadrant Specific Plan Potable Water Distribution Modeling Report (Water Distribution Report) was prepared on December 5, 2016 by Frayji Design Group. The purpose of the report was to evaluate the proposed treated water pipe distribution system designed to serve the Specific Plan Area or project site.

The SUD-B Northeast Quadrant SB 610 Draft Water Supply Assessment (WSA) was prepared for the City of Lincoln in January 2017 to estimate the project’s water demand. The WSA includes water conservation state mandates and indoor infrastructure requirements in its consideration of projected water demands. The assessment includes different water use factors for residential and non-residential uses within the project site. Residential uses are divided into indoor and outdoor residential uses. Indoor water usage factors are derived from the meter study conducted for the City’s 2015 UWMP and are based on the total number of dwelling units. Outdoor residential water use factors are based on the size of residential lots and square footage of landscaping. The outdoor demand factors were determined from the 2010 UWMP meter study results and refined with data from the 2015 water meter study. Non-residential water demand factors were derived from the 2015 UWMP. Non-residential uses evaluated in the WSA include mixed commercial uses, parks, and “other miscellaneous uses”, which includes open spaces, right-of-ways, and water required for construction. Construction water includes water necessary to support dust suppression and other incidental water uses associated with site grading, infrastructure installation, and other construction activities (Tully & Young 2017).

In order to fully account for all water demands, non-revenue water demands were assessed as part of the WSA as well. Non-revenue water includes water that is not included at customer meters such as distribution system leaks, water demands from un-metered uses, and inaccuracies in meter readings (Tully & Young 2017).

The project’s water demand and water demand factors used to calculate total project water demands are displayed below in Table 4.17-10. The proposed project is estimated to have a water demand of about 316 acre-feet per year at completion. The impact analysis for available water supply is based on a comparison of these water demand numbers to the listed thresholds of significance.

Table 4.17-10
Proposed Project Water Demands

Proposed Use	Unit Count or Acreage		Demand Factor (af/du or af/ac)	Demand (af/yr)	
	Current	2040		Current	2040
<i>Residential</i>					
Low Density Residential (LDR)	0	430	0.19 (indoor)	0	82
			0.27 (outdoor)	0	116
<i>Commercial</i>					
Mixed Commercial	0	70	0.99 (indoor)	0	69
<i>Miscellaneous</i>					
Park (P)	0	4	3.55	0	14
Right of Way Landscaping (ROW)	0	17	0.19	0	3

**Table 4.17-10
Proposed Project Water Demands**

Proposed Use	Unit Count or Acreage		Demand Factor (af/du or af/ac)	Demand (af/yr)		
	Current	2040		Current	2040	
Open Space (OS)	0	23	0.00	0	0	
<i>Misc. Subtotal (outdoor)</i>				0	17	
<i>Other Miscellaneous Uses</i>						
	<i>Current</i>	<i>2020</i>	<i>2025</i>	<i>2030</i>	<i>2035</i>	<i>2040</i>
Construction Water (CW)	0	2	2	0	0	0
				Total	Current	2040
				Indoor Total	0	151
				Outdoor Total	0	134
				Total	0	284
				<i>Outdoor Non-revenue Water (11%)</i>	<i>0</i>	<i>15</i>
				<i>Indoor Non-revenue Water (11%)</i>	<i>0</i>	<i>17</i>
				Indoor Total	0	167
				Outdoor Total	0	148
				Total Proposed Project Water Demand	0	316

Source: Tully & Young 2017

Wastewater

The SUD-B Northeast Quadrant Specific Plan Sewer System Report (Sewer System Report) was prepared on December 5, 2016 by Frayji Design Group. The purpose of the report was to evaluate wastewater needs for the proposed project.

Table 4.17-11 displays the projected wastewater generation for the proposed project. The expected wastewater treatment demand for the project was determined based on water demand factors for the planned land uses and the City's wastewater flow generation rates included in the Sewer System Report. The impact analysis for available wastewater capacity is based on a comparison of these wastewater generation rates to the listed thresholds of significance. As shown in the table, the project would generate 0.561 mgd of wastewater (Frayji 2016b).

**Table 4.17-11
Proposed Project Wastewater Generation**

Proposed Development	Parcel Acres	Land Use		Demand Coefficient ²		Average Dry Weather Daily Flows (mgd) ¹
		Quantity	Units	Value	Units	
Low Density Residential (LDR)	84.8	430	Dwelling Units	250	gpd/du	0.108
Commercial total	69.7	-	-		gal/ac	0.453
Commercial north (MH#1)	11.7	-	-	8,600	gal/ac	0.103

**Table 4.17-11
Proposed Project Wastewater Generation**

Proposed Development	Parcel Acres	Land Use		Demand Coefficient ²		Average Dry Weather Daily Flows (mgd) ¹
		Quantity	Units	Value	Units	
Commercial mid (MH#3)	23.8	-	-	6,800	gal/ac	0.162
Commercial south (MH#4)	34.2	-	-	5,500	gal/ac	0.188
Miscellaneous ³	43.9	-	-	0	gal/ac	0
Totals	198.4	430				0.561

Source: Frayji Design Group 2016b

Notes:

¹ mgd = million gallons per day

² Demand Coefficients were derived from the City of Lincoln Design Standards and proposed Land Use densities in the SUD-B NEQ Draft Specific Plan

³ Includes Park, Open Space, Right of Way, Landscaping

Solid Waste

The impact analysis for solid waste was based on a comparison of projected solid waste demand to the listed thresholds of significance. Table 4.17-12 displays the projected solid waste demand for the proposed project's construction and operations. The solid waste generation rates used are based on rates listed in the 2008 General Plan Draft EIR and the US EPA's 2003 report *Estimating 2003 Building-Related Construction and Demolition Materials Amounts*.

The solid waste generation rates for project operation used are:

- Residential = 7.23 lbs/day/dwelling unit (City of Lincoln 2008b)
- Commercial = 1 lb/100 sf/day (City of Lincoln 2008b)

Projected solid waste generation rates shown in Table 4.17-12 are based on the 430 residential units and 3,036,132 square feet of commercial uses expected for the proposed project. The total projected amount of waste to be generated by the project during operation is about 1.41 tons/day of residential solid waste and about 13.77 tons of commercial solid waste per day. This totals about 15.18 tons per day of solid waste resulting from project operations.

**Table 4.17-12
Proposed Project Solid Waste Generation**

Construction				
Proposed Use	Size ³	Demand Factor ¹	Solid Waste Generation (lbs)	Solid Waste Generation (tons)
Residential	3,693,888 sf	4.38 lbs/sf	16,179,229.44	7338.78
Commercial/Retail	3,036,132 sf	3.89 lbs/sf	11,810,553.48	5357.17
Total				12,695.95 tons

**Table 4.17-12
Proposed Project Solid Waste Generation**

Operation				
Proposed Use	Size ³	Demand Factor ²	Solid Waste Generation (lbs/day)	Solid Waste Generation (tons/day)
Residential	430 units	7.23 lbs/day/dwelling unit	3,108.9 lbs/day	1.41017332 tons/day
Commercial/Retail ²	3,036,132 sf	1 lb/100 sf/day	30,361.32 lbs/day	13.7716631 tons/day
Total			33,470.22 lbs/day	15.18183642 tons/day

Sources:

- ¹ Construction solid waste generation rates: US EPA 2003
² Operation solid waste generation rates: City of Lincoln 2008c
³ Total square footage per Land Use category

4.17.4.2 Analysis

Impact 4.17-1: The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The City of Lincoln’s WWTRF would provide wastewater treatment service to the project site. The City’s WWTRF operates under a NPDES permit and is permitted to discharge up to 3.3 mgd of treated effluent (Frayji 2016b). The project’s Sewer System Report determined that the proposed project would generate an average of 0.561 mgd of wastewater. As the WWTRF currently treats an average dry weather flow of 2.4 mgd, the additional 0.561 mgd combined with the current average flow of 2.4 mgd would not exceed the plant’s permitted allowable average dry weather flow effluent limit of 3.3 mgd, as specified under its NPDES permit (Frayji 2016b). The Central Valley RWQCB specifies that water treatment facilities must follow conditions under their NPDES permit. Wastewater generated by the proposed project is not expected to be comprised of any new or substantially different chemical constituents than those that are typically present in these types of mixed use projects and are not expected to be of concern regarding permitted effluent limitations for chemical parameters. Therefore, this impact would be **less than significant**.

Impact 4.17-2: The proposed project would not 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.

The City’s water and wastewater treatment facilities are expected to have the capacity to accommodate the demands of the project, per the discussion below.

Wastewater Treatment

The proposed project would increase the amount of wastewater requiring treatment at the WWTRF.

As shown in Table 4.17-11, the proposed project is expected to generate approximately 0.561 mgd of wastewater which would not cause the WWTRF to exceed its capacity, or exceed its permitted average dry weather flow effluent limit of 3.3 mgd under its NPDES permit (Frayji 2016b).

The project site wastewater collection system would be comprised of a series of 6-inch, 8-inch, and 10-inch existing and new sewer lines, with larger pipe sizing potentially required in commercial zones, in accordance with city standards. These sewer lines would connect to the City's existing network of about 220 miles of trunk lines, lift stations, and force mains that flow into the WWTRF. The City also has several wastewater pumping stations that feed into force main pipelines which carry wastewater into downstream gravity sewers. The Sewer System Report states that the project area would be supported by the long-term planned system for the City of Lincoln while utilizing existing infrastructure until full buildout (Frayji 2016b).

The primary trunk sewer lines that would serve the project area are a 10-inch sewer line in Nicolaus Road and a 36-inch trunk sewer line south of Douglas Drive. The 10-inch sewer line feeds into the Nicolaus Road Lift Station, which is located 0.5 of a mile east of the Nelson Lane/Nicolaus Road intersection. This line attaches to a manhole upstream of the lift station and then feeds into an existing 18-inch sewer line that connects to the lift station. The lift station connects to a series of force mains, pump stations and gravity lines which flow into a 36-inch line south of Douglas Drive. This 36-inch line extends under Auburn Ravine and into the WWTRF (Frayji 2016b).

The Nicolaus Road lift station currently supports a flow of 0.864 mgd on an average day and 2.12 mgd peak daily flow, and has a capacity to support 0.97 mgd on an average day and 2.57 mgd peak daily flow. This leaves an additional 0.103 mgd of unused capacity on an average day and 0.350 mgd of unused peak daily flow capacity. The proposed commercial site north of Markham Ravine can therefore be supported by this lift station.

The 36-inch sewer line currently supports a 1.3 mgd average daily flow and 7 mgd peak flow, and has a critical capacity of about 17 mgd. This is more than is necessary to support the flow of the entire project area south of Markham Ravine, which is estimated to contribute an average daily flow of 0.459 mgd and a peak flow of 1.102 mgd.

The Sewer System Report illustrates sewer system improvements that would be required serve the project site. The Sewer System Report divides the project site into Area 1, north of Markham Ravine and Areas 2 and 3, south of Markham Ravine. Area 1 would provide sewer service to the northwest corner of the project site and be supported by a new manhole while using the existing

10-inch sewer line in Nicolaus Road. Areas 2 and 3 would serve the remainder of the project site. Area 2 would flow into a new lift station to be constructed by the project in the southwest quadrant of the project site and then flows would be pumped into a new receiving manhole. Area 3 would flow into another manhole, and flows from both Area 2 and 3 would ultimately connect to the existing 36-inch trunk sewer line south of Douglas Drive (Frayji 2016b).

The 2050 General Plan anticipates construction of a new 54-inch sewer line in Nelson Lane that would feed into the WWTRF. The proposed sewer lift station on the project site could be connected to this sewer line in the future (Frayji 2016b). This proposed sewer line is not necessary to support the wastewater flows estimated for the project site, but can be used to carry these flows in the future.

Per the Sewer System Report, the project's wastewater demands at full build-out can be met and would not require the construction of new wastewater treatment facilities or expansion of existing facilities or conveyance infrastructure. Therefore, this impact is **less than significant**.

Water Treatment

The proposed project would increase demand for treated water. The project's demand for treated water would be supported by the City's existing water treatment and delivery infrastructure, as well as necessary improvements. As shown in Table 4.17-10, the proposed project is expected to generate an average water demand of approximately 316 acre-feet per year at build out or 282,998.71 gallons/day or about 0.3 mgd (Tully & Young 2017).

The PCWA would supply treated water to serve the project. Treated water would be provided by PCWA's Foothill WTP and Sunset WTP, which have a combined capacity of approximately 4.5 mgd (Tully & Young 2017).

The City's Reservoir 1, Refinery Point storage tank, would be the main source of water for the project area (Frayji 2016a). The project's water system includes a series of 6-inch to 12-inch water mains that would provide water service to residential and commercial uses. The water distribution system on the project site would be added in phases to accommodate water demand as the area builds out. The project site's water system would connect to existing waterlines in five locations. The eastern portion of the Specific Plan Area would be served by 12-inch waterlines that would connect to existing 12-inch waterlines in the residential neighborhood at First Street, Third Street, and Singer Place through three connections. The northern portion of the project site would be served by two connections that tie into an existing 12-inch waterline in Nicolaus Road, with one connection serving the planned commercial area in the northern area of the site. Just east of the connection point serving the commercial area, an existing 12-inch waterline connects to a 16-inch trunk line heading east in Nicolaus Road that would serve the project site. One more connection from the project site to the City's existing water system exists

at the Nicolaus Road/Nelson Lane intersection with an 18-inch trunk line that extends south along Nelson Lane to the project site's southern boundary coterminous with the SR-65 Bypass boundary. The City's General Plan states that this trunk line would be extended 600 feet south of the southerly road from the Nicolaus Road Road/Nelson Lane intersection below the project site and convey reclaimed water to the project site in the future (Frayji 2016a). Construction of 6-inch, 8-inch, and 12-inch water mains would be necessary to support the project site's water system. Figure 4.17-1, along with the SUD-B NEQ Specific Plan document, displays the locations of water mains that would serve the project site.

As the water treatment plants have a total available capacity of approximately 4.5 mgd at present, and the proposed project would generate a water demand of about 0.3 mgd, the treatment plants have adequate capacity to treat water to serve the project and would have an unused capacity of about 4.2 mgd after factoring in the project's water demand. This would not cause the need for expansion of existing water treatment facilities, as current facilities can adequately meet the project's demands. In addition, some of this water demand can be adequately met with recycled water supplies.

The proposed project would not require or result in the construction of new water treatment facilities or expansion of existing facilities; therefore, this impact would be **less than significant**.

Impact 4.17-3: The proposed project would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would not cause significant environmental effects.

The proposed project would result in an increase in stormwater runoff by converting predominantly agricultural land to residential, commercial, and other developed uses, thereby increasing impervious coverage on the project site. The Master Drainage Study prepared for the project evaluates the magnitude of runoff associated with the project after construction. The Master Drainage Study compares pre- and post-development peak flows and provides basin sizing criteria. Results from the study show that without the inclusion of water quality basins and other best management practices (BMPs), stormwater runoff would increase substantially compared to existing conditions. To provide the necessary retention and treatment, the project has been designed with a system of stormwater inlets, collector drains, trunk lines, seven water quality basins, and two vegetated swales to provide the necessary level of treatment for the project's stormwater outfalls. Section 4.9, Hydrology and Water Quality, Figure 4.9-3, shows the project's drainage management areas, water quality basins, and outfalls. The water quality basins have been located and sized to capture post-project stormwater flows, based on the standards contained in the Small MS4 Permit and the West Placer County Storm Water Quality Design Manual (Appendix 4.9-1). The required storage volume for these basins is 14.8 acre-feet, as shown in Table 4.17-13.

**Table 4.17-13
Required Attenuation Creation Area (100-Year)**

Location Name	Description	Pre-Project Net 100-year Storage (acre-feet)	Pre-Project Net 100-year Storage (acre-feet)	Required Storage (acre-feet)
<i>Auburn Ravine</i>				
DB1*	Detention Basin to the south of the Peery eastern residential property	5.6	5.6	0
<i>Markham Ravine</i>				
DB2	Detention Basin to the south of the Peery western residential property	0	3.6	3.6
DB3	Detention Basin to the northwest of the Peery western residential property	0	0.6	0.6
DB4	Detention Basin to the northwest corner of the Peery commercial property	0	0.8	0.8
DB5	Detention Basin adjacent to Nelson Lane and the Peery commercial property	0	1.5	1.5
DB6	Detention Basin in the center of the northern portion of the Gill property	0	5.3	5.3
DB7	Detention Basin in the south of the Gill northern commercial property	0	3	3
Total On-site Storage Change				14.8

Source: Appendix 4.9-1

Note: See Figure 4.9-3 that shows the drainage basin locations.

The project site drains into the Markham Ravine and Auburn Ravine watersheds. In order to support development of the proposed project, existing and new underground pipes would carry runoff through water quality features and detention basins into Markham Ravine and Auburn Ravine (Frayji 2016c). The proposed project would maintain the general drainage pattern of the project site (i.e., there are no substantial changes between the pre- and post-project watershed area draining to each stream).

The project drainage system is designed to collect stormwater flows and use water quality features to treat stormwater prior to entering outfalls and existing drainage ways. Runoff from the project site would either flow off site or flow through one of nine locations that outfall into the Markham Ravine watershed or the one entry-way into the Auburn Ravine watershed. The northern portion of the project site that would flow directly into Markham Ravine would be supported by two proposed detention basins and two outfall pipes, including the only trunk drainage on the project site, which would allow flows into Markham Ravine and direct water away from existing residential areas west of the project site and include inverts and hydraulic grade lines for the post-project 10-year and 100-year event. The proposed project would not increase the existing floodplain, as the project would not increase existing peak flows and would

not include development within Auburn Ravine’s floodplain except for outfalls and water quality features (Frayji 2016c).

The project would construct a third outfall that would connect to an existing drainage ditch located north of SR-65, through which flows would continue for approximately one mile before entering Markham Ravine. The post-project outflows into the existing Caltrans drainage ditch (adjacent to SR-65) would not increase relative to pre-project conditions and project flows would be treated before entering the ditch (Frayji 2016c). However, the proposed project does not specify which water quality treatment features would be used to treat stormwater in sufficient detail. Implementation of Mitigation Measure MM-HYD-1 (see Section 4.9, Hydrology and Water Quality) would ensure that parcel developers submit parcel-level Stormwater Quality Management Plans that identify water quality BMPs and low impact development (LID) designs that are specific to design-level grading and building plans, and customized for the proposed land use (e.g., commercial or residential).

In addition, to address particularly sensitive locations along Auburn and Markham Ravine, where standard water quality measures might not suffice, implementation of MM-BIO-12 (see Section 4.4, Biological Resources) includes additional measures to ensure work in proximity to the ravines do not adversely affect their riparian corridors. This includes seasonal work windows, avoidance measures, additional erosion controls, and post-construction stabilization measures.

Post-project flows into the four culverts in the third group of outfalls on Markham Ravine would maintain existing flows to existing drainage paths and would not exceed existing 10-year flows at each culvert (Frayji 2016c).

The existing subdivision to the east of the project site including First and Third Streets would not receive flows from the project site and does not currently accept flows from the project site. No flows from this subdivision would enter the project site. The neighboring property to the northeast, APN 021-262-006, would also not receive flows from the project site and would not contribute flows to the project site when the site develops (Frayji 2016c).

The City’s Storm Drainage Design Standards and Post Construction Standards Plan (PCSP) were prepared by the City to comply with the NPDES General Permit No. CAS000004 for Storm Water discharges. The PCSP outlines LID and hydromodification steps that can be used to decrease runoff generated by the project and improve stormwater quality. These modifications include creation of bio swales, biofiltration units, and stormwater planters. The project includes stormwater retention and two vegetated swales as stormwater treatment measures. Furthermore, all storm drain pipes associated with the project would be designed to meet drainage standards outlined in Section 10 of the City’s Design Criteria and Procedures Manual, which states that the size of storm drain pipes and basins must be

adequate to avoid flooding of an streets, specifically (1) any vehicle lane within arterial roads, and (2) the center 12 feet of major collector streets in a 100-year storm.

The project's drainage system includes post-treatment diversion of flows into existing culvert crossings under Nelson Lane to ensure adequate flows are maintained to support flora and fauna within the riparian corridors of Auburn Ravine and Markham Ravine. Therefore, normal and low-flows that currently support the riparian corridor would not be eliminated by the project's water quality basins.

The proposed project would not substantially alter the drainage pattern of the project site, and the proposed drainage system would not increase post-project flows into the Markham Ravine and Auburn Ravine watersheds. Detention basins would be designed to ensure adequate flows are provided to support existing riparian corridors and to maintain existing drainage patterns. The proposed project would not create storm water drainage facilities which would cause significant environmental effects, therefore, this impact would be **less than significant**.

Impact 4.17-4: The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

The proposed project would increase demand for water. As shown in Table 4.17-10, the proposed project's water demand was estimated to be approximately 316 acre-feet per year at completion during normal water years. This water demand would be satisfied by a combination of surface water and groundwater provided by PCWA and NID. The total available treated water supply capacity that can be supplied by PCWA to the City under the current contract is about 20,724.2 acre-feet per year. Additionally, NID has the ability to supply the City with up to 12,000 acre-feet per year of treated water under the current contract. PCWA estimates that the existing water treatment plants have the treatment capacity for an additional 4.5 mgd of water (Tully & Young 2017).

Table 4.17-14 displays a comparison of projected water demands for the City of Lincoln, including the project site, and available water supplies. As shown in the table, projected surface water supplies and groundwater supplies are capable of serving the projected water demand through 2040 under all hydrologic conditions. The City would be served by treated surface water from PCWA and NID through 2040, as well as groundwater, non-potable water, and recycled water, as necessary. The addition of water to support the City's development into the future would be complemented with PCWA's and NID's planned infrastructure development to support increased demands. This increase in capacity would provide for surface water deliveries necessary for the full build-out of the proposed project.

Table 4.17-14
City of Lincoln Projected Water Demand

Category	Estimated Demand (af/year)					
	Current	2020	2025	2030	2035	2040
Current Customer Use	10,174	10,174	9,645	9,115	8,585	8,055
Projects Underway	0	56	250	326	334	481
Other Proposed Projects	0	2,061	3,548	5,795	8,108	10,465
GPU Land Use Growth	0	0	0	0	0	1,224
Proposed Project	0	140	285	316	316	316
Total Water Demand	10,174	12,431	13,728	15,554	17,345	20,543

Source: Tully & Young 2017

Table 4.17-15
**Total Water Supply and Demand Comparisons During Normal,
Single-Dry and Multiple-Dry Years**

Year	Projected Baseline Water Demand (AF)			Hydrologic Year Type	Water Supplies (Acre-Feet)					
	City of Lincoln	SUD-B NE Quad	Total		PCWA Supply	NID Supply	Groundwater Supply*	Recycled Water	Total Supply	Surplus
2020	12,291	140	12,431	Normal	13,239	12,000	2,854	3,300	31,393	18,962
				Single Dry	9,929	12,000	2,523		24,452	12,021
				Multiple Dry	12,577	12,000	2,788		27,365	14,934
2025	13,443	285	13,728	Normal	15,421	12,000	3,117	3,748	34,286	20,558
				Single Dry	11,566	12,000	2,731		30,045	16,317
				Multiple Dry	14,650	12,000	3,040		33,438	19,710
2030	15,237	316	15,553	Normal	18,335	12,000	3,472	4,381	38,188	22,635
				Single Dry	13,751	12,000	3,013		33,145	17,593
				Multiple Dry	17,418	12,000	3,380		37,179	21,627
2035	17,028	316	17,344	Normal	21,187	12,000	3,820	5,015	42,022	24,678
				Single Dry	15,890	12,000	3,290		36,195	18,851
				Multiple Dry	20,128	12,000	3,714		40,857	23,513
2040	20,226	316	20,542	Normal	25,533	12,000	4,360	6,063	47,956	27,414
				Single Dry	19,150	12,000	3,721		40,934	20,392
				Multiple Dry	24,256	12,000	4,232		46,551	26,010

Source: Tully & Young 2017

Groundwater would provide 10% of the project's annual water demands during normal years. The proposed project and planned growth would account for an increase in groundwater pumping by approximately 1,100 acre-feet by 2040. Within the City's service area, the project-related increase in groundwater use would be counter balanced or exceeded by concurrent reductions in agricultural groundwater use. Groundwater elevations for the past 25 years have

not decreased considerably in western Placer County, and have actually risen in several locations. Groundwater pumping is not expected to change significantly from current use and the Subbasin is anticipated to be able to continue to provide for supplemental and emergency groundwater demand for the City (Tully & Young 2017).

Furthermore, part of the project's water demands can be met with recycled water. Demand for recycled water for the proposed project is estimated to be about 17 acre-feet before including system losses (Tully & Young 2017). The City's General Plan Policy PFS-2.4 requires industrial, commercial, recreational users, and roadway landscaping to use reclaimed water when this is deemed feasible by the City. The SUD-B NEQ General Development Plan (GDP) specifies that in areas where irrigation is required, the irrigation system should be designed to maximize efficiency and limit or eliminate use of potable water. The GDP further notes that all components of the project's irrigation system will need to comply with City and State requirements for recycled water as the irrigation water source will ultimately be a municipal recycled water source (when available).

The proposed project has been prepared to be consistent with all applicable goals and policies in the General Plan. The project also complies with the City's policy requiring new development to use the best available technologies for water conservation. The Specific Plan observes this requirement by promoting sustainable building and design strategies to help conserve water, including water efficient irrigation systems, low flush toilets, low flow showerheads and other conservation measures. The Specific Plan also includes measures to reduce water use through low water use landscaping. As the proposed project would have sufficient water supplies to meet project water demands, a **less than significant impact** would occur.

Water Cumulative Impacts

As PCWA will be the main provider of surface water supply for the project area, this cumulative analysis considers total increases in demand for treated surface water supply within PCWA's service area. The General Plan is used as a basis for understanding cumulative water distribution system impacts.

The proposed project would contribute to cumulative increases in demand for treated water and water distribution needs. This demand for treated water will be provided by PCWA and NID, alongside groundwater and recycled water supplies. Projected water supplies to meet project water demands are shown in Table 4.17-15.

In order to adequately determine the ability for the City to supply water to serve the project, it is important to consider the City's projected water demand for existing, approved and future development. The City's existing and projected water demands are displayed in Table 4.17-14.

The City of Lincoln’s 2015 UWMP states that approximately 37,000 acre-feet of water per year will be necessary for the City of Lincoln at full buildout of its General Plan (City of Lincoln 2016).

This demand is expected to be met primarily with PCWA water supplies. However, the SUD-B NEQ WSA estimates that the City will only need to receive 18,000 acre-feet of water per year from PCWA to meet demands. In addition to this, the City will receive about 12,000 acre-feet of treated water per year from NID. It is estimated that only 5,300 acre-feet of water will be necessary from NID supplies at maximum through 2040. The City estimates that it will only supply 10% of its water demands with groundwater resources during normal years, in compliance with its groundwater management goals (Tully & Young 2017).

Water Supply Sufficiency Analysis

The Sufficiency Analysis provided by the SUD-B NEQ WSA determined that there will be a sufficient supply of groundwater, PCWA and NID treated water, and total sufficiency of water supply on a cumulative basis. This analysis considered existing and planned future uses of the North American Subbasin by Western Placer County and Eastern Sutter County. Uses considered by these users include normal year usage, emergency usage, and long-term average use. Groundwater users in Western Placer County include the cities of Lincoln and Roseville, PCWA, and California American Water Company. However, the City of Roseville, California Water Service Company, and PCWA do not utilize groundwater supplies at present because PCWA already provides a large amount of water supplies to these customers. Due to this, the City of Lincoln also limits groundwater use to 10% of water demands. Furthermore, the Western Placer Groundwater Management Plan will help conserve groundwater levels into the future. Private agricultural users also account for less than 5% of total agricultural water supplies, and occasionally use groundwater. However, this use is minimal, as PCWA is able to provide for most of this agricultural water demand. As urbanization occurs, agricultural use of groundwater is likely to decrease over time. No major changes in groundwater pumping trends are predicted to occur during dry years in Western Placer County. Groundwater users that use the North American Subbasin in Eastern Sutter County include the Natomas Central Mutual Water Company (NCMWC) and the South Sutter Water District (SSWD). NCMWC possesses a Groundwater Management Plan that has kept groundwater levels relatively stable. Furthermore, NCMWC has rights and entitlements to over 120,000 acre-feet of surface water per year from the Sacramento River, and groundwater is only used by private users to supplement surface water supplies. SSWD water customers primarily use private wells for water supplies, and supplement this source with surface water resources. Both NCMWC and SSWD use rice as their primary crop, which has a high water demand. As urbanization occurs in the area or if there is a shift toward different crop types, groundwater usage will decrease in these areas (Tully & Young 2017).

The City of Lincoln is not likely to significantly increase its groundwater use in the future, as it possesses sufficient surface water supplies and has limited agricultural uses. In addition to this,

with the implementation of the 2014 Sustainable Groundwater Management Act (SGMA), groundwater usage will be reduced. An analysis of future groundwater uses within the City's SOI was completed for the 2008 General Plan Update EIR. As groundwater is primarily used in this region by agricultural users to supplement PCWA raw water supplies, this was used as a base assumption to estimate future groundwater demands. It was assumed that groundwater is used to meet 12% of the water demand for crops annually by these users under both existing and future conditions. The estimated existing and future crop use of water supplies were calculated using existing and projected acreages for different crop types, then applying water demand factors. The total existing water use for crops in the City's SOI was estimated to be 33,595 acre-feet/year and the total future water use was estimated to be 8,052 acre-feet/year at full buildout. After applying the 12% groundwater supply to these estimates, the existing use of groundwater within the City's SOI is 4,000 acre-feet/year and future use of groundwater within this area is about 1,000 acre-feet/year for agricultural uses. This would account for an approximately 3,000 acre-feet/year decrease in groundwater usage at full build-out of the General Plan. However, this does not include estimated groundwater usage for the new urban land uses that some agricultural lands will be converted into, which will account for approximately 10% of total water demand (Tully & Young 2017).

The estimated total groundwater use of the City at full build-out is about 1,600 acre-feet/year. This results in an a total decrease in groundwater usage of approximately 2,400 acre-feet/year, after accounting for the 3,000 acre-feet/year decrease in irrigated agricultural use of groundwater. As the groundwater elevations beneath the City and its SOI have remained relatively stable, and it is projected that groundwater usage will decrease by about 2,400 acre-feet/year in the future, it can be expected that groundwater levels will remain stable into the future after accounting for cumulative projected groundwater usage. Furthermore, increased groundwater management and monitoring by groundwater users of the North American Subbasin and increased urbanization would further ensure the stability of groundwater levels in this Subbasin (Tully & Young 2017).

PCWA and NID Normal, Single-Dry, and Multiple-Dry Year Sufficiency Analysis

The City of Lincoln 2015 UWMP and PCWA 2015 UWMP state that approximately 37,000 acre-feet of water per year will be available for the City of Lincoln at build-out. However, the City estimates that it will only need about 18,000 acre-feet of water per year at maximum at build-out. This water can be delivered by PCWA and meet demands through 2040. NID will also supply approximately 12,000 acre-feet of water per year, although only 5,300 acre-feet of water will be necessary from NID supplies at maximum through 2040 (Tully & Young 2017).

Table 4.17-15 shows a comparison between projected water demands for the project site and the City of Lincoln and projected water supplies for normal, single-dry and multiple-dry years from all water supply sources. Projected water demands and supplies are based on projected projects associated with the City's General Plan.

During single-dry and multiple-dry years, a reduced water supply may occur from PCWA and NID sources. Because of this, it is possible that PCWA supplies received by the City could be reduced during single-dry years, but no reduction would likely occur during multiple-dry years. NID water supplies may be reduced during dry years. However, as water supplies were not reduced in 2015, the driest year in California history, the City does not expect that NID water supplies will be reduced in single-dry or multiple-dry years. In order to supplement for lost water supplies during dry years, the City will use its groundwater resources, but will maintain a long-term annual average groundwater pumping rate of 10% (Tully & Young 2017).

In summary, the City's water supplies are expected to meet projected project demands during normal, single-dry, and multiple-dry years both for the project site and for future planned projects within the City's SOI through the year 2040, when full build-out of the General Plan is predicted. If water demand reduction is necessary, however, the City is capable of reducing its water demands by 25% (Tully & Young 2017).

Water Treatment and Distribution

As PCWA and NID expect to develop water delivery infrastructure alongside acquisition of water assets, the demand for treated water from new development of residential, commercial and industrial areas can be adequately met. If the planned PCWA infrastructure improvements included above in section 4.17.4.2 are finished, then water distribution issues will only include the completion of the Phase 3 pipeline, which will provide the City with an additional 5 mgd of water delivery capacity (Tully & Young 2017). This pipeline is currently scheduled for development. Delivery systems for this treated water demand will be supplied by PCWA and NID and funded by fees collected by the water agencies and the City's potable water connection fees.

The City's two water treatment plants owned by PCWA are expected to have enough capacity to meet the City's future treated water demand. As stated above, the water treatment facilities have about 4.5 mgd of unused capacity that the City possesses rights to. PCWA is also constructing a new water treatment facility and water transmission system. This new water treatment plant can be expanded to meet projected water needs (Tully & Young 2017).

Furthermore, NID and the City are planning to open a new water treatment plant that could serve the project site. The expected capacity of the facility is 17,500 acre-feet of water per year, or approximately 16 mgd (City of Lincoln 2016).

Metering stations and connections to the City’s existing treated water supply system will need to be constructed to meet future water demands. These improvements will need to go through the project-level CEQA environmental review process and have the potential to cause the following impacts:

- Exposure of soils to erosion and loss of topsoil during construction;
- Surface water quality (cumulative impact);
- Construction-related air emissions;
- Construction and operations-related noise impacts;
- Visual and/or light and glare impacts;
- Loss of protected species and their habitats;
- Conversion of existing agricultural lands or resources;
- Fisheries (cumulative impact); and
- Exposure to pre-existing listed and unknown hazardous materials contamination.

Developer agreements and water agency fees would fund necessary water storage facilities and water transmission facilities as necessary. As these improvements are outlined in the 2050 General Plan and will be paid for through these agreements, it can be assumed that these improvements would occur according to General Plan build-out.

The City’s existing supplies, consisting of PCWA and NID water deliveries, groundwater, and recycled water, are adequate to serve the project and the future projected water demands of the City. Therefore, the project impact to water supplies is **less than significant**.

Impact 4.17-5: The proposed project would 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.

The proposed project would increase demand for wastewater treatment. As shown in Table 4.17-11, the proposed project would generate 0.561 mgd of wastewater requiring treatment at the WWTRF. The WWTRF has the capacity to treat dry weather flows of 4.2 mgd at a minimum, and is limited to treat 3.3 mgd of wastewater under its NPDES permit. The WWTRF currently treats an average daily dry weather flow of 2.4 mgd. Adequate capacity is available at the WWTRF to accommodate the project’s increase in demand for wastewater treatment (Frayji 2016b).

Because adequate capacity is available at the WWTRF to serve the project, this is considered a **less than significant impact**.

Impact 4.17-6: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

The proposed project would increase solid waste generation in the City of Lincoln during project construction and operation. Using the solid waste generation rates shown in Table 4.17-17, it is estimated that during project construction approximately 12,696 tons of solid waste would require disposal. As construction would be occurring over a 20 year buildout, the amount of construction-related solid waste would be approximately 634.8 tons/year (1.74 tons/day) at maximum. The WRS� has a permitted capacity of 1,900 tons of solid waste per day (WPWMA 2015). As the landfill typically receives 638 tons per weekday on average, this allows for a remaining capacity of approximately 1,262 tons of solid waste per day. Therefore, the project's construction waste would contribute 0.14% of the landfill's permitted capacity. As this is a minimal contribution, the WRS� would have adequate landfill capacity for construction debris. In addition to construction waste, the project would generate about 15.18 tons per day of solid waste during operation, which leaves the WRS� capacity at approximately 1,246.82 tons per day.

Furthermore, all solid waste would be delivered first to the MRF for sorting to capture recyclable materials prior to disposal at the WRS�. The MRF has a permitted processing capacity of 2,200 tons per day of solid waste and has an existing use of 1,116 tons per weekday (WPWMA 2015).

The proposed project is expected to generate 15.18 tons per day of solid waste during operation. This is 0.7% of the total daily capacity of the MRF, and about 1.4% of the total unused capacity of the MRF, and therefore would not exceed the capacity of the MRF. Over 30% of the City's solid waste is diverted at the MRF through the City's comprehensive recycling program. Without this diversion, the project would contribute 0.8% of the WRS�'s daily maximum permitted amount and about 1.2% of its remaining capacity per day during project operation. This would not cause the maximum permitted use capacity of the WRS� to be exceeded (WPWMA 2015). With the 30% diversion rate included, the project would divert approximately 4.55 tons per day of solid waste and therefore generate approximately 10.63 tons per day during operation. The City also includes green waste collection for residents and commercial entities that would divert organic waste during project operation. Construction waste would also be sorted and recyclable materials would be separated at the MRF. This would further reduce the contribution of construction waste to the WRS�. Therefore, the project's solid waste demands during construction and operation would not exceed the capacity of the WRS� and the impact is **less than significant**.

**Table 4.17-17
Projected Solid Waste Generation for Proposed Project**

Land Use	Number of Units/ Square Feet/Acres	Generation Rate	Solid Waste Generated (lbs/day)	Solid Waste Generated (tons/day)	Solid Waste Generated w/ Diversion
Residential	430 units	7.23 lbs/day/ dwelling unit	3,108.9 lbs/day	1.41017332	0.987 tons/day
Commercial	3,036,132 sf	1 lb/100 sf/day	30,361.32	13.7716631	9.640 tons/day
Total Amount per Day			33,470.22	15.18183642	10.626 tons/day
Total Amount per Year			12,216,630.3 lbs/year	5,541.3702933 tons/year	3,878.49 tons/year

Source: City of Lincoln 2008b

Impact 4.17-6: The proposed project will comply with federal, state, and local statutes and regulations related to solid waste.

The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste during project construction and operation. Solid waste collection would be provided by the WPWMA and disposal would be provided at the WRS�. The WPWMA provides recycling and waste disposal services to Placer County and the cities of Roseville, Rocklin, and Lincoln. The City provides 90-gallon cans for solid waste collection at curbside which is then taken to the WRS� by the intersection of Athens Avenue and Fiddymment Road. The WPWMA also accepts household hazardous waste at its Permanent Household Hazardous Waste Collection Facility on Fiddymment Road, about 3.3 miles southwest of the project site (WPWMA 2015).

The WPWMA has prepared a Waste Acceptance Policy for its WRS� that was last revised in December 2003. The policy outlines requirements for disposal at the WRS� according to its Solid Waste Facility Permit. The WRS� is permitted as a Class II and Class III facility. The WRS� only accepts municipal solid waste and other special wastes that are not hazardous wastes or designated wastes. The policy describes special wastes that are acceptable to be disposed of in the WRS� according to its permit and applicable statutes and regulations (WPWMA 2003). These statutes and regulations include those discussed in Section 4.17.2, Relevant Plans, Policies, and Ordinances.

The proposed project is not expected to generate any waste that is different from those generated by typical residential, commercial, and park uses, the project is expected to comply with the WPWMA Waste Acceptance Policy and other applicable statutes and regulations governing solid waste disposal.

In addition to this, the proposed project would follow the City of Lincoln Solid Waste Reduction Program (SRRE) solid waste diversion requirement and the California Integrated Waste Management Act (AB 939) solid waste diversion requirements. Businesses, schools, government entities and multi-family housing of five or more units that generated four or more cubic yards of waste per week are required to comply with AB 341 requirements for recycling (City of Lincoln 2017a). Furthermore, AB 1826 Chesbro (Chapter 727, Statutes of 2014) requires businesses and multi-family housing of five or more units that generate 4 cubic yards or more of organic waste as of January 1, 2017 to recycle their organic waste. All businesses and multi-family housing of five or more units that generate 4 cubic yards or more of total solid waste would be required to follow this requirement from January 1, 2019 onward (City of Lincoln 2017b).

The proposed project is required to comply with these policies. Therefore, this impact is **less than significant**.

4.17.5 Mitigation Measures

No potentially significant impacts related to public utilities have been identified. Therefore, no mitigation measures are required.

4.17.6 Level of Significance After Mitigation

Project impacts are less than significant and do not require mitigation.

4.17.7 Cumulative Analysis

Impact 4.17-7: The proposed project would result in less-than-significant cumulative impacts to public utilities.

The effects of the proposed project, when considered with other projects in the region, would result in a cumulative impact to public utilities. Specifically, present and probable future projects in the vicinity of the proposed project are anticipated to increase demands on treated water supplies and infrastructure, wastewater treatment needs, and solid waste disposal, which could affect the capacity of existing facilities that serve the City and potentially necessitate improvements or expansion of these facilities which could result in environmental impacts. The cumulative impact analysis for water supply and infrastructure is described above in Section 4.17.4, along with the water supply impact analysis for the project, and is therefore not included below.

The WWTRF service area is considered the cumulative context for wastewater impacts. As the proposed project would drain into the Markham Ravine and Auburn Ravine watersheds, these watersheds comprise the cumulative context for stormwater impacts. Cumulative solid waste

impacts are considered for solid waste services in the WRSL's service area, which includes unincorporated Placer County and the Cities of Lincoln, Rocklin, and Roseville.

Water Supply Cumulative Impacts

Impact 4.17-4 discusses proposed project cumulative impacts on water supply and finds that there is an adequate water supply when considering the proposed project and projected demand.

Water Treatment Cumulative Impacts

Impact 4.17-4 discusses proposed project cumulative impacts on water treatment. The City's two water treatment plants owned by PCWA are expected to have enough capacity to meet the City's future treated water demand. PCWA is also planning a new water treatment facility and water transmission system that would serve the City. Furthermore, NID's proposed water treatment plant would provide treated water directly to the City. In combination, existing and future water treatment facilities would be sufficient to meet treated water demands on a cumulative basis. Therefore, a less than significant cumulative impact would occur.

Wastewater Cumulative Impacts

As the WWTRF will be the main wastewater treatment facility for the project area, this cumulative analysis will consider total increases in demand for wastewater treatment within the WWTRF's service area. The WWTRF's service area includes the City of Lincoln, City of Auburn, and parts of Placer County. The proposed project is expected to contribute to cumulative increases in wastewater generation. The City's 2050 General Plan describes the wastewater collection system that is planned to meet projected wastewater collection buildout demands.

Expansion of the current WWTRF may be necessary to accommodate future wastewater treatment demands. All future projects that would be served by the WWTRF would be expected to contribute development fees toward expansion of the WWTRF and other wastewater facilities. In the case that expansion occurs, potential environmental impacts may include ground disturbance impacts, noise impacts, water and air quality impacts and impacts to cultural and natural resources. Any impacts tied to the WWTRF's daily operation would not differ substantially from current operational conditions. The WWTRF will still be required to follow applicable state, federal, and local water quality regulations. This includes standards set forth by the RWQCB, which will ensure water quality impacts and impacts to aquatic resources remain minimal.

The proposed project would comply with project development outlined in the City's General Plan and General Plan EIR, and would contribute a minimal portion of the WWTRF's current wastewater treatment capacity. As discussed in Impact 4.17-1 and Impact 4.17-2, the proposed project would generate an average of 0.561 mgd of wastewater, which is not considered a substantial contribution

to the WWTRF. As the proposed project would not contribute to an exceedance of wastewater treatment capacity in existing facilities that would necessitate the construction or expansion of existing facilities, a less than significant cumulative impact would occur.

Stormwater Cumulative Impacts

The proposed project would include the construction of seven water quality detention basins, two vegetated swales, and a system of stormwater inlets, collector drains, and trunk lines that would support stormwater runoff from the project site. Other projects within the vicinity of the project site that would also be located within the watersheds of Auburn Ravine and Markham Ravine include the Village 5 Specific Plan project and Independence at Lincoln project. These projects would be supported by infrastructure in their project areas that would carry stormwater flows within their project site and resulting from their project. As individual projects within the City would be responsible for contributing fees to fund City stormwater facility improvements and would consider capacity of City infrastructure to support stormwater flows from their project, it is unlikely that this project would contribute to a cumulatively considerable impact on stormwater and drainage facilities within the City. Therefore, a less than significant cumulative impact would occur.

Solid Waste Cumulative Impacts

The proposed project would utilize the MRF and WRS� for solid waste sorting and disposal, and therefore contribute to cumulative increases in demand for services at these facilities. These facilities serve unincorporated Placer County, the City of Lincoln, City of Rocklin, and City of Roseville. Population within these areas is expected to grow within the next 30 years, accounting for an increase in residential, commercial, industrial, and construction waste to be sorted at the MRF and disposed of at the WRS�. The WRS�'s permit extends until 2042 and the WPMA's 2007 capacity study shows that the WRS� has enough capacity to support anticipated development until 2042. As described in section 4.17.4.2, the proposed project would not generate considerable solid waste contributions to the WRS�. The proposed project would generate 15.18 tons/day, which is 1.2% of the WRS�'s remaining capacity per day. This would not result in a substantial reduction of the WRS�'s capacity or lifetime. The proposed project would contribute approximately 1.4% of the total unused capacity of the MRF. In combination with other anticipated projects served by the MRF and WRS�, these increases would be a very minimal input to the cumulative contribution to the solid waste facilities.

Furthermore, individual projects within the WPWMA's service area would be required to pay fees to account for additional demands on WPWMA facilities due to the project. As revenue would be generated to finance necessary services and facilities in proportion to project demand, the cumulative contribution of individual projects would be minimal. Because the contribution of

solid waste to the WRSL and MRF resulting from the proposed project would not be cumulatively considerable, this is a less than significant cumulative impact.

Conclusion

Project impacts, when considered with past, present, and foreseeable future projects, would result in a cumulative impact to public utilities that is **less than significant**.

4.17.8 References

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CHAPTER 5 CEQA CONSIDERATIONS

5.1 INTRODUCTION

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. This chapter discusses the significant environmental effects that cannot be avoided if the proposed project is implemented, significant irreversible environmental changes that would result from implementation of the proposed project, growth-inducing impacts of the proposed project, a discussion of cumulative impacts, and (5) alternatives to the proposed project (evaluated in Chapter 6, Alternatives).

5.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project, including significant and unavoidable impacts, are discussed in the technical sections contained in Chapter 4, Environmental Analysis, of this Draft EIR. Significant and unavoidable impacts are also listed below:

Impact 4.1-5 The project, in combination with other development, would cumulatively degrade the existing visual character or quality of the site and its surroundings.

Impact 4.2-1 The project would 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

Impact 4.2-4 The project would have a cumulative effect on agriculture and forestry resources

Impact 4.3-1 The project would violate an air quality standard or contribute substantially to an existing or projected air quality violation

Impact 4.3-2 The project would result in a cumulatively considerable new increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold emissions which exceed quantitative thresholds for ozone precursors)

Impact 4.3-5 The project would have a cumulative effect on air quality resources

Impact 4.7-1 The project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

Impact 4.7-2 The project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Impact 4.7-3 The project would have a cumulative effect on greenhouse gas emissions.

Impact 4.15-7 The project would have a cumulative effect on traffic and/or circulation resources

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL IMPACTS

Section 15126.2 (c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental change that would be caused by the proposed project. Generally, a project would result in significant irreversible changes if:

- The primary and secondary impacts would generally commit future generations to similar uses (such as highway improvement that provides access to a previously inaccessible area);
- The project would involve a large commitment of nonrenewable resources (CEQA Guidelines Section 15126.2(c));
- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The project would involve a large commitment of nonrenewable resources; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the proposed project would result in the long-term commitment of resources of the project site to urban land use. The development of the proposed project would likely result in or contribute to the following irreversible environmental changes:

- Conversion of undeveloped land. Approximately 198 acres of undeveloped land would be converted to urban uses, thus precluding other alternate land uses in the future.
- Irreversible consumption of energy and natural resources associated with the future use of the site.

Development of the proposed project would result in the commitment of the project site to urban development, thereby precluding other uses for the lifespan of the project. Restoration of the site

to pre-developed conditions would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and fossil fuels. Wood products, asphalt, and concrete would be used in construction along with gas and diesel fuel. With respect to operational activities, compliance with all applicable state and local building codes, as well as mitigation measures, planning policies, and standard conservation features, would ensure that resources are conserved to the maximum extent possible. The project would incorporate a number of sustainable practices that reduce the consumption of energy. Nonetheless, construction activities related to the proposed project would result in irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels, natural gas, and gasoline and diesel for automobiles and construction equipment.

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by environmental accidents associated with the project. While the project would result in the use, transport, storage, and disposal of minor amounts of hazardous materials during project construction and operation, as described Section 4.8, Hazards and Hazardous Materials, all such activities would comply with applicable local, state and federal laws related to the use, storage and transport hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage. The project itself does not include any uniquely hazardous uses that would require any special handling or storage. Further, the project does not contain any industrial uses that would use or store acutely hazardous materials.

Implementation of the proposed project would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts include the use of non-renewable and/or slowly renewable natural and energy resources, such as lumber and other forest products and water resources during construction activities. Operations associated with future uses would also consume natural gas and electricity. These irreversible impacts, which are unavoidable consequences of urban growth, are described in detail in the appropriate sections of this Draft EIR (see Chapter 4).

5.4 GROWTH INDUCING IMPACTS

As required by Section 15126.2(d) of the CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, the stimulation of

economic activity within the region, or the establishment of policies or other precedents that directly or indirectly encourage additional growth. Under CEQA, this growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth would be considered a significant impact if it can be demonstrated that the potential growth, directly or indirectly, significantly affects the environment.

In general, a project could foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, or a change in zoning or General Plan amendment approval), or economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion). These circumstances are further described below.

- **Elimination of Obstacles to Growth:** This refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.
- **Economic Effects:** This refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the “multiplier effect.” A “multiplier” is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

Limitations on Analysis of Growth Inducement

Under the provisions of SB 375, an EIR prepared for a residential or mixed-use residential project that is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area a sustainable communities strategy (SCS) “is not required” to discuss growth inducing impacts, or any project specific or cumulative impacts from cars and light-duty truck trips on global warming, or on the regional transportation network (Pub. Res. Code, § 21159.28, subd. (a); Gov. Code, § 65080, subd. (b)(2)(I)).

The SPA is designated as a Developing Community in the 2016 MTP/SCS. This is consistent with the project, which would develop areas contiguous with the existing urban area at densities consistent with the General Plan. Therefore, Section 21159.28(a) would apply. Nevertheless, the following informational discussion is provided.

Elimination of Obstacles to Growth

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect, though not necessarily a significant one. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

Removal of Infrastructure Limitations or Provision of Capacity

The elimination of physical obstacles to growth is considered a growth-inducing effect, though not necessarily a significant one. For example, the expansion of infrastructure that would allow additional growth to occur.

The proposed project includes sizing of on-site infrastructure to serve development approved under the project. The project site is immediately adjacent to the SR 65 to the south, which would preclude development immediately south of the site; and Markham Rive and Lincoln Airport just to the north of the project site would preclude inducing growth to the north. Development of on-site infrastructure to accommodate the project would not be considered growth inducing because planned development essentially surrounds the site under the remainder of the SUD-B Northeast Quadrant Specific Plan and Village 5 Specific Plan area to the east. To the south east is a developed area currently served by the City of Lincoln (City), so the connection to existing City infrastructure to serve the project site would not induce growth in this area. The Project would potentially include construction of a signal at Nelson Road and Nelson Lane. However, this is a programmed improvement (in the City's capital improvement program) and is not currently constraining additional development. Due to the location of the project site, the proposed project would not eliminate any constraints that are currently obstacles to growth in this portion of the City that would hasten development of this area.

Economic Effects

The proposed project would affect the local economy by the construction of new residences that would encourage people to live in Lincoln and would help encourage people to stay in the City to take advantage of proximity to local shops, restaurants, and other amenities in nearby downtown.

Additional local employment can be generated through the multiplier effect, as discussed previously in this chapter. The multiplier effect tends to be greater in regions with larger, diverse economies due to a decrease in the requirement to import goods and services from outside the region. Project

construction would generate jobs over the life of the project, and would generate total labor income and tax revenues to the City and the region.

Two different types of additional employment are tracked through the multiplier effect. *Indirect* employment includes those additional jobs that are generated through the expenditure patterns of direct employment associated with the project. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

The multiplier effect also calculates *induced* employment. Induced employment follows the economic effect beyond the expenditures of the residents within the project area to include jobs created by the stream of goods and services necessary to support residences within the proposed project. When a manufacturer buys or sells products, the employment associated with those inputs or outputs are considered *induced* employment.

For example, when an employee of the project goes out to lunch, the person who serves the employee lunch holds a job that is *indirectly* related to the proposed project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered *induced* employment.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees and residents who support the employees of the project. The project includes nearly 900,000 square feet of commercial space that would generate future employees and tax revenues to the City and the region.

Increased future employment generated by employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the City, Placer County, and beyond.

Impacts of Induced Growth

The growth induced directly and indirectly by the proposed project could contribute to the environmental impacts, discussed in Chapter 4, in the City and the County, as well as the greater regional area. Any such environmental effects, however, are too diffuse and speculative to predict or describe with any particularity.

Indirect and induced population growth in the City would further contribute to the loss of open space and agricultural land because it would encourage the conversion of undeveloped land to urban uses for additional housing and infrastructure. However, it is assumed this new growth

would occur within areas of the City designated and zoned for development, per the City’s 2050 General Plan land use diagram. Again, however, the particular open space that might get converted cannot be predicted with any particularity.

In summary, although the proposed project can be said to induce growth, the consequences of such growth-inducement are too speculative to predict and thus cannot be said to contribute meaningfully to any significant environmental effect. Growth-inducing effects are **less than significant**.

5.5 ENERGY USAGE AND CONSERVATION

Appendix F of the California Environmental Quality Act (CEQA) Guidelines requires that EIRs discuss the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy, to ensure that energy implications are considered in project-related decision-making processes. As such, this section analyzes the energy impacts of the proposed project. This analysis considers the electricity, natural gas, and transportation fuel (petroleum) demand of the proposed project, as well as the potential service delivery effects of the projected energy demand.

Pacific Gas and Electric (PG&E) is the electric service provider in Placer County. The electric power supply grid within Placer County is part of a larger supply network operated and maintained by PG&E that encompasses the entire northern California region. However, PG&E produces some of its own power and purchases some of its electricity through the Independent System Operator, which in turn obtains electricity from a number of companies that operate power plants throughout the Western Grid. Natural gas service in the proposed project area is also provided by PG&E. PG&E provides underground electric and natural gas service within all new subdivisions in the City of Lincoln according to City requirements (although the construction or reconstruction of overhead distribution facilities is periodically required to supply the underground circuits within new developments).

Guidelines for the Determination of Significance

Appendix F does not prescribe a threshold for the determination of significance. Rather, Appendix F focuses on reducing and minimizing inefficient, wasteful, and unnecessary consumption of energy. Therefore, for the purpose of this EIR, a significant impact to energy would result if the proposed project would:

1. Result in the wasteful and inefficient use of nonrenewable resources during its construction.
2. Result in the wasteful and inefficient use of nonrenewable resources during long-term operation.
3. Be inconsistent with adopted plans and policies.

Impact Analysis

Energy Consumption

Electricity – Construction Use

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers and heating, ventilation, and air conditioning) would be provided by PG&E. Electrically powered hand-tools would also be used during construction. The vast majority of the energy used during construction would be from petroleum (described below). The electricity used for construction activities would be temporary and negligible; therefore, impacts would be **less than significant**.

Electricity – Operational Use

For residential and nonresidential land uses, California Emissions Estimator Model (CalEEMod) version 2016.3.1 was used to estimate electricity consumption for the proposed project. The proposed project scenario includes revised energy and natural gas use factors per the 2016 Title 24 standards which require a reduction for new residential and nonresidential uses of 28% and 5% over the 2013 standards, respectively (CEC 2015). The operational electricity use for the proposed project is presented in Table 6.6-1.

Table 5-1
Estimated Electrical Demand – Operation

Land Use Type	Estimated Electrical Demand (kWh per year)
General Office Building	3,508,390
General Light Industry	852,000
Motel	1,317,250
Single Family Housing	3,705,170
Free-Standing Discount Superstore	2,149,200
Regional Shopping Center	4,090,640
Total	15,622,650

Notes: kWh = kilowatt-hour
See Appendix B for detailed results.

As shown above, the proposed project is estimated to have a total electrical demand of 15,622,650 kWh per year. Notably, compliance with California’s 2016 Title 24 Energy Efficiency Standards would generally promote energy efficiency of structures during operation of the project. The proposed project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to proposed project under the California Green Building Standards Code. Since these standards are updated periodically with more stringent

conservation requirements, additional updates and associated building energy use reductions would occur over the span of Specific Plan buildout. As such, the annual electricity use estimates described above would be conservative. Prior to project approval, the City would ensure that the proposed project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Although electricity consumption would increase due to the implementation of the proposed project, minimum efficiency standards for household appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings would ensure that the proposed project would not use energy in a wasteful manner. General Plan Policy OSC-3.14 would require the City to include energy planners and energy efficiency specialists in appropriate pre-application discussions with the applicant and developers to identify the potential for solar orientation and energy efficient systems, building practices and materials. For these reasons, the electricity consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be **less than significant**.

Natural Gas – Construction Use

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under “Petroleum.” Any minor amounts of natural gas that may be consumed as a result of proposed project construction would be temporary and negligible and would not have an adverse effect; therefore, impacts would be **less than significant**.

Natural Gas – Operational Use

Natural gas would be directly consumed throughout operation of the proposed project, primarily through building heating. As described above and consistent with electricity use, the proposed project’s natural gas use from the residential and nonresidential land uses was estimated using CalEEMod. Table 6.6-2, Estimated Natural Gas Demand, shows the estimated natural gas use (in therms per year) for the proposed project during operation.

Table 5-2
Estimated Natural Gas Demand – Operation

Land Use Type	Estimated Natural Gas Demand (Therms per year)
General Office Building	54,838
General Light Industry	17,800
Motel	50,044
Single Family Housing	99,653
Free-Standing Discount Superstore	20,124
Regional Shopping Center	38,303
Total	280,762

Note: See Appendix B for detailed results.

As shown above, the proposed project is estimated to use 280,762 therms of natural gas per year. As with electricity demand, natural gas demand calculation for the proposed project assumes compliance with Title 24 standards for 2016. This estimate is conservative, since these standards are updated periodically with more stringent conservation requirements and additional updates and associated building energy use reductions would occur over the span of Specific Plan buildout. Notably, compliance with California’s Title 24 Energy Efficiency Standards would generally promote energy efficiency of structures during operation of the project. The proposed project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to proposed project under the California Green Building Standards Code. Prior to project approval, the City would ensure that the proposed project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Although natural gas consumption would increase due to the implementation of the proposed project, minimum efficiency standards for household appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings would ensure that the proposed project would not use energy in a wasteful manner. Therefore, natural gas consumption impacts would be **less than significant**.

Petroleum – Construction Use

Petroleum would be consumed throughout construction of the proposed project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and vehicle-miles travelled (VMT) associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would vendor trucks involved in hauling building materials. Construction workers would travel to and from the project area throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the project area in gasoline-powered vehicles.

There are no unusual proposed project characteristics or construction processes that would require the use of equipment that would be more energy intensive than that used for comparable activities, or equipment that would not conform to current emissions standards (and related fuel efficiencies).

Heavy-duty construction equipment of various types would be used during each phase of construction. CalEEMod was used to estimate construction equipment usage, and results are included in Appendix B. Based on that analysis, over all phases of construction, diesel-fueled construction equipment would operate for an estimated 161,500 hours, as summarized in Table 6.6-3, Hours of Operation for Construction Equipment.

**Table 5-3
Hours of Operation for Construction Equipment**

Phase	Hours of Equipment Use
Phase 1C	34,290
Phase 1A and 1B	49,940
Phase 2B	34,290
Phase 2A	25,500
Phase 2C	17,480
Total	161,500

Source: Appendix B.

Fuel consumption from construction equipment was estimated by converting the total CO₂ emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Construction is estimated to occur in the years 2018–2024 based on the construction phasing schedule. The conversion factor for gasoline is 9.13 kilograms per metric ton CO₂ per gallon (kg/MT CO₂/gallon) and the conversion factor for diesel is 10.35 kg/MT CO₂/gallon (The Climate Registry 2016). The estimated diesel fuel usage from construction equipment is shown in Table 6.6-4, Construction Equipment Diesel Demand.

**Table 5-4
Construction Equipment Diesel Demand**

Phase	Pieces of Equipment	Equipment CO ₂ (MT)	kg/CO ₂ /Gallon	Gallons
Phase 1C	33	697.10	10.35	67,353.11
Phase 1A and 1B	33	963.48	10.35	93,090.16
Phase 2B	33	680.24	10.35	65,724.03
Phase 2A	33	521.43	10.35	50,379.96
Phase 2C	33	358.87	10.35	34,673.68
Total				311,220.95

Sources: Appendix B (pieces of equipment and equipment CO₂); The Climate Registry 2016 (kg/CO₂/gallon).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram

Fuel consumption from worker and vendor trips are estimated by converting the total CO₂ emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline fueled, and vendor vehicles are assumed to be diesel fueled. It was assumed that soils would be balanced on-site and that haul trucks would not be required during construction.

Calculations for total worker and vendor fuel consumption are provided in Table 6.6-5, Construction Worker Vehicle Gasoline Demand; and Table 6.6-6, Construction Vendor Truck Diesel Demand, respectively.

**Table 5-5
Construction Worker Vehicle Gasoline Demand**

Phase	Trips	Vehicle CO ₂ (MT)	kg/CO ₂ /Gallon	Gallons
Phase 1C	275,915	1,508.33	9.13	165,206.30
Phase 1A and 1B	297,385	1,573.85	9.13	172,382.75
Phase 2B	212,135	1,026.33	9.13	112,412.92
Phase 2A	40,540	186.64	9.13	20,442.51
Phase 2C	44,850	200.90	9.13	22,004.88
Total				492,449.36

Sources: Appendix B (construction worker CO₂); The Climate Registry 2016 (kg/CO₂/gallon).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram

**Table 5-6
Construction Vendor Truck Diesel Demand**

Phase	Trips	Vehicle CO ₂ (MT)	kg/CO ₂ /Gallon	Gallons
Phase 1C	110,700	1,435.84	10.35	138,728.35
Phase 1A and 1B	106,375	1,428.64	10.35	138,033.02
Phase 2B	86,100	1,083.51	10.35	104,687.43
Phase 2A	13,920	172.06	10.35	16,624.04
Phase 2C	16,800	206.69	10.35	19,970.03
Total				418,042.87

Sources: Appendix B (construction vendor CO₂); The Climate Registry 2016 (kg/CO₂/gallon).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram

As shown in Tables 6.6-4 through 6.6-6, the proposed project was estimated to consume approximately 1,221,713 gallons of petroleum during the construction phase. By comparison, California's consumption of petroleum is approximately 74.9 million gallons per day (EIA 2017a). Based on these assumptions, approximately 191 billion gallons of petroleum would be consumed in California over the course of the construction period. Construction of the proposed project would, therefore, equate to 0.0006% of the total amount of petroleum that would be used statewide during the course of the construction period. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Further, the petroleum consumed related to project construction would be typical of construction projects of similar types and sizes and would not necessitate new petroleum resources beyond what are typically consumed in California. Therefore, because petroleum use during construction would be temporary and minimal and would not be wasteful or inefficient, impacts would be **less than significant**.

Petroleum – Operational Use

During operation, the majority of fuel consumption resulting from the proposed project would involve the use of resident, visitor, and employee motor vehicles traveling to and from the project area. Petroleum fuel consumption associated with motor vehicles traveling to and from the project area is a function of the VMT as a result of proposed project operation. As shown in Appendix B, the annual VMT attributable to the proposed project is expected to be 55,777,413 VMT per year. Similar to the construction worker and vendor trips, fuel consumption is estimated by converting the total CO₂ emissions from each land use type to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 89.3% of the fleet range from light-duty to medium-duty vehicles and motorcycles are assumed to run on gasoline. The remaining 10.7% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses/motor homes and are assumed to run on diesel.

Calculations for annual mobile source fuel consumption are provided in Table 6.6-7, Mobile Source Fuel Consumption – Operation. Mobile sources from the proposed project would result in approximately 2,285,594 gallons of gasoline per year and 233,835 gallons of diesel consumed per year beginning in 2025. By comparison, California as a whole consumes approximately 27.3 billion gallons of petroleum per year (EIA 2017a). Operation of the proposed project would equate to 0.009% of the total amount of annual petroleum that would be used statewide.

Table 5-7
Mobile Source Fuel Consumption – Operation

Fuel	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Gasoline	20,867.48	9.13	2,285,594.24
Diesel	2,420.20	10.35	233,835.39
Total			2,519,429.63

Sources: Appendix B (mobile source CO₂); The Climate Registry 2016 (kg/CO₂/gallon).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram.

It should be noted that over the lifetime of the proposed project, the fuel efficiency of the vehicles being used by the residents, visitors, and employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project area during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, the California Air Resources Board (CARB) has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and greenhouse gas (GHG) emissions into a single coordinated package of standards. The approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emissions vehicles in California (CARB 2013). Additionally, in response to Senate Bill 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 7% by the year 2020

and 16% by the year 2035 for light-duty passenger vehicles in the Sacramento planning area. This reduction would occur by reducing VMT through the integration of land use planning and transportation (SACOG 2016). As discussed in detail in Section 4.7, Greenhouse Gas Emissions, the proposed project would not introduce substantial population and employment growth that is not accounted for under the City's General Plan or the *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy* because in developing projections for the region, the Sacramento Area Council of Governments (SACOG) grouped SUD-B and plan area Village 5 growth projections together. Additionally, the proposed project would meet City of Lincoln policies including promoting alternative methods of transportation (i.e., use of bicycles, neighborhood electric vehicles [NEVs], and pedestrian walkways), which would also support the goals of SB 375 to reduce VMT.

In summary, although the proposed project would increase petroleum use during operation, the use is a small fraction of the statewide use and due to efficiency increases would diminish over time. Additionally, the inclusion of on-site walking/bicycling trails and other resident-serving amenities helps ensure that petroleum-based fuels are not inefficiently consumed. Given these considerations, the petroleum consumption associated with the proposed project would not be considered inefficient or wasteful and therefore would result in a **less than significant impact**.

Demand on Local and Regional Energy Supply

Electricity

As described previously, the proposed project would involve minimal use of electricity during construction. The proposed project was estimated to use 15,622,650 kWh per year of electricity during its operational phase. In 2015, PG&E supplied approximately 85,988.6 million kWh of electricity to customers (CEC 2016a). The project would implement design features, described previously under Energy Consumption: Electricity: Operational Use, to minimize its demand for electricity through the use of enhanced building energy efficiency standards. Implementation of the proposed project would not result in the inefficient or wasteful consumption of electricity and the resultant increase in energy demand would not exceed the available capacity of PG&E. Therefore, impacts would be **less than significant**.

Natural Gas

As described previously, the proposed project would use a negligible amount of natural gas during construction. The proposed project was estimated to use 280,762 therms of natural gas per year during its operational phase. In 2015, PG&E supplied 4,408.3 million therms of natural gas to customers (CEC 2016b). The proposed project would result in a minimal increase in natural gas consumption and would implement design features to minimize its demand for natural gas through the compliance with enhanced building energy efficiency

standards. In summary, the proposed project's demand would not have a significant impact on the local utility; therefore, it would result in a **less than significant impact**.

Petroleum

The proposed project would increase the use of petroleum relative to existing conditions at the project site. During the construction phase, it is anticipated that the proposed project would consume approximately 1,221,713 gallons of petroleum during the construction phase. This amount is approximately 0.0006% of the total amount of petroleum that would be used statewide during the course of the construction period. During operation, the increase in number of vehicles traveling to and from the project site would result in petroleum consumption of approximately 2,285,594 gallons of gasoline per year and 233,835 gallons of diesel consumed per year beginning. This equates to 0.009% of yearly gasoline use throughout the state. Notably, the United States produces approximately 622.7 million gallons of petroleum per day, amounting to 227.3 billion gallons per year (EIA 2017b). The increase in petroleum attributable to the proposed project would be negligible relative to petroleum production in the United States alone. Additionally, policies are in place at the state and federal level to increase fuel efficiency over time. Increasing efficiency of vehicles over the lifetime of the project is also anticipated to result in incremental reductions in the project's operational fuel use.

For the reasons described above, the proposed project's energy use falls well within local and regional energy supplies. Regarding petroleum, fuel economy and use of alternative modes of transportation are expected to increase over time, and even without such reductions in future petroleum use, the petroleum use associated with the proposed project would be negligible relative to current use and production. Therefore the proposed project would not create a significant demand on petroleum supplies or require substantial additional petroleum services capacity. Impacts would be **less than significant**.

5.6 REFERENCES

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CHAPTER 6 ALTERNATIVES

6.1 INTRODUCTION

The purpose of the alternatives evaluation in an Environmental Impact Report (EIR), as stated in Section 15126.6(c) of the California Environmental Quality Act (CEQA) Guidelines, is to ensure that “[t]he range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects” identified under the proposed project. Pursuant to CEQA Guidelines, Section 15126.6, an analysis of alternatives to the project is presented in this Draft EIR to provide the public and decision makers with a range of possible alternatives to consider. The CEQA Guidelines state that an EIR shall describe a *reasonable* range of alternatives that would avoid or substantially lessen any significant effects of the project, but need not consider every conceivable alternative. The CEQA Guidelines further state that “the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (CEQA Guidelines, Section 15126.6(b)). Therefore, an EIR must describe a range of reasonable alternatives to the proposed project (or to its location) that could feasibly attain most of the basic objectives of the project. The feasibility of an alternative may be determined based on a variety of factors, including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines, Section 15126.6(f)(1)).

Alternatives in an EIR must be potentially feasible (CEQA Guidelines, Section 15126.6(a)). Agency decision makers ultimately decide what is “actually feasible.” (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal. App. 4th 957, 981 (CNPS).) Under CEQA, “feasible” is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines, Section 15364). The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509; *CNPS, supra*, 177 Cal. App. 4th at p. 1001; *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166.) Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

An EIR need not evaluate the environmental effects of alternatives in the same level of detail as the proposed project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project. The alternatives discussion is intended to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives as listed in Chapter 3, Project Description, and in this chapter of this Draft EIR.

The lead agency's decision making body, in this case the Lincoln City Council, has the discretion to select a project alternative in lieu of the project. If this were to occur, the City Council would need to ensure that the level of detail included in the alternatives analysis is adequate and that there would not be any new or significant impacts as a result of selecting the alternative. The required Findings of Fact and Mitigation Monitoring and Reporting Plan (MMRP) would need to be prepared that identifies the alternative as the project selected for approval. It is anticipated that if one of the project alternatives is selected, the mitigation measures identified for the project would not change and would still be required and, depending on the alternative selected, may require additional mitigation measures where impacts are more severe than the project.

This chapter identifies the proposed project objectives, describes the project alternatives, and evaluates the comparative effects of the alternatives relative to the proposed project. As required under Section 15126.6(e) of the CEQA Guidelines, the environmentally superior alternative is identified and included at the end of this chapter.

6.1.1 Project Objectives

Pursuant to CEQA Guidelines, Section 15124(b), a clear statement of project objectives is required. The objectives and goals of the proposed project are as follows:

- Establish a Specific Plan for the roughly 186-acre area that provides a mix of commercial, residential and recreational land uses consistent with the City of Lincoln Goals and Policies in a way that enhances the local area.
- Implement the SUD-B Land Use Plan identified in the Lincoln 2030 General Plan.
- Maintain consistency with the Placer County Airport Land Use Compatibility Plan.
- Provide for excellent mobility, efficiency, and sustainability in an economically feasible and attractive smart-growth community.
- Provide infrastructure to support the proposed land use plan.
- Assure orderly growth in a logical manner with adequate public services.

6.1.2 Alternatives Considered but Dismissed from Further Consideration

As noted previously, the purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives.

6.1.2.1 Off-Site Alternative

An EIR should consider whether any of the significant effects of the project would be avoided or substantially reduced by putting the project in another location. In addition, the lead agency must determine the feasibility of an off-site alternative.

As discussed in *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553 (*Goleta II*), where a project is consistent with an approved general plan, no off-site alternative need be analyzed in the EIR. The EIR “is not ordinarily an occasion for the reconsideration or overhaul of fundamental land-use policy.” (*Goleta II, supra*, 52 Cal.3d at p. 573.) In approving a general plan, the local agency has already identified and analyzed suitable alternative sites for particular types of development and has selected a feasible land use plan. “Informed and enlightened regional planning does not demand a project EIR dedicated to defining alternative sites without regard to feasibility. Such ad hoc reconsideration of basic planning policy is not only unnecessary, but would be in contravention of the legislative goal of long-term, comprehensive planning.” (*Goleta II, supra*, 52 Cal.3d at pp. 572-573.)

The City of Lincoln General Plan designates the two northerly project parcels as Special Use District B and the two southerly parcels are designated as Low Density Residential (see **Figure 4.10-1**). The General Plan considers development within the City’s sphere of influence, and has identified a series of Villages and Special Use Districts. General Plan buildout of these planning areas is analyzed in the General Plan EIR (SCH # 2005112003). The project site includes a portion of Special Use District B. The proposed project development, as discussed in Section 4.10, is consistent with the General Plan. In addition, the development of the remaining portion of Special Use District, outside of the project boundary, has been considered along with the buildout of Village 5 in the EIR for the Village 5 and Special Use District B Specific Plan (SCH # 2014052071).

Therefore, in consideration of the principles above, and the analysis contained in the City of Lincoln General Plan EIR and Village 5 Specific Plan EIR, an alternative location has not been considered further in this EIR.

6.1.2.2 Reduced Density Alternative

A reduction in the number of housing units would reduce (although perhaps not to a level that is less than significant), significant impacts related to transportation, air quality, and greenhouse gases. Under the provisions of SB 375, an EIR prepared for a residential or mixed-use residential project that is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the Sustainable Communities Strategy (SCS) prepared by the Sacramento Area Council of Governments (SACOG) is not required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project as part of its alternatives analysis (PRC Section 21159.28 (b)). As discussed in Section 4.10, the project is consistent with the SCS, and therefore a reduced density alternative is not considered further in this EIR.

6.1.2.3 Wetlands Avoidance Alternative

The project site contains approximately 14 acres of wetlands and waters of the U.S. (see Section 4.4). The majority of the wetlands, approximately 10 acres, which occur outside of the two ravines, would be removed by project activities. Loss of wetlands would require mitigation, in the form of off-site replacement per Mitigation Measure BIO-3. An alternative was considered that would preserve the wetlands on-site. However, a review of the wetland delineations prepared for the project site (included in Appendix C) show that the wetlands are distributed throughout the project site, making construction infeasible. Therefore this alternative is not considered further in this EIR.

6.1.2.4 Farmland Preservation Alternative

Conversion of Important Farmland is identified as a significant and unavoidable impact. Acquisition of Agricultural Easements, per mitigation measure AG-1, would reduce the impacts to farmland, but not to a less-than-significant level. Because this impact is primarily a result of the presence of Prime Farmland in the southernmost portion of the project site, an alternative was considered that would avoid this farmland. This alternative was rejected as infeasible for the following reasons:

1. Access to this site is on the west side, through the Peery property. Development of the remaining project would effectively cut off access to this site, limiting its use for agricultural production. Access on the eastern end would require construction of a bridge, or culvert and access road, over Auburn Ravine, and access through the adjoining private property. This would increase impacts to Auburn Ravine, even if access rights could be negotiated.
2. The resulting agricultural area would be a narrow triangular shaped field located between SR 65 and existing residences. As an isolated site, this configuration would be difficult for efficient

farming. Land use conflicts with existing residential development to the north, and future development to the west could have negative effects on farming operations.

3. The farmland area is currently within the City limits, identified by the General Plan for residential development, and zoned for residential development. Continued farming of this area would conflict with implementation of the General Plan.

This alternative is therefore not considered further in this EIR.

6.1.2.5 Northern Commercial Alternative

The northern half of the project site – the Gill property – is divided into commercial land uses on the western side (Nelson Lane) and residential uses on the east. The southern half (Peery property) is similarly divided between commercial uses on the western half, and residential on the east. There is a narrow open space buffer, but potential noise impacts may occur due to the proximity of these land uses, requiring mitigation. Concentrating all commercial uses on the northern half would reduce noise conflicts within the project, and could potentially make circulation and access easier (less mixing of residential and commercial traffic). However, this would require development of residential land uses within the C1 airport compatibility zone. Residential development in this area may exceed allowable noise exposure levels (55 dBA CNEL) and may exceed allowable residential densities. Therefore, this alternative was not considered further in this EIR.

6.2 ALTERNATIVES CONSIDERED IN THIS EIR

This section provides a description of the alternatives to the proposed project analyzed in this Draft EIR and evaluates how specific impacts differ in severity from those associated with the project. For purposes of this analysis, the potentially significant impacts identified under the alternatives analysis are assumed to be mitigated through compliance with mitigation measures identified in Sections 4.1 through 4.17 included in Chapter 4, which contains the environmental analysis of the proposed project.

The project alternatives identified herein address the significant impacts (before mitigation) identified for the project including traffic and air emissions associated with project construction. Thus, the alternatives developed for the project contemplate a less dense project with fewer units to address these impacts as well as a higher density alternative that can support a mixed use component. In many instances, the impacts are virtually identical to the proposed project and are described as such.

This Draft EIR has incorporated a reasonable range of project alternatives that, collectively, attain a majority of the project objectives in a reasonable manner while reducing the severity of the significant impacts (before mitigation) identified under the proposed project.

The alternatives to the proposed project analyzed in this Draft EIR are:

Alternative 1: No Project

Alternative 2: Expanded Park Alternative

6.2.1 Alternative 1: No Project Alternative

6.2.1.1 Basis for Consideration

An EIR alternatives analysis must include the “no project” alternative to allow decision makers to compare the impacts of approving the proposed project with the impacts of *not* approving the proposed project (CEQA Guidelines Section 15126.6(e)(1)). The no project discussion will follow one of two lines of analysis: (1) where the project includes a change to a land use plan or policy (including zoning), what kind of development would reasonably be expected to occur under existing plans and considering available infrastructure and services; or (2) if no development would occur (the “no build” alternative), what would the effects be of the project site remaining in its existing state, compared to the circumstances if the proposed project were approved. As the proposed project is consistent with the planning designations for the project site, the first line of analysis (development consistent with existing plans) would not offer a meaningful comparison. Therefore, the “no project” alternative is considered the “no build” scenario.

The southernmost portion of the project site is currently within the City and zoned low density residential, and could theoretically be developed without annexation of the SUD-B site and approval of a specific plan. However, this portion of the project site cannot easily be developed without development of the adjacent SUD-B area, due to the need to extend roadway and make a second connection for emergency and evacuation access, and the need to create a looped potable water system. Therefore, development of this area is not considered in the “no project” alternative.

6.2.1.2 Description

Under the No Project Alternative, no development would occur on the project site. The site would remain in its current condition

6.2.1.3 Comparative Analysis of Environmental Effects

The No Project/No Development Alternative would produce no changes on the project site, because the site would remain in its current condition, effectively eliminating those project impacts described in Chapter 4 of the EIR (see Table 6-1). Regarding significant and unavoidable impacts, there would be no cumulative change in the visual setting, no conversion of farmland to urban uses, no air emissions or GHG emissions associated with project operation, and no cumulative increase in vehicle traffic.

6.2.1.4 Relationship to Proposed Project Objectives

The No Project Alternative would not achieve any of the project objectives.

6.2.2 Alternative 2: Expanded Park Alternative

6.2.2.1 Basis for Consideration

The proposed project does not include adequate park acreage to serve the future project residents on-site. As noted in Impact 4.14-1, the proposed project provides 4 acres of on-site active recreation, compared to 9 acres needed. The project applicant can pay fees to fund off-site recreation, as described in Mitigation Measure REC-1. This would reduce the impact to less than significant. As an alternative, the project could include additional active recreation facilities on-site.

6.2.2.2 Description

Under the Expanded Park Alternative, an additional 5-acre park would be constructed on-site. This would require either a reduction in commercial acreage, or increased residential densities in other portions of the project site to maintain the 430 residential units in the proposed project.

6.2.2.3 Comparative Analysis of Environmental Effects

The Alternative would avoid the potentially significant recreation impact by providing additional active recreation park land within the project site. No other impacts would be avoided or substantially reduced.

6.2.2.4 Relationship to Proposed Project Objectives

The No Project Alternative would not conflict with any of the project objectives.

6.3 COMPARISON OF ALTERNATIVES

Table 6-1 shows the potentially significant environmental effects of the proposed project, prior to implementation of mitigation measures, compared to the potential effects of the project alternatives. If a project alternative would have new or substantially greater impacts than the proposed project, this is also noted in the table.

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Expanded Parks
<i>Aesthetics</i>			
4.1-4. The project would potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	S	LS	S

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Expanded Parks
4.1-5. The project, in combination with other development, would cumulatively degrade the existing visual character or quality of the site and its surroundings.	S	LS	S
<i>Agricultural Resources</i>			
4.2-1. The project would convert Prime Farmland and 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.	S	LS	S
4.2-4. The project, in combination with other development, would cumulatively result in the conversion of Important Farmland to non-agricultural uses.	S	LS	S
<i>Air Quality</i>			
4.3-2. The project operational emissions would exceed air quality standards.	S	LS	S
4.3-5. The project would result in a cumulatively considerable new 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 threshold emissions which exceed quantitative thresholds for ozone precursors).	S	LS	S
<i>Biological Resources</i>			
4.2-1. The project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	S	LS	S
4.4-2. The project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	S	LS	S
4.4-3. The project would 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.	S	LS	S
4.4-4. The project would interfere with the movement of 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.	S	LS	S
4.4-5. The project would conflict with local policies or ordinances protecting biological resources, such as a tree preservation ordinance.	S	LS	S
4.4-7. The effects of the proposed project, when considered with other projects in the region, would result in a cumulative impact to grassland, oak woodland and riparian habitat.	S	LS	S
<i>Cultural Resources</i>			
4.5-2. The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	S	LS	S

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Expanded Parks
4.5-3. The project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	S	LS	S
4.5-4. The project could disturb human remains, including those interred outside of formal cemeteries.	S	LS	S
4.5-5. The effects of the proposed project, when considered with other projects in the region, could result in a cumulative impact to cultural resources.	S	LS	S
<i>Geology and Soils</i>			
4.6-3. The project would 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.	S	LS	S
4.6-4. The project would potentially be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	S	LS	S
<i>Greenhouse Gas Emissions</i>			
4.7-1. The project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	S	LS	S
4.7-2. The project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	S	LS	S
4.7-3. The effects of the proposed project, when considered with other projects in the region, would result in a cumulative impact related to greenhouse gas emissions.	S	LS	S
<i>Hazards and Hazardous Materials</i>			
4.8-5. The project could result in a safety hazard for people residing or working in the project area due to an airport land use plan.	S	LS	S
<i>Hydrology and Water Quality</i>			
4.9-1: The project would potentially violate water quality standards or waste discharge requirements.	S	LS	S
4.9-3: The project could 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.	S	LS	S
4.9-4: The project could 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.	S	LS	S
4.9-8: The project could place within a 100-year flood hazard area structures which would impede or redirect flood flows.	S	LS	S
4.9-9. The effects of the proposed project, when considered with other projects in the region, could result in a cumulative impact to hydrology and water quality.	S	LS	S

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Expanded Parks
<i>Land Use and Planning</i>			
4.10-2. The project could conflict with an 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.	S	LS	S
<i>Noise</i>			
4.11-1. The project would result in 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.	S	LS	S
4.11-3. The project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	S	LS	S
4.11-4. The project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	S	LS	S
4.11-7. The project would have a cumulative effect on noise resources.	S	LS	S
<i>Recreation</i>			
4.14-2. The project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	S	LS	LS
4.14-3. The effects of the proposed project, when considered with other projects in the region, would result in a cumulative impact to recreation.	S	LS	LS
<i>Traffic and Circulation</i>			
4.15-1: The project would 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.	S	LS	S
4.15-7. The effects of the proposed project, when considered with other projects in the region, would result in a cumulative impact to traffic and circulation.	S	LS	S

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines require that an EIR identify the environmental superior alternative (Section 15126.6 (e)(2)). If the environmentally superior alternative is the “No Project” Alternative, the EIR must identify an environmentally superior alternative from among the other alternatives. As shown in Table 6-1, the No Project Alternative is the environmentally superior alternative. Therefore, the Expanded Park Alternative is considered the environmentally superior alternative.

CHAPTER 7 LIST OF PREPARERS

7.1 CITY OF LINCOLN

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7.2 DUDEK

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7.3 SUBCONSULTANTS

DKS Associates – Traffic

ALH Urban and Regional Economics – Urban Decay

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CHAPTER 8 RESPONSES TO COMMENTS

8.1 COMMENTS ON THE DRAFT EIR

Table 8-1, below, lists the persons, organizations, and public agencies that commented on the Draft EIR during the review period.

**Table 8-1
Comments on the Draft EIR**

Letter ID	Name of Commenter	Organization or Agency (if applicable)	Date
A	Public Hearing	Individuals (3)	10/17/2018
B	Jordan Hensley	Central Valley Regional Water Quality Control Board	11/05/2018
C	Monique Wilber	California Department of Conservation	11/06/2018
D	Kevin Yount	Caltrans District 3	11/13/2018
E	Katie Blondie	Individual	11/13/2018
F	Jason Reed, PE	Frayji Design Group	11/13/2018
G	Lozano Smith Attorneys at Law	Western Placer Unified School District	11/13/2018

8.2 RESPONSES TO COMMENTS

Each comment received is reproduced in the following section. Responses to environmental issues raised in the comments are provided after each comment letter.

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Comment Letter A

SUD-B Northeast Quadrant Specific Plan Draft EIR Hearing
Lincoln Planning Commission
October 17, 2018

1. Albert Sheiber
 - a. The EIR does not adequately address the lack of open space. The City had set a goal of 40%. | A1-1
 - b. The EIR does not adequately address police and fire service. The City has proposed forming a CSD [community service district] to address the existing shortfall in service. | A1-2

2. Carrie Lanza
 - a. Where is the 5-acre multifamily residential option located? | A2-1

3. Kathleen Grover
 - a. Concerned with public service impacts. Police, fire, and schools do not presently serve the community. | A3-1

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Response to Comments Received at Public Workshop (Letter A)

Public Workshop, Planning Commission October 17, 2018

A1-1 Commenter states that the EIR does not adequately address open space, including the City's 40% goal for open space.

The City's goal for open space to comprise 40% of the gross land area applies to the planning of Villages, such as Village 5 to the southwest of the project site. Special Use Districts are subject to the open space policies of the General Plan Open Space and Conservation Element. As discussed on pages 4.14-5 through 4.14-6 of the Draft EIR, per General Plan Policy OSC-7.1, the project must provide 14 acres of recreational space: 9 acres of active recreation and 5 additional acres of open space. The proposed project would exceed the open space requirement (providing 22.6 acres compared to 5 required), but would have a park deficit of 5 acres, which would be mitigated with payment of in-lieu fees to support construction of recreational facilities in adjacent developments or development of citywide/regional park facilities (Mitigation Measure REC-1).

A1-2 Please see comment E3 for response regarding police and fire services.

A2-1 The commenter requests the proposed location of the 5-acre Multi-Family Option. The Multi-Family Option is described on page 3-10 of the Draft EIR. It includes an option to convert 5 acres of the 11.7 acres of commercial land north of Markham Ravine (Planning Area 1) to be developed as multifamily residential.

A3-1 Please see comment E3 for response regarding police and fire services. Additionally, see all responses to Comment Letter G for response regarding school services.

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Comment Letter B



Central Valley Regional Water Quality Control Board

5 November 2018

Steve Prosser
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

CERTIFIED MAIL
7018 1830 0001 0062 2902

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, SUD-B NORTHEAST QUADRANT SPECIFIC PLAN PROJECT, SCH# 2015042008, PLACER COUNTY

Pursuant to the State Clearinghouse's 28 September 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Draft Environment Impact Report for the SUD-B Northeast Quadrant Specific Plan Project, located in Placer County.

B-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

B-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

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the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

B-2
Cont.

B-3

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(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

B-3
 Cont.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

B-4

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

B-5

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

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¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

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drainage realignment, the applicant is advised to contact the Department of Fish and Wildlife for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

B-6
Cont.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

B-7

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

B-8

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

B-9

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

B-10

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

SUD-B Northeast Quadrant
Specific Plan Project
Placer County

- 6 -

5 November 2018

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

B-10
Cont.

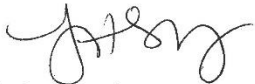
NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

B-11

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.



Jordan Hensley
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comment Letter B

Central Valley Regional Water Quality Control Board

Jordan Hensley

November 5, 2018

- B-1** Introduction. No response necessary.
- B-2** Commenter describes the regulatory setting for the CVRWQCB comments on the Project. The regulatory setting includes the Basin Plan and the Antidegradation Policy for water quality. The letter notes that the environmental document should consider impacts to both surface and groundwater quality. The EIR assesses these impacts in Section 4.9 (pages 4.9-1 – 4.9-54) and finds that the impacts would be less than significant with implementation of Mitigation Measures HYD-1 through HYD-3.
- B-3** Commenter describes construction storm water general permit. Responsible Agencies are listed in Section 3.6 of the Draft EIR. Potential permits associated with Hydrology and Water Quality necessary to implement the project are discussed in Section 4.9 of the Draft EIR. The project applicant will obtain coverage from the nationwide permit, and prepare a Storm Water Pollution Prevention Plan.
- B-4** Commenter describes the MS4 permits. In order to satisfy the requirements of the MS4 requirements, the project applicant will utilize BMPs and Low Impact Development measures in compliance with the Small MS4 Permit, as described in Section 4.9 of the Draft EIR.
- B-5** Commenter describes the Industrial Storm Water General Permit, order No. 97-03-DWQ. The proposed land use plan (Figure 3-4) does not include industrial uses so the proposed project is not subject to these requirements.
- B-6** Commenter describes the Clean Water Act Section 404 Permit and Section 401 Water Quality Certification. As noted in Section 4.4 of the Draft EIR, the project will impact Waters of the United States, including vernal pools, seasonal wetlands, an irrigation pond, and various swales, drainages, and ditches. A CWA Section 404 Permit will be required. As noted in Section 4.9 of the Draft EIR, The proposed project would require a Section 401 water quality certification in conjunction with the CWA Section 404 permit.

- B-7** Commenter describes Waste Discharge Requirements that apply to projects that only affect non-jurisdictional Waters of the State. As noted in Comment B-6, the proposed project is anticipated to affect both Waters of the United States and Waters of the State, so the applicant must apply for Section 404 and 401 permits. The Section 401 permit is a State water quality certification the project complies with all applicable water quality standards, limitations, and restrictions, so no additional WDRs are required.
- B-8** The commenter describes dewatering permits. As described in Section 4.9 of the Draft EIR, the project site could have shallow/perched groundwater, so securing coverage under the General Order for Dewatering and Other Low-Threat Discharges to Surface Waters (CVRWQCB Order R5-2013-0074, as amended) could be required in the event that dewatering discharges would be necessary during construction activities. The current Limited Threat General Order is R5-2016-076/NPDES Permit No. CAG995002.
- B-9** The commenter describes regulatory compliance for commercially irrigated agriculture. The project site will not be used for commercially irrigated agriculture, so these permits do not apply.
- B-10** The commenter describes Low or Limited Threat General NPDES Permit, which applies to construction dewatering discharged to Waters of the United States. See Comment B-8 for discussion on dewatering permits.
- B-11** The commenter describes the NPDES permit, required if proposed project discharges could affect the quality of surface waters of the State. As described in Section 4.9, the project does not propose new point sources of discharge. The proposed residential and commercial land uses will discharge into a small municipal separate storm sewer system (MS4) and will comply with the Small MS4 Permit requirements.



California
**Department of
Conservation**
Land Resource Protection

Comment Letter C

801 K Street, MS 14-15
Sacramento, CA 95814

T: (916) 324-0850
F: (916) 327-3430
conservation.ca.gov

November 6, 2018

Steve Prosser, AICP
Planning Manager, City of Lincoln
600 Sixth Street
Lincoln, CA 95648

RE: Placer County Important Farmland Map reclassification request, APN 021-262-035

Dear Mr. Prosser,

This letter is in response to your request to remove the above referenced parcel from the Prime Farmland and Farmland of Statewide Importance categories on the Important Farmland Map of Placer County. Your request is based on the assertion that, after the Lincoln Bypass was built, the irrigation source for the property was eliminated and the property was no longer irrigated for cattle to graze. You state that this change of land use occurred in 2010 or 2011.

In order to be removed from an irrigated farmland category (Prime, Statewide or Unique Farmland), the land has to have been out of production for three map update cycles or four years. FMMP tracks the following history of farmland to ensure that land in a crop rotational cycle is not prematurely removed from the agricultural resource base.

After examining aerial imagery of the property back to 2010, I have verified your assertion. Further, our analysts already had the area flagged as being unirrigated for two map update cycles. Therefore, as long as the property remains unirrigated, we will remove the property from the Prime Farmland and Farmland of Statewide Importance categories in our next map update. This change in designation will be reflected on the 2018 Placer County Important Farmland Map which will be completed and released at some point in the next two years since it takes our program two years to complete land use mapping of the entire state.

The new designation of the property will be Farmland of Local Importance due to the fact that the property is zoned for agriculture by county ordinance. Such lands are included in the Placer County Farmland of Local Importance definition:


“Farmlands not covered by the categories of Prime, Statewide, or Unique. They include lands zoned for agriculture by County Ordinance and the California Land Conservation Act as well as dry farmed lands, irrigated pasture lands, and other agricultural lands of significant economic importance to the County and include lands that have a potential for irrigation from Placer County water supplies.”

California Department of Conservation
Edmund G. Brown Jr., Governor | David Bunn, Director

Further, the adjacent two parcels that you mentioned in your email are also mapped as Farmland of Local Importance due to agricultural zoning. These areas will remain in that designation unless there is a change in zoning or in the Placer County Farmland of Local Importance definition.

Thank you for your interest in the Important Farmland mapping process. Please contact me at (916) 445-9411 should you have additional questions.

Sincerely,



Monique Wilber, Manager
Farmland Mapping and Monitoring Program

State of California Natural Resources Agency | Department of Conservation | Unit Name

Edmund G. Brown Jr., Governor | David Bunn, Director
conservation.ca.gov | T: (916) 323 9195 | F: (916) 445 6066

Response to Comment Letter C

California Department of Conservation

Monique Wilber

November 6, 2018

This comment letter does not discuss specific content in the Draft EIR. Farmland Reclassification of the project site is discussed in the response to Comment Letter F.

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DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3

Comment Letter D



*Making Conservation
a California Way of Life.*

November 13, 2018

GTS# 03-PLA-2018-00324
03-PLA-065 PM 15.219
SCH# 2015042008

Steve Prosser
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

SUD-B Northeast Quadrant Specific Plan

Dear Steve Prosser:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

D-1

The proposed project will construct a mixed-use village with 430 low density residential units in the eastern area of the project, 69.7 acres for commercial uses, 22.6 acres of open space, and 4 acres of park and recreation use. The project area borders the northeastern edge of SR 65 and extends west to Nelson Lane in Lincoln, CA. The following comments are based on the Draft Environmental Impact Report (DEIR) received.

Traffic Operations

The below comments are made on the *Draft Environmental Impact Report for the Special Use District B Northeast Quadrant Specific Plan* by Dudek, dated September 2018 and on Appendix G of the Specific Plan:

- 1. We request the City of Lincoln work with Caltrans and other agencies to include the future SR 65 Bypass interchanges and other SR 65 Bypass infrastructure improvements in the Public Fee Element (PFE), South Placer Regional Transportation Authority (SPRTA), and associated regional transportation plans. Project impacts are projected to

D-2

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Mr. Steve Prosser, City of Lincoln
 November 13, 2018
 Page 2

- | | |
|---|--------------------|
| <p>be less than significant with the project’s fair-share contribution towards the updated PFE and SPRTA for the future interchange.</p> | <p> D-2 cont.</p> |
| <p>2. Reference Public Fee Element (PFE) project number in the mitigation measure discussion.</p> | <p> D-3</p> |
| <p>3. Discuss Nelson Lane realignment and SR 65 at Nelson Lane interchange projects’ right-of-way preservation.</p> | <p> D-4</p> |
| <p>4. Provide SR 65 intersections’ available storage capacity, queue analysis, and project impacts to queues for all analyzed scenarios.</p> | <p> D-5</p> |
| <p>5. Include project site plan.</p> | <p> D-6</p> |
| <p>6. Provide project’s AM and PM peak hour vehicular trip generations.</p> | <p> D-7</p> |
| <p>7. Include project only AM and PM peak hour volume figure.</p> | <p> D-8</p> |
| <p>8. It is unclear how the “...plus Project” traffic volumes were derived. Typically, the “project only” traffic volumes are superimposed on top of the “no project” volumes to develop the “...plus Project” traffic volumes. Between “no project” and “...plus Project” scenarios, some intersections and/or movements experienced no change in the traffic volumes (i.e. Intersection 10 – SR 65 & Nelson Lane Existing plus Project PM peak hour volumes remained the same. Cumulative Eastbound left-turn volume is zero); and some intersections and/or movements experienced decline in traffic volumes (i.e. Intersection 14 – SR 65 SB On-Ramp & Lincoln Boulevard southbound left-turn movement); Please update traffic volumes accordingly.</p> | <p> D-9</p> |
| <p>9. Please verify project trip distribution:</p> <ul style="list-style-type: none"> a. Higher percentage of project trips are anticipated to travel west on Nicolaus Road (two-lane county road) with no freeway access versus west/north on SR 65 (freeway). b. Same percent of project trips are anticipated to travels south on Nelson Lane (two-lane county road) versus south on SR 65 (freeway). | <p> D-10</p> |
| <p>10. Verify freeway LOS and densities. Some “... plus Project” densities improve.</p> | <p> D-11</p> |
| <p>11. Table 12, Intersection 12 – SR 65 SB Ramps & Ferrari Ranch Road LOS improves from LOS E without project to LOS D with project. Please verify.</p> | <p> D-12</p> |
| <p>12. Mitigation Measures assumes significant impact at Caltrans intersections if project increases a Caltrans’ failing intersection average delays by “five seconds”. Per policy stated in page 19 of the Appendix G, project impacts are considered significant if a proposed project “Increase the average vehicle delay for a Caltrans study intersection by one second or more that is already (or projected to be) operating at an unacceptable LOS (without project).” Project impacts at SR 65 Northbound Ramps & Ferrari Ranch would be considered significant and mitigation measures and should be discussed.</p> | <p> D-13</p> |
| <p>13. Provide percent fair-share calculations for mitigation measures.</p> | <p> D-14</p> |
| <p>14. Indicate software used for LOS calculations.</p> | <p> D-15</p> |

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Mr. Steve Prosser, City of Lincoln
 November 13, 2018
 Page 3

15. Provide SR 65 intersections' excel turning movement counts, freeway (HCS) and intersection (Synchro) models, and model outputs. | D-16

16. The SR 65 CSMP was updated in 2017 and is included with these comments for reference. | D-17

Please consider the following recommendations: | D-18

1. Analyze project driveways with Nelson Lane and other major project intersections.

Traffic Forecasting and Modeling

1. On page 7 of attachment "G", The a.m peak hour is defined as the consecutive 60-minute period within the peak period (7-9 p.m). The "p.m" should be changed to "a.m" | D-19

2. Please provide the date/month/year that the existing traffic counts were conducted. | D-20

3. On Page 16, Project trip distribution adds up to only 81%. Please provide justification. | D-21

4. Please provide loaded future networks for 3 hr AM peak period, 3 hr PM peak period, and AM peak hour, PM peak hour for No-Build, Build Interim, and Full Build. | D-22

Hydraulics

Any cumulative impacts to Caltrans drainage facilities or other State facilities arising from effects of development on surface water runoff discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures. | D-23

No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans drainage facilities as a result of the project. Further, the developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained. | D-24

Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all Regional Water Quality Control Board water quality standards prior to entering the State's highway right of way or Caltrans drainage | D-25

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Mr. Steve Prosser, City of Lincoln
 November 13, 2018
 Page 4

facilities. Appropriate stormwater quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.

D-25
 Cont.

No detailed drainage plans, drawings or calculations, hydrologic/hydraulic study or report, or plans showing the "pre-construction" and "post-construction" coverage quantities for buildings, streets, parking, etc. were received with the application package. In order to adequately evaluate project impacts upon the State's right of way and Caltrans drainage facilities, we recommend that you request these documents from the project proponent and submit them for review prior to final project approval.

D-26

Any work performed within the State's highway right of way must meet all Caltrans design and construction standards and will require a Caltrans' Encroachment Permit.

D-27

Please provide our office with copies of any further actions regarding this project or future development of the property. We would appreciate the opportunity to review and comment on any changes related to this development.

D-28

If you have any question regarding these comments or require additional information, please contact David Smith, Intergovernmental Review Coordinator for Placer County, by phone (530) 634-7799 or via email to david.j.smith@dot.ca.gov.

Sincerely,

KEVIN YOUNT, Branch Chief
 Office of Transportation Planning
 Regional Planning Branch—East

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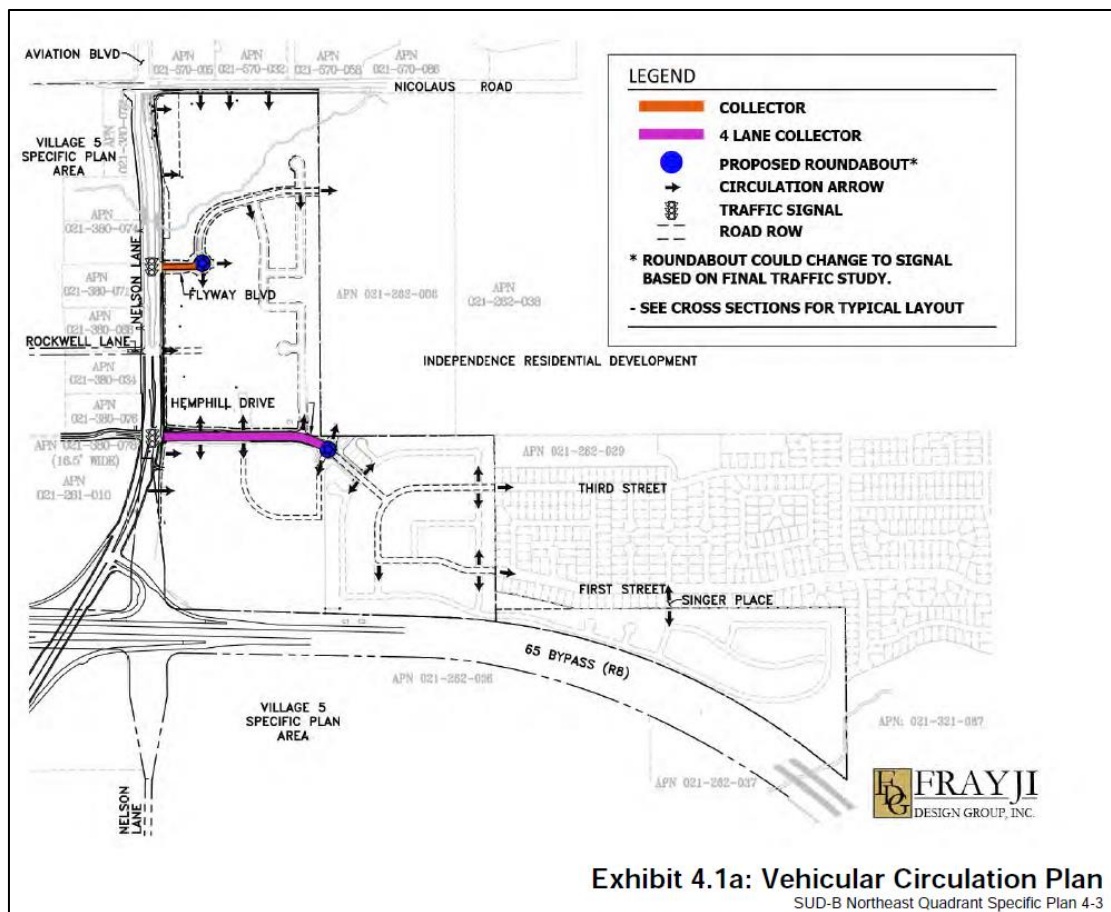
Response to Comment Letter D

Department of Transportation – District 3

Kevin Yount

November 13, 2018

- D-1** Introduction. No response necessary.
- D-2** Commenter requests that the City work with Caltrans and other agencies to include the future SR 65 Bypass interchange and associated improvements in the City Public Fee Element (PFE), South Placer Regional Transportation Authority (SPRTA) [fee], and associated regional transportation plans. Commenter notes that the project impact would be less than significant with project fair-share contribution to the interchange.
- SR 65 Bypass Interchanges are included in PFE, including Nelson Lane and Nicolaus interchanges. The City supports Caltrans and SACOG efforts to secure funding for these projects.
- D-3** Commenter asks that the PFE project number be included in the mitigation measure discussion. The PFE project numbers for highway interchanges are: SR 65 Bypass/Nicolaus Road #305, and SR 65 Bypass/Nelson Lane #306.
- D-4** Commenter asks for discussion of Nelson Lane realignment and SR 65 at Nelson Lane interchange projects' right of way preservation. The project layout has taken into consideration the need for right of way to accommodate the Nelson Lane and SR 65 interchange. Please refer to Figure 4.4-1b of the Draft Specific Plan, included below.



- D-5** Commenter asks for SR 65 intersections' available storage capacity, queue analysis, and project impacts to queues for all analyzed scenarios. Traffic impacts were analyzed at SR 65 interchanges at Nelson Lane, Ferrari Ranch Road, and Lincoln Boulevard (DEIR Table 4.15-10 on page 4.15-24). SR 65 was also analyzed between Twelve Bridges Road and Nelson Lane, including weave analysis (DEIR Table 4.15-12 on page 4.15-26). There is no substantial evidence presented by the commenter regarding a potentially significant impact that has not been analyzed in the freeway segment and intersection analysis.
- D-6** Commenter requests the project site plan. The site plan is included as Figure 3-5 of the DEIR.
- D-7** Commenter requests project's AM and PM peak hour vehicular trip generations. A revised trip generation table is provided below to show peak hour trips (this is Table 7 of the Traffic Study, and Table 4.15-8 of the EIR).

TABLE 7 (REVISED)			
PROPOSED LAND USE AND TRIP GENERATION SUD-B NORTHEAST QUADRANT			
Land Use	Trip Ends Per Unit Daily (AM 1 Hour) [PM 1 Hour]	Proposed Units Project Buildout	Estimated Trip Generation Project Buildout
Single Family	9 (0.70) [0.69] per DU	419	3,771 (293) [289]
Commercial	35 (1.41) [2.46] Per KSF	522.6	18,291 (737) [1,286]
Office	17.7 (1.23) [1.44] Per KSF	348.4	6,167 (429) [502]
Industrial (self-storage)	7.6 (0.55) [0.62] Per KSF	100.0	760 (55) [62]
Hotel	5.6 (0.30) [0.42] per Room	100	560 (30) [42]
Total Daily (AM Peak Hour) [PM Peak Hour] Project Trip Ends			29,549 (1,544) [2,180]
Approximate Percentage Internal Trips			13.5%
Approximate Resultant Internal-External Trips			25,565 (1,336) [1,886]
Note: Based on 60% Commercial and 40% Office, 0.35 FAR for Commercial and Office. Daily Trip Generation is an input to the Placer County Travel Demand Model, Peak Hour Trip Generation is Not (Peak Rates estimated using Time-of-Day Factors) Source: DKS Associates, 2015/2019.			

- D-8** Commenter requests project-only AM and PM peak hour volume figure. The project was not “layered” on top of an existing model. Project land use and roadway network were added to the Placer County Travel Demand Model (“Model”) and the Model was run to account for redistribution of travel due to new land use and roadway connections. Therefore, a project only peak hour volume figure was not created.
- D-9** Commenter states it is unclear how the “plus project” traffic volumes were derived. See response to Comment D-8 regarding the use of the Model to distribute and assign project trips.
- D-10** Commenter requests verification of project trip distribution. Percentages shown are for cumulative plus project conditions, which assume additional growth in the Lincoln Sphere of Influence and thus shifts traffic volumes onto existing minor rural roadways.
- D-11** Commenter requests verification of freeway LOS and densities. Redistribution of travel, using the Model, results in a decrease of volumes on southbound SR 65 south of Ferrari Ranch Road.
- D-12** Commenter notes that per Table 12 of Appendix G [Table 4.15-12 of the DEIR], Intersection 12 (SR 65 SB Ramps & Ferrari Ranch Road) improves from LOS E without project to LOS D with project and asks for verification. See Response to Comment D-8, Model run resulted in redistribution of trips.

D-13 Commenter notes that page 19 of Appendix G [page 4.15-19 of the DEIR], impacts to SR 65 intersections are considered significant if the project would increase delay by 1 second or more at an intersection that is already operating below standard. Commenter notes that under this criteria, impacts at SR 65 Northbound Ramps & Ferrari Ranch would be considered significant and mitigation measures and should be discussed.

In impact discussion 4.15-1, Table 4.15-13 identifies a significant impact to SR 65 Northbound Ramps & Ferrari Ranch Road (Intersection 13) during the PM peak hour since, under cumulative conditions, the project would cause an increase of 3.1 seconds at an intersection that would operate at LOS E. This particular intersection movement is not included in the summary discussion on page 4.15-44 and was not identified in Mitigation Measure TRA-5. However, the impact is identified in the discussion (Table 4.15-13), and the mitigation measure TRA-5, which is payment of the PFE fees would mitigate both the SB and NB ramps, as they are included in the PFE. This will be corrected in the Final EIR. As the intersection impact is already noted in the discussion, and no new mitigation is required, this is not considered a new significant impact, and is not “significant new information” under CEQA.

D-14 Commenter requests fair share calculations for mitigation measures. The mitigation measures, as discussed in Chapter 4.15 of the EIR, are included in the proposed PFE fee program update. The PFE fee program is scheduled to occur prior to final action on the SUD-B NE Quadrant Specific Plan. Should the SUD-B NE Quadrant Specific Plan be approved prior to approval of the updated PFE, the applicant will be required to pay fair share fees based on the City of Lincoln Public Facilities Element Fee Program Nexus Study Update Draft Report, dated November 20, 2018. The proposed PFE fee is based on planned residential units and non-residential square footage throughout the City planning area. Therefore, an ad hoc fair share calculation is unnecessary since a specific fair share calculation has been completed as part of the PFE fee program update. Please refer to PFE Fee Program Nexus Study for the project costs and fee calculations.

D-15 Commenter asks for software used for LOS calculations. Synchro V8 was used.

D-16 Commenter requests SR 65 intersections Excel turning movement counts, freeway (HCS) and intersection (Synchro) models, and model outputs. This information is not necessary to determine whether or not there is a significant impact. However, the model outputs will be provided to Caltrans under separate cover, once available.

D-17 Commenter notes that SR 65 CSMP was updated in 2017 and is included for reference. This document was not included in the comment letter received by the City.

- D-18** Commenter requests that project driveways with Nelson Lane and other major project intersections be analyzed. As shown on Figure 3-1 of the EIR, and Specific Plan Figure 4.1a, three project entries are proposed on Nelson Lane. The two main access points into the planned commercial areas would be fully signalized intersections designed to accommodate expected traffic volumes, consistent with City standards. The third access point is driveway between the major access points which is a right in and right out movement. Additional analysis of the two signalized access points will be prepared and submitted to the City as improvement plans for these development areas are completed. There was no substantial evidence during the EIR scoping process or a conclusion in the traffic analysis that these future access points would have a substantial impact on the existing environment.
- D-19** Commenter notes on page 7 [of the Traffic Study], the a.m. peak hour is defined as the consecutive 60- minute period within the peak period. The "p.m." should be changed to "a.m." Noted. The a.m./p.m is correct in the DEIR.
- D-20** Commenter requests the date that the existing traffic counts were conducted. Traffic counts were conducted in May 2015. Note that the Notice of Preparation was released in April 2015, so the traffic counts represent the proper environmental baseline under CEQA. In addition, the project analysis also used some traffic counts conducted for the Village 5 EIR between May 2013 and August 2014.
- D-21** Commenter states that on page 16 [of Appendix G], project trip distribution adds up to only 81% and asks for the justification. Please see Response to Comment D-10. This is due to accounting for internalized trips within the project.
- D-22** Commenter requests loaded future networks for 3 hour AM peak period, 3 hour PM peak period, and AM peak hour, PM peak hour for No-Build, Build Interim, and Full Build. The Placer County Travel Demand Model does not create 3 hour peak period loaded networks; only 1 hour peaks.
- D-23** Commenter notes that any cumulative impacts to Caltrans drainage facilities or other State facilities from project runoff should be minimized through drainage mitigation measures. Per impact discussion 4.9-1 and Mitigation Measure HYD-1, substantial increases in project-related storm water runoff will not be allowed.
- D-24** Commenter notes that no net increases to 100-year storm event peak discharge may be realized within the State highway right of way and/or Caltrans facilities. See Mitigation Measure HYD-1, BMPs are required, including LID measures, consistent with the comment.

- D-25** Commenter notes that the project runoff that enters the State highway right of way and/or Caltrans facilities must meet all RWQCB objectives. Per impact discussion 4.9-1 and Mitigation Measure HYD-1, all project-related runoff must comply with water quality objectives.
- D-26** Commenter notes that no detailed drainage plans or calculations were made available. Commenter requests that the City request these documents and submit them to Caltrans for review prior to project approval. The City notes that a drainage study was included as an appendix to the DEIR that was submitted to Caltrans. Detailed plans will not be completed prior to the approval of the Specific Plan, as project-level plans are not required at that point.
- D-27** Commenter notes that any work performed within the State highway right of way must meet all Caltrans design and construction standards and will require a Caltrans Encroachment Permit. Comment noted.
- D-28** Commenter requests copies of any further actions regarding this project or future development of the property. Comment noted. District 3 will be notified of future project hearings.

Comment Letter E

Audrey Nickerson

From: Steve Prosser <steve.prosser@lincolnca.gov>
Sent: Tuesday, November 13, 2018 2:08 PM
To: Brian Grattidge
Subject: FW: SUB B. District B plan draft environmental impact

Here is another

From: cowgrlkt [mailto:cowgrlkt@aol.com]
Sent: Tuesday, November 13, 2018 1:45 PM
To: Steve Prosser
Subject: SUB B. District B plan draft environmental impact

Mr. Steve Prosser,

I hope you except this letter even though its late- I'm up here helping out with the Paradise (Campfire) relief station...and I had a few minutes to myself to send this letter.

Here are my concerns regarding District B (SUD-B) Northeast Quadrant Specific plan.

- 1. Speed Tables? | E-1
- 2. Water? | E-2
- 3. Fire/ Police | E-3
- 4. How is Lincoln going to handle storm drainage on 1st street- Where the easement and outfalls going to be located? | E-4
- 5. Sound walls behind existing homes on 1st street? | E-5
- 6. What happens to the Owls that have been nesting in the proposed open property? | E-6
- 7. Does the sewer treatment plant have the capacity to such big growth? | E-7
- 8. Are the goals for Lincoln to be the next Rocklin? | E-8

Closing note:

I know its out of our control, but if there is a down turn in the economy, who is responsible for partially finished sub- division and commercial property that will sit dormant for an undisclosed amount of time, just like what happened to Ferrari Ranch? | E-9

Sincerely,
Katie Bondelie
2559 1st Street
Lincoln, Ca 95648
916-207-3993
Cowgrlkt@aol.com

Sent from my Verizon, Samsung Galaxy Tablet

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Response to Comment Letter E

Individual Commenter

Katie Blondelie

November 13, 2018

- E-1** There are no speed tables proposed within the project site. As discussed on page 4.15-45 of the Draft EIR, all new roadways would be constructed in accordance with City new roadway standards so no safety issues are anticipated.
- E-2** Impacts to water supply were discussed on page 4.17-40 through 4.17-46 of the Draft EIR and the Water Supply Assessment included as Appendix I. The impact was found to be less than significant. The comment does not provide substantial evidence that the level of impact would be substantially greater than the level of impact described in the DEIR.
- E-3** Impacts to fire and police services were discussed on page 4.13-9 through 4.13-11 of the Draft EIR. The impact was found to be less than significant. The comment does not provide substantial evidence that the level of impact would be substantially greater than the level of impact described in the DEIR.
- E-4** Proposed drainage improvements were discussed on page 4.9-46 through 4.9-48 of the Draft EIR and the Master Drainage Study included as Appendix F. The proposed drainage improvements would result in a less than significant on the City's storm drain infrastructure. The comment does not provide substantial evidence that the level of impact would be substantially greater than the level of impact described in the DEIR.
- E-5** Off-site noise impacts were discussed on page 4.11-15 through 4.11-21 of the Draft EIR. The impact was found to be less than significant and no noise barriers were warranted at the residential development on First Street. The comment does not provide substantial evidence that the level of impact would be substantially greater than the level of impact described in the DEIR.
- E-6** Impacts to wildlife on the project site were discussed in Section 4.4 of the Draft EIR. Impacts to nesting birds were found to be less than significant with implementation of Mitigation Measures BIO-2 and BIO-9. The comment does not provide substantial evidence that the level of impact would be substantially greater than the level of impact described in the DEIR.

- E-7** Impacts to the City’s sewer infrastructure and wastewater treatment capacity were discussed on page 4.17-34 through 4.17-37 of the Draft EIR. The impact was found to be less than significant. The comment does not provide substantial evidence that the level of impact would be substantially greater than the level of impact described in the DEIR.
- E-8** This comment does not address an environmental issue under CEQA. No response necessary.
- E-9** This comment does not address an environmental issue under CEQA. No response necessary.



Comment Letter F

November 13, 2018

Steve Prosser
City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, CA 95648

Subject: Comment Letter Regarding SUD-B NEQ Draft EIR

Dear Steve:

On behalf of our clients, Peery-Arrillaga and Gill Property Development, LLC, we are submitting this letter with comments to the Special Use District B, Northeast Quadrant (SUD-B NEQ) Draft EIR (DEIR). We appreciate the opportunity to provide our comments regarding the DEIR that is currently circulating for Public Review. We are pleased to see that this project is continuing forward as it has been underway for several years to reach this milestone. F-1

We understand that the City has received a letter from the California Department of Conservation indicating that the property will be removed from the Prime Farmland and Farmland of Statewide Importance categories in the next mapping update, which will be reflected on the 2018 Placer County Important Farmland Map. F-2

We are requesting acknowledgement of this information from the California Department of Conservation as the mitigation measure MM-AG-1 would therefore not be applicable. F-3

I look forward to continuing to work with you and your staff on a successful entitlement approval and subsequent annexation process. We appreciate your cooperation in addressing this item. If you require any information, please contact me at (916) 782-3000.

Sincerely,

Jason Reed, PE
Engineering Manager

Cc: Dick Peery – Peery-Arrillaga - Applicant
Chris Gill – Gill Property Development - Applicant
Brian Grattidge - Dudek
Matt Wheeler - City of Lincoln
Tony Frayji, PE – Frayji Design Group

Encl: Attachment “A” – Letter - California Department of Conservation – Dated November 6, 2018

CIVIL ENGINEERING ° PLANNING ° SURVEYING

1540 Eureka Rd, Suite 100 – Roseville, CA 95661

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Page 1 of 1



California
**Department of
Conservation**
Land Resource Protection

801 K Street, MS 14-15
Sacramento, CA 95814

T: (916) 324-0850
F: (916) 327-3430
conservation.ca.gov

ATTACHMENT "A"

November 6, 2018

Steve Prosser, AICP
Planning Manager, City of Lincoln
600 Sixth Street
Lincoln, CA 95648

RE: Placer County Important Farmland Map reclassification request, APN 021-262-035

Dear Mr. Prosser,

This letter is in response to your request to remove the above referenced parcel from the Prime Farmland and Farmland of Statewide Importance categories on the Important Farmland Map of Placer County. Your request is based on the assertion that, after the Lincoln Bypass was built, the irrigation source for the property was eliminated and the property was no longer irrigated for cattle to graze. You state that this change of land use occurred in 2010 or 2011.

In order to be removed from an irrigated farmland category (Prime, Statewide or Unique Farmland), the land has to have been out of production for three map update cycles or four years. FMMP tracks the following history of farmland to ensure that land in a crop rotational cycle is not prematurely removed from the agricultural resource base.

After examining aerial imagery of the property back to 2010, I have verified your assertion. Further, our analysts already had the area flagged as being unirrigated for two map update cycles. Therefore, as long as the property remains unirrigated, we will remove the property from the Prime Farmland and Farmland of Statewide Importance categories in our next map update. This change in designation will be reflected on the 2018 Placer County Important Farmland Map which will be completed and released at some point in the next two years since it takes our program two years to complete land use mapping of the entire state.

The new designation of the property will be Farmland of Local Importance due to the fact that the property is zoned for agriculture by county ordinance. Such lands are included in the Placer County Farmland of Local Importance definition:

"Farmlands not covered by the categories of Prime, Statewide, or Unique. They include lands zoned for agriculture by County Ordinance and the California Land Conservation Act as well as dry farmed lands, irrigated pasture lands, and other agricultural lands of significant economic importance to the County and include lands that have a potential for irrigation from Placer County water supplies."

California Department of Conservation
Edmund G. Brown Jr., Governor | David Bunn, Director

Further, the adjacent two parcels that you mentioned in your email are also mapped as Farmland of Local Importance due to agricultural zoning. These areas will remain in that designation unless there is a change in zoning or in the Placer County Farmland of Local Importance definition.

Thank you for your interest in the Important Farmland mapping process. Please contact me at (916) 445-9411 should you have additional questions.

Sincerely,



Monique Wilber, Manager
Farmland Mapping and Monitoring Program

State of California Natural Resources Agency | Department of Conservation | Unit Name

Edmund G. Brown Jr., Governor | David Bunn, Director
conservation.ca.gov | T: (916) 323 9195 | F: (916) 445 6066

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Response to Comment Letter F

**Frayji Design group, Inc.
Jason Reed, PE
November 13, 2018**

- F-1** Introduction. No comment necessary.
- F-2** The commenter noted that the City received a letter from the California Department of Conservation (Letter C) indicating that the project site will be removed from Prime Farmland and Farmland of Statewide Importance in the next mapping update because the site has not been used as irrigated farmland since 2010. The following revisions were made on page 4.2-1 of the Draft EIR to reflect the reclassification of the project site:
- The eastern half of the Peery property ~~is mostly~~ was previously categorized as Prime Farmland, with portions of Farmland of Statewide Importance, Farmland of Local Importance, and Other Land. This parcel is now separated from Prime Farmland to the south by the construction of the SR 65 Bypass. The small portion of the project site within the City of Lincoln is designated as Urban. The Division of Land Resources Protection has acknowledged that as of 2010, the farmlands on the Peery property were not used as irrigated farmland (CDOC 2018). As these lands would have been unirrigated for over four years at the time of the Notice of Preparation, April 1, 2015, they should have been identified as Farmland of Local Importance for purposed of the environmental baseline. Revised Table 4.2-1 provides acreages for the various farmland categories within the project area.

Table 4.2-1 was revised to reflect the reduction in acreage for each farmland category:

**Table 4.2-1 (Revised)
Important Farmland**

FMMP Category	Acreage
Prime Farmland	<u>22.9</u> 0
Farmland of Statewide Importance	<u>4.7</u> 0
Farmland of Local Importance	456.5 <u>181.1</u>
Other Land	5.2
Urban and Built Up Land (including existing roadways)	12.1
Total	198.4

Source: FMMP 2014, CDOC 2018

Figure 4.2-1 was revised on page 4.2-3 to reflect the map revisions noted in the letter from the Department of Conservation.

The following text was added on page 4.2-9 to reference the letter from the Department of Conservation:

- In addition, the Department of Conservation provided a letter revising the FMMP classification for the Peery property (CDOC 2018).

The following text was revised on page 4.2-10 to reflect the reduction in affected farmland:

- The project area ~~does not~~ includes ~~22.9 acres of~~ Prime Farmland ~~and 1.7 acres of~~ or Farmland of Statewide Importance, as described in Section 4.2.1. Thus, ~~the total Important Farmland on the project site is 24.6 acres.~~ The project area is comprised mainly of Farmland of Local Importance. Therefore, farmland conversion impact would be **less than significant**.

~~The 24.6 acres of Important Farmland would be converted to urban uses (residential and commercial development). Although a small portion of this land would be used open space or parks, it would be permanently converted to a non-agricultural use. This is a **potentially significant** impact.~~

The follow text was revised on pages 4.2-11 and 4.2-12 since mitigation is no longer necessary:

- ~~Mitigation measures to reduce or avoid the conversion of farmland typically focus on avoidance, restoration (typically after some temporary disturbance such as construction), delaying the conversion, or providing some form of compensation. Avoidance is not feasible, based on the location of the Important Farmland. It would essentially become an island, too small to remain economically viable. Restoration would not be possible, as the conversion would effectively be permanent. Phasing of development is often uses as a tool to reduce the impact of farmland conversion by delaying premature conversion of agricultural areas. The proposed project does include formal phasing. However, the development for the residential areas would likely move from east to west, in order to efficiently connect to the existing neighborhoods and avoid “leapfrogging.” Therefore, phasing would not reduce the impact of conversion in this instance.~~
- ~~Therefore, the only feasible mitigation measure would be compensation by acquiring the development rights on other farmland. This can be done by~~

~~acquiring farmland, or through the use of an Agricultural Conservation Easement (ACE). Mitigation Measure AG 1 describes the requirement for acquiring compensatory farmland. Mitigation is not required, as the project would not result in a significant impact to agricultural resources.~~

- ~~**MM-AG-1** For each acre of Important Farmland converted (including Prime Farmland and Farmland of Statewide Importance); the project applicant shall obtain Farmland at a ratio of 1:1 to be conserved in perpetuity. The Farmland conserved shall be of equal or greater quality, as determined by the best available soil survey information. The following methods of conservation are acceptable:~~
 - ~~Participation in the Placer County Conservation Plan, if it is in effect at the time of this requirement.~~
 - ~~Obtain title for the farmland (fee simple) and dedicate the land to a qualified open space or farmland trust organization.~~
 - ~~Obtain an Agricultural Conservation Easement (ACE) that would remove the development rights from the property and preserve it for agricultural use. The ACE shall be held by a qualified land trust.~~
- ~~A qualified land trust is one with a demonstrated ability to manage and maintain agricultural lands. The City of Lincoln shall solely determine whether or not an organization is qualified. This mitigation requirement shall be implemented prior to the recording of a Final Subdivision Map (or in the absence of a Subdivision Map, the filing of a Parcel Map) for any land within the project boundary that includes Important Farmland (as identified in the 2014 FMMP).~~

The text was revised on page 4.2-12 to reflect the deletion of mitigation:

- ~~Implementation of the above mitigation measures would reduce potential impacts by conserving an equivalent amount of Farmland. However, there would still be a net loss of 26 acres of Important Farmland within the region. Therefore, the impact is **significant and unavoidable** after implementation of all feasible mitigation measures. Mitigation is not required, as the project would not result in a significant impact.~~

Cumulative impact analysis was revised as follows:

- ~~This represents a significant cumulative impact to which the proposed project would contribute. Thus Impact 4.2-1 can be considered both direct and~~

~~cumulative. Mitigation Measure AG-1 would reduce but not avoid the significant impact for conversion of Important Farmland. There is no additional mitigation measure, either to address direct conversion or cumulative loss of farmland associated with the project. Therefore, the cumulative impact of farmland conversion is **significant and unavoidable**. As the project would not result in the conversion of Important Farmland, it would not contribute to the cumulative impact of farmland conversion.~~

The following reference was added on page 4.2-13:

- California Department of Conservation (CDOC). 2018. Division of Land Resource Protection. “Placer County Important Farmland Map reclassification request, APN 021-262-035.” November 6, 2018.

F-3 The commenter notes that MM-AG-1 is no longer applicable based on the map revision. Please refer to Response F-2 for all revisions associated with the farmland reclassification, including removal of Mitigation Measure AG-1



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November 13, 2018

By U.S. Mail & Email: sprosser@lincolnca.gov

Steve Prosser, Planning Manager
City of Lincoln Community Development Department
600 Sixth Street
Lincoln, CA 95648

Re: Special Utility District B Northeast Quadrant Specific Plan Draft Environmental Impact Report

Dear Mr. Prosser:

This firm represents the Western Placer Unified School District (“WPUSD”) in relation to the Draft Environmental Impact Report (“DEIR”) for the Special Utility District B Northeast Quadrant Specific Plan (“Project”). This letter constitutes WPUSD’s comments on the DEIR. It is intended these comments be included as part of the administrative record for the Project.

The DEIR was not prepared in a manner consistent with the regulations of the California Environmental Quality Act (“CEQA”) and fails to meet the basic standard of serving as an informational document. The DEIR does not adequately address the significant impacts on the environment, including specifically on schools. As set forth below, the DEIR fails to adequately analyze and mitigate traffic impacts and improperly limits the scope of the cumulative impacts analysis, instead deferring analysis and mitigation of certain impacts until other development is built. The DEIR incorrectly downplays the significance of these issues by relying upon an overly conservative model of student population growth and full reliance on the Project applicant’s payment of fees required by Senate Bill 50 (“SB 50”) as complete mitigation of any impacts on schools. This is not proper.

G-1

The following comments on the DEIR are submitted to ensure the City completes an adequate analysis under the CEQA, which includes analysis and mitigation of all impacts, including those on schools.

A Professional Corporation
One Capitol Mall, Suite 640 Sacramento, California 95814 Tel 916-329-7433 Fax 916-329-9050

Steve Prosser
November 13, 2018
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1. The DEIR Does Not Meet Its Obligations As An Informational Document

CEQA requires consultation with other public agencies, including school districts. (*See, e.g.* Pub. Res. Code, § 21080.3.) In its preparation, the City contacted the District to ascertain which schools would be impacted and requested the most recently published reports. However, neither the City, nor the Project applicant, engaged in meaningful discussion with the District to effect consultation as contemplated under CEQA.

The goal of a DEIR is to provide for an informational document. (*See, Cal. Code Regs., tit. 14, § 15151* [“an EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project”].) One way to achieve that is through meaningful consultation with responsible agencies. By engaging with the District in discussion about the Project, the City would be able to gather and analyze the most current information on the overall needs and projections of the facilities in the District. Had this occurred, the DEIR would have included a meaningful discussion regarding planned school development throughout the District and how the Project fits within that context. It also would have included a meaningful description of the District’s methods for paying for that expansion (i.e. general obligation bonds, State funding, developer impact mitigation by agreement, payment of fees under SB 50, and collection of Community Facilities District special taxes) and how the school mitigation proposed for the Project fits within that construct.

G-2

Instead, the DEIR includes an incomplete overview of proposed development within the City and, corollary, an incomplete overview of the District’s facilities plans to accommodate student generation from new development, including the Project. As a result, the DEIR fails to provide sufficient information to allow meaningful review of impacts resulting from the Project. This leads to the DEIR failing as an informational document and frustrates the public and other agencies in their effort to understand the impacts of the Project. By failing in this fundamental requirement, the DEIR cannot faithfully advance any meaningful discussion of impacts and the possible mitigation methods related to those impacts.

2. The DEIR Misstates the Project’s Mitigation Obligations Related to Schools

The DEIR misstates the Project Applicant’s mitigation obligation related to schools, improperly on payment of fees under SB 50 as full mitigation. While it is true that SB 50 confirms a project may not be denied under CEQA on the basis of inadequate school facilities, the legislation does not relieve the City from analyzing schools and concluding whether there are significant impacts on such facilities. Furthermore, the environmental analysis must recognize impacts that remain unmitigated based on the available data. To the extent that there are unmitigated impacts, the City must then adopt a statement of overriding consideration, finding that the merits of the project outweigh the unmitigated impacts.

G-3

In general, SB 50 provides, among other things, that payment of fees, charges, dedications or other requirements which can be levied against new construction to fund construction or reconstruction of school facilities is deemed to provide full and complete mitigation of impacts of development on school facilities. (*See, Chawanakee Unified School District v. County of Madera* (2011) 196 Cal.App.4th 1016.) However, the *Chawanakee* court expressly found that the phrase “impacts on school facilities” does not cover all possible environmental impacts that

Steve Prosser
November 13, 2018
Page 3

have any type of connection or relationship to schools. (*Id.* at 1028.) Therefore, impacts relating to schools that are not per se “impacts on school facilities” must be identified and analyzed. If those impacts are significant, they must be mitigated. Also, a project’s indirect impacts on parts of the physical environment that are not school facilities are not excused from being considered and mitigated. (*Id.*) This could include, but is not limited to, the potential need for interim school facilities, impacts on the environment related to construction of new school facilities to accommodate growth, and changed or increased traffic as students travel to and from school from the Project.

G-3
Cont.

Such additional potential impacts are not considered at all in the DEIR. Indeed, per the City’s own standards of significance, impacts on public schools are considered significant if the proposed project would result in the modification of school facilities, the modification of which could cause significant environmental impacts, in order to maintain acceptable service ratios for school services. (DEIR, pg. 4.13-8.) Unfortunately, none of the potential impacts of modification are mentioned or analyzed.

3. The DEIR Relies On an Overly Conservative Projection of Student Enrollment to Frame Its Analysis of Impact and The Resulting Mitigation

The DEIR bases its evaluation of impacts based on an overly conservative projection of student growth rates. The DEIR assumes an annual 1% growth in student population. (DEIR, pg. 4.13-2.) This is not consistent with the WPUSD School Facility Fee Justification Report that projects an 11.8% growth in student population at the K-5 level by 2020. The DEIR states that the Project will have its largest impact in the K-5 level but makes no effort to substantially address the impact or any possible mitigation methods. Based upon this improper modeling, the DEIR conclusions are suspect, at best. This overly conservative modeling is compounding by the fact there has not been a proper cumulative impact analysis (discussed in further detail below), which should have taken into account all development within the District when analyzing school impacts.

G-4

This use of the overly conservative projections and the lack of accounting for actual growth, both in the short term and in the long term, leads to an impact analysis that is inadequate. In addition, the conclusory nature of the analysis leads to a general failure to comprehensively analyze the impact of the Project and its required mitigation.

4. The DEIR Fails to Evaluate Acceptable Service Ratios For Schools and the Impacts of Increased Student Population on the Environment

The DEIR advances no discussion of acceptable service ratios for schools. This includes what acceptable service ratios for students and staff at impacted school facilities would be.

Overcrowding is a very real problem faced by school districts. According to the United States Department of Education, a growing body of research has linked student achievement and behavior to the physical building conditions and overcrowding. (U.S. Dept. of Education, *Impact of Inadequate School Facilities on Student Learning* (April 3, 2000) [as of Oct. 16, 2012].) Also, the DEIR fails to address any impacts on student and faculty safety that may occur from overloading students into schools which may already be at or over maximum capacity.

G-5

Steve Prosser
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Page 4

In addition to increased class size and safety concerns, the overcrowding of schools may have an impact on the environment surrounding school facilities including a potential increase in traffic in the neighborhood around the school, an increase in the need and utilization of public transport, and an increase in the use of surrounding public facilities. The DEIR does not include any analysis of these impacts in relation to the school setting and, therefore, fails to facilitate an adequate and reasonable discussion of the impacts of an increased student population on the surrounding environment.

G-5
Cont.

5. The DEIR's Analysis of Traffic Impacts is Incomplete

The discussion of traffic impacts relating to the increased trips to and from school facilities and increased traffic around bus stops in proximity of the school facilities fails to provide sufficient information to allow meaningful review of those impacts. The DEIR relegates these impacts to the realm of less than significant without any substantial explanation or discussion. (*See*, Cal. Code Regs., tit. 14, §15151 ["an EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project"].)

G-6

The traffic analysis states that the Project would increase the demand for public transport and that two of the three bus stops that are nearest to the Project are those that serve the schools identified to house the students generated by the Project. (DEIR, pg. 4.15-7.) However, it fails to address any potential impacts relating to pedestrian safety and the impact of the increased foot and vehicle traffic to and from the impacted bus stops. It also fails to address the impact of the increased pedestrian and vehicle traffic in proximity of schools. This is of particular concern to WPUSD if these pedestrian routes are anticipated to be used by students within the school district.

G-7

The DEIR also does not acknowledge the impact of heavily trafficked bus stops and public transport on the surrounding environment. An increase in student population combined with an increased demand for public transport leads to an increased load on existing modes of public and private transport. As mentioned previously, two out of the three existing bus stops most accessible by the Project are in proximity of District schools. These bus stops will inevitably see an increase in usage. There is no discussion of the impact of that increase. Points of concern include overcrowded bus stops, heavy pedestrian and vehicular traffic in close proximity to schools, and the ability of the bus system to handle the strain of an increase in demand. Of particular concern to the District would be an increase in pedestrian and vehicular traffic in proximity to a middle school where the majority of the student population is quite vulnerable.

G-8

Related to the increase of the demand on public transport, the DEIR advances no discussion on the ability of the students generated by the Project to commute to and from the District schools. The DEIR mentions that the Project will generate 30,000 daily trips in addition to the existing traffic conditions. (DEIR, pg. 4.15-21.) However, the DEIR makes no effort to analyze that data. The DEIR does not identify how many of those trips will be school related, whether it is additional staff or students travelling to and from District facilities. In addition, the DEIR does not identify whether those students would be utilizing public transport or District provided transport or some other form of transport. Once again, the DEIR fails to provide a sufficient amount of information to facilitate an accurate and adequate analysis of the impacts of the Project.

G-9

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6. The DEIR Does Not Adequately Discuss The Cumulative Impacts of the Project.

Under CEQA, cumulative impacts must be discussed in an Environmental Impact Report, and that discussion must be adequately detailed and supported by data, regardless of whether a cumulative impact is found or not. (See, e.g., *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713; and *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692.) “The requirement for a cumulative impact analysis must be interpreted so as to afford the fullest possible protection of the environment within the reasonable scope of the statutory and regulatory language.” (*Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421, 431-432.) The DEIR never discusses in any particularity what the cumulative impacts of development will be on schools. The discussion in general is devoid of any analysis whatsoever.

G-10

An adequate cumulative impacts analysis includes an analysis of probable future projects. The DEIR should include: projects under construction, projects that are approved but not yet constructed, projects undergoing environmental review, projects for which applications have been received, projects included in an adopted capital improvements program, or in an adopted general, regional, transportation or other plan, projects anticipated as future phases of previously approved projects, and any future project where the applicant or public agency has devoted significant time and financial resources to prepare for any regulatory review. [*San Franciscans for Reasonable Growth*, 151 Cal.App.3d at 74; *Gray v. County of Madera* [(2008) 167 Cal.App.4th 1099, 1127-1128, 85 Cal.Rptr.3d 50].] The DEIR only includes in its cumulative impacts analysis the Village 5 project and the Independence at Lincoln project. It specifically limits its analysis to projects “in the vicinity” of the Project site. (DEIR, pg. 4.13-12.) By this admission the DEIR falls short of the ability to begin an adequate cumulative impact analysis.

G-11

In addition, by limiting the scope of the cumulative impacts analysis to Village 5 and Independence at Lincoln, the DEIR does not factor in the cumulative impacts of the Village 1, Village 2, and Village 7 projects. These projects are all included in the City of Lincoln 2050 General Plan, a document that the DEIR uses to guide its information and analysis. (“cumulative effects are assessed against future, or “cumulative,” conditions, generally defined as buildout of the City of Lincoln 2050 General Plan.” DEIR, pg. 4-2.) According to the Village 1 Specific Plan, Village 1 is comprised of 5,639 dwelling units. The Village 2 project includes 144 units that are currently progressing through the development process. According to the Village 7 Draft Environmental Impact Report, Village 7 is comprised of 3,285 residential units. That is a total of 8,798 additional residential units that are not included in the DEIR’s cumulative impact analysis. That is nearly equal to the size of the Village 5 and Independence at Lincoln projects combined. Leaving out the other Villages from the cumulative impacts analysis renders any attempt at analysis inadequate by the standards set out by CEQA.

An adequate cumulative impacts analysis requires, by definition, an analysis of the impacts of the Project when combined with the overall impact of probable future projects. The DEIR barely offers information as it relates to the cumulative impacts on public facilities and it makes no effort to analyze what little information it does offer. Nowhere is this lack of information and analysis more apparent than in the discussion of the impact to the City of Lincoln Public Library. The DEIR states “...the library would be able to serve both the existing residents of the City and the 1,548 residents generated by the proposed project. Therefore the proposed project would have a **less-than-significant** impact on the provision of library services within the City.” (DEIR,

G-12

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pg. 4.13-12.) This is the extent of the DEIR analysis of the impact on the sole public library in the City of Lincoln. The DEIR also states that the Village 5 project and the Independence at Lincoln project would include 8,893 additional dwelling units. (DEIR, pg. 4.13-13.) The DEIR makes no more mention of the public library or how the combined impact of the Project, Village 1, Village 2, Village 5, Village 7, and the Independence at Lincoln would affect the library and its ability to provide adequate services to the City of Lincoln and its residents. That is an addition of over 17,000 new residential units, there is no mention of the additional, space, staff, and facilities necessary to serve a population of that size. With respect to schools, the DEIR must analyze the Project within the context of the other proposed development. This must include a discussion of anticipated student generation through the District, planned school development to accommodate that student generation, an interim measures needed to accommodate students, and how the Project fits within that context. It also must include a description of how such facilities will be paid for (i.e. general obligation bonds, State funding, developer impact mitigation by agreement, payment of fees under SB 50, and collection of Community Facilities District special taxes).

G-12
Cont.

The failure to provide any of this information and adequately analyze impacts obstructs the ability to reasonably analyze and mitigate the impacts of the Project

7. The DEIR Improperly Defers Its Mitigation Obligations

The DEIR improperly defers analysis and mitigation of certain impacts on school to the Village 5 project. In the formulation of an EIR, the deferral of certain mitigation obligations is proper, “where a public agency has evaluated the potential significant impacts of a project and has identified measures that will mitigate those impacts,” and has committed to mitigating those impacts.” (*N. Coast Rivers Alliance v. Marin Mun. Water Dist. Bd. of Dirs.* (2013) 2013 Cal.App.4th 614.) The DEIR falls short in meeting this standard for deferral. The DEIR has not sufficiently evaluated the potential impacts and has not identified any measures that will mitigate those impacts. The DEIR has committed to the mitigation of impacts but has not met the standard of identifying precisely how those goals will be achieved. This constitutes an improper deferral of its mitigation obligations in that the Project “had committed itself to a specific mitigation goal,” not a specific standard of mitigation. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099.)

G-13

Specifically, the DEIR assumes a student generation rate that is overly conservative and makes no analysis of the possibility of population growth outpacing its estimates. Instead, the DEIR states that the Village 5 project is slated to build five new schools and implies that those schools will be able to provide capacity where the existing schools do not. (DEIR, pg. 4.13-13.) The DEIR makes no effort to evaluate the health of the Village 5 project or even provide information on possible alternatives should Village 5 not materialize as planned. The DEIR makes a vague commitment to mitigate the impact of the Project through the payment of developer fees. By relying so heavily on the Village 5 development plan, the DEIR in function defers its mitigation responsibilities to the Village 5 project in a manner that is inappropriate and insufficient.

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8. Other Substantial Defects in the DEIR

The DEIR also fails in its analysis of the hydrologic resources available in the region. The DEIR states that “Annual rainfall in the region averages 24 inches and occurs primarily during late fall and on into the spring.” (DEIR, pg. 4.9-2.) This data is gathered from a report published in 2014. (*Id.*) According to the National Oceanic and Atmospheric Administration’s National Weather Service, in the four and a half years since 2014 the regional rainfall for the City of Lincoln has been consistently below average. This in addition to the sustained long term drought conditions in the State of California, any deviation from the average precipitation may have a magnified impact on hydrology and available resources. The lack of rainfall has an impact on the ability of groundwater aquifers to replenish themselves, leading to more rapid consumption of that resource as well. As groundwater depletes more rapidly and rainfall continues to be below average the knock-on effects of increased water consumption increase exponentially. In limiting itself to old data, the DEIR fails to provide an accurate depiction of the hydrologic conditions in the region and therefore skews the analysis of the impacts of the Project. This in turn creates a misconception with respect to the available water resources of the region and the City.

G-14

Conclusion

WPUSD requests that the DEIR be revised and recirculated to address all of the potential impacts of the Project on schools, and to properly mitigate those impacts that are significant. WPUSD appreciates the opportunity to comment on the DEIR and looks forward to working with the City and the Developer to ensure that the impact of the Project on schools, school facilities, and the children of WPUSD are adequately addressed.

G-15

Sincerely,

LOZANO SMITH



Megan E. Macy
Junaid K. Halani

MEM/JKH/at

cc: Scott Leaman, Superintendent, Western Placer Unified School District
Mike Adell, Facilities Coordinator, Western Placer Unified School District

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Response to Comment Letter G

Lozano Smith Attorneys at Law
On behalf of Western Placer Unified School District
November 13, 2018

- G-1** Introduction. No comment necessary.
- G-2** Commenter noted that the Draft EIR fails as informational document. The Draft EIR was prepared pursuant to the applicable requirements under CEQA. The City has provided a good faith effort to analyze the environmental impacts of the project using methodologies approved by the project and with the assistance of experts in environmental analysis. Specific comments are addressed below.
- G-3** Commenter states that the DEIR improperly relies upon payment of fees under SB 50 as full mitigation.

SB 50, known as the Leroy F. Greene School Facilities Act of 1998, revised Government Code Section 65996(a) to state:

Notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code, or any other provision of state or local law, the following provisions shall be the exclusive methods of considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property or any change of governmental organization or reorganization, as defined in Section 56021 or 56073.

Under SB 50, new residential development must pay fees toward school facilities, and the Legislature has mandated that payment of applicable development fees is adequate to result in a less-than-significant impact on schools, even if the collected fees are not adequate to fully fund school facilities, as discussed on pages 4.13-11 and 4.13-12 of the Draft EIR. Therefore, the Draft EIR, consistent with State law, correctly concludes that the impact on schools is less than significant.

The commenter further states that the phrase “impacts on school facilities” does not cover all possible environmental impacts that have any type of connection or relationship to schools, per *Chawanakee Unified School District v. County of Madera* (2011) 196 Cal.App.4th 1016. Contrary to this comment, the DEIR considered the

reasonably foreseeable indirect impacts to schools in compliance with CEQA. Specific comments and issues are addressed below.

G-4 The commenter states that the DEIR assumes an annual 1% growth in student population, which is an overly conservative projection to base impact analysis and mitigation on. The 1% growth rate was referenced directly from the City of Lincoln’s website, Education page, based on information provided by WPUSD. While prior to the recession of 2008, student growth was close to the 11.8% percent cited by the commenter, the three years analyzed prior to 2014 (the date of the WPUSD School Facilities Master Plan) ranged from 1.01% to -0.65%. Therefore, it is not facially incorrect to cite this growth figure. However, this number does not have a substantial effect on the DEIR analysis, which relies upon the School Facilities Master Plan to identify existing and planned facilities, their capacity, and anticipated needs. The student generation rates utilized in the Draft EIR were derived from the WPUSD School Facilities Master Plan, and not the 1% figure, as shown on page 4.13-9 of the Draft EIR. The Generation Rates are the District’s basis for estimating the number of students expected from future development. Furthermore, the student growth from SUD-B (the project area) is specifically identified in the School Facilities Master Plan. The commenter’s statement that citation of this 1% growth rate somehow invalidates the analysis of school facilities is without merit.

G-5 The commenter states that the Draft EIR includes no discussion on acceptable service ratios for schools, including several impacts caused by overcrowding. The environmental analysis, in Section 4.13 of the DEIR, compared remaining capacity of the existing schools in the District to the anticipated student generation associated with the proposed project to determine if existing facilities could accommodate the new students. Therefore, the service ratio was assumed to be the calculated maximum capacity for each school determined by the District. Based on a comparison with the existing school capacity outlined in the Master Plan, students generated by the project could be accommodated by existing schools without resulting in overcrowding.

It is assumed that schools can operate efficiently at-or-below capacity, so the additional students generated by the proposed project would not result in a significant impact on classroom sizes, safety, or traffic. In any event, impacts to the actual facilities are, by state law, fully mitigated by implementation of the SB 50 school impact fees.

General statements that overcrowding is an important issue nationwide, does not provide substantial evidence that the DEIR analysis of school facilities is inadequate. The commenter does not provide specific examples of overcrowding. For example, the DEIR notes that the approximately 57 middle school students would most likely attend

- Glen Edwards Middle School. In 2014, 718 students attended this school (note that 2014 is the last complete data set prior to the Notice of Preparation, issued in April 2015). This attendance figure is down from a high of 1,108 students in 2008. The addition of 57 middle school students generated by the project is far below the previous high enrollment at this facility, which is also undergoing a modernization project that will be complete in 2020, before the full amount of project-related student enrollments would occur. The 2016-17 School Accountability Report Card reports 892 students, which would still accommodate the project-related students and additional growth, even without including the school expansion underway.
- G-6** The commenter states that the DEIR does not adequately analyze increased trips to and from school facilities and increased traffic around transit facilities. The traffic model analyzes the impact of additional students at existing offsite schools. The travel demand model used to analyze the traffic impacts of the project assigns a certain number of trips to each land use within the plan area (see Table 4.15-8 on page 4.15-20 of the Draft EIR). For residential land uses, the model assigns 9 trips to each single-family residence. The traffic analysis incorporates the Placer County Travel Demand Model, which includes assumptions that a portion of new trips will be for school, work, shopping and so on. These assumptions are made not only for project residential units, but also for existing and future (cumulative) residential development throughout the study area. As part of the EIR scoping process, analysis of 1st and 3rd Streets were added to account for traffic impacts at Creekside Oaks Elementary School and, further east, Glen Edwards Middle School. The study intersections on Nicolaus Rd./9th Street would account for project trips to and from Lincoln High School. The commenter provides no evidence that increased project traffic would impact transit facilities. The DEIR considers and finds no significant and unavoidable impacts on First Street or Seventh Street (the two transit stops that are closest to the project site and serve school facilities) from project-related traffic that would somehow affect the safe and efficient operation of transit. Therefore, the commenter's general concern regarding school-related vehicle trips has been accounted for in the DEIR traffic analysis.
- G-7** The comment notes that the Draft EIR does not analyze potential impacts related to increased foot and vehicle traffic from public transit impacted by the project. As stated on page 4.15-46 of the Draft EIR, aside from dial-a-ride services, the proposed project site is not directly served by any transit routes. The closest existing transit stops are over one mile east of the project site. As discussed above, there are no reasonably foreseeable traffic-related impacts to transit. Regarding pedestrian traffic, the proposed project would include additional pedestrian infrastructure. The commenter offers no evidence that project-related pedestrian traffic would result in a significant impact.

G-8 The commenter reiterates their concerns with the “impact of heavily trafficked bus stops and public transport on the surrounding environment.” The commenter correctly points out that two of the three closest transit stops to the proposed project are located near school facilities. The commenter then assumes, without evidence, that this would result in a project-related impact. Logically, if the transit facilities are closer to the school than to the proposed housing, students will walk or be driven to school, rather than use transit. The City and Placer County Transit may consider the addition of a transit stop on the west side of the project, which would benefit transit riders within the proposed project. Please see Response G-7.

It is noted that WPUSD provides some bus service, bussing less than 10% of their students.¹ To the extent that students in the project area are able to use WPUSD transportation, that may reduce the number of automobile trips and have a beneficial effect on transportation.

G-9 The commenter states that the DEIR does not account for ability of students to commute to and from school. As discussed in Response G-6, traffic to and from schools was included within the scope of analysis. As discussed above, public transit would not serve a substantial number of students, as current transit stops are located nearer to the school.

G-10 The commenter states that the DEIR does not include an adequate cumulative analysis. The basis for cumulative analysis is outlined on page 4-5 of the Draft EIR. The DEIR generally relies upon the 2050 General Plan. The City’s general plan is the appropriate long-range planning document for reasonably foreseeable development, and is an appropriate approach per CEQA Guidelines Section 15130 (b)(1)(B). In addition, the Village 5 Specific Plan and the Independence at Lincoln project were incorporated into the cumulative analysis. The WPUSD School Facilities Master Plan, which is relied upon for the school facilities analysis, also relies upon the 2050 General Plan. Therefore, the DEIR cumulative analysis is using information consistent with the WPUSD.

G-11 The commenter states that the cumulative analysis is limited to Village 5 and Independence, and does not consider Villages 1, 2 and 7. This statement is incorrect. As discussed in Response G-10 and in the DEIR, the 2050 General Plan, which includes Villages 1, 2, and 7, is the overall basis for the cumulative impact analysis. This is supplemented by additional review of Village 5 and Independence.

¹ The 2014 Facilities Master Plan estimates student enrollment at 6,700 (WPUSD 2014). The WPUSD Transportation website states that 600 students are bussed daily.

- G-12** The commenter stated that the Draft EIR does not adequately address cumulative impacts for public services, and specifically cites library services.

The analysis of cumulative impacts to the City library properly relies upon the 2050 General Plan EIR. The proposed project, in its residential density and non-residential intensity of uses, is consistent with the General Plan and can rely upon this cumulative analysis. The 2050 General Plan EIR notes, specific to library services, that “the City has been awarded State Library grant funds to construct a joint use public library serving the general public and students from the adjoining community college and high school. The new library site is located on five acres at the southwest corner of Twelve Bridges Drive and East Lincoln Parkway, within the Twelve Bridges project. The library facility will be approximately 37,500 square feet and contain 140,000 volumes.”

- G-13** The commenter states that the DEIR improperly defers analysis and mitigation of certain impacts on schools to the Village 5 project. Commenter further states the DEIR assumed a student generation rate that is “overly conservative and makes no analysis of the possibility of population growth outpacing its estimates.”

Regarding Village 5, although it is not clear, the City assumes the commenter is referring to the statement on page 4.13-12 that future development within Village 5 would include future school facilities, and it is possible that students in SUD-B may ultimately attend those schools. The adopted Village 5 Specific Plan Land Use Element (adopted December 12, 2017) identified three potential elementary schools, one potential middle school, and one potential high school. As Village 5 is included in the cumulative impact analysis (as noted by the Commenter in Comment G-11) it is appropriate to include this information. The direct impact of the proposed project is analyzed in the context of the three existing schools that would serve the SUD-B area, and does not rely upon future school construction in Village 5. As discussed above, these schools have adequate capacity to accommodate the project-related students. This analysis is in addition to the requirements of Government Code Section 65858 that pre-empts the impact analysis and mitigation of school impacts through the collection of impact fees as regulated by the state.

Regarding “overly conservative” student generation, the number of students generated by SUD-B is derived directly from the WPUSD School Facilities Master Plan, Table 3, which correctly identifies the number of housing units for SUD-B and the estimated number of elementary, middle school, and high school students from those units. This student generation estimate, adopted by WPUSD, is the basis of the EIR analysis.

G-14 The commenter states that the DEIR fails in its analysis of hydrologic resources in the region, and specifically cites the statement that annual rainfall in the region averages 24 inches. Commenter states that, according to NOAA, since 2014 the regional rainfall has been consistently below average, leading to impacts related to depilation of groundwater.

The DEIR, on page 4.9-2, cites the General Plan Background Report, of an annual rainfall of 24 inches. This is provided as background information. The impacts to groundwater are discussed in Impact 4.9-2, on pages 4.9-41 through 4.9-46. The impacts to groundwater are related to overall water demand and supply, as analyzed in the Water Supply Assessment (WSA) prepared for the project. The WSA analyzes the direct and cumulative impacts of water usage based on historic surface water and groundwater supplies, and projected supplies, rather than a specific rainfall average (that number is used only to characterize the climate of the project area, and not as a data input into the hydrology impact analysis). Per the WSA, the City relies upon 10% groundwater in a normal year, and up to 30% under drought conditions. The proposed project would not significantly affect groundwater demand and the groundwater basin recharge (see Impact 4.9-2 and Appendix I of the DEIR).

G-15 The commenter concludes with a request that the DEIR be revised and recirculated. As discussed in Responses G-2 through G-14, the commenter has not provided substantial evidence of a potentially significant impact not identified in the EIR, or of a significant impact identified in the EIR that would be substantially greater than characterized in the EIR. Therefore, per Section 15088.5 of the CEQA Guidelines, recirculation of the DEIR is not required. The City looks forward to working with WPUSD to serve the students and families of Lincoln.