Village 5 & Special Use District B (SUD-B) Specific Plan

DRAFT ENVIRONMENTAL IMPACT REPORT
SCH No. 2014052071

August 2016

Prepared for
City of Lincoln
Community Development Department

ESA

LINCOLN VILLAGE 5

Draft Environmental Impact Report
SCH # 2014052071

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City of Lincoln, Community
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Acronyms and Abbreviations

°C	degrees Celsius
°F	degrees Fahrenheit
$\mu g/m^3$	micrograms per cubic meter
2050 General Plan EIR	City of Lincoln 2050 General Plan Environmental Impact Report
AB	Assembly Bill
AC	Advisory Circular
ACI	American Concrete Institute
ADA	Americans with Disabilities Act
ADT	average daily traffic
ADWF	Average Dry Weather Flows
AF	acre feet
AFY	acre feet per year
AISC	American Institute of Steel Construction
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
ALUC	Airport Land Use Commission
ALUCP	airport land use compatibility plan
ALUP	Airport Land Use Plan
AMSL	above mean sea level
AO	Agricultural Overlay
AOA	aircraft operations area
APCD	Air Pollution Control District
APE	area of potential effect
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARDTP	Archaeological Research Design and Treatment Plan
ASCE	American Society of Civil Engineers
ATCM	Airborne Toxic Control Measure
AWSC	All-Way Stop Controlled
Basin Plan	Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin
BAT	Best Available Technology
BFE	base flood elevation
Blueprint	Preferred Blueprint Scenario for 2050
BMP	best management practice
BOE	California State Board of Equalization
BP	before present
BP	Business Professional
BWFS	Basin-wide Feasibility Studies

C&D	construction and demolition
Cal/OSHA	California Division of Occupational Safety and Health
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CALGreen	California Green Buildings Standards Code
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CARP	County Aquatic Resources Program
CBC	California Building Code
CC&Rs	covenants, conditions, and restrictions
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCRR	Central California Railroad
CDF	California Department of Finance
CDF	California Department of Forestry
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	community facilities district
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH_4	methane
CHP	California Highway Patrol
CHRIS	California Historic Resources Information System
CIP	cast-in-place
City	City of Lincoln
CIWMA	California Integrated Waste Management Act
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
Cortese List	State Hazardous Water and Substances List

CPR	cardiopulmonary resuscitation
CPUC	California Public Utilities Commission
CRPR	California Rare Plant Rank
CSMP	Corridor System Management Plan
CUPA	Certified Unified Program Agency
CVFMP	Central Valley Flood Management Planning
CVFPB	Central Valley Flood Protection Board
CVFPP	Central Valley Flood Protection Plan
CVP	Central Valley Water Project
Central Valley Regional Board	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
DAR	Dial-A-Ride
dB	decibel
dBA	A-weighted decibel
DBH	diameter at breast height
DDT	dichlorodiphenyltrichloroethane
DHS	Department of Health Services
DNL	*See* L_{dn}
DO	dissolved oxygen
DOC	Department of Conservation
DOT	United States Department of Transportation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
du/ac	dwelling units per acre
EDC	Economic Development Committee
EDD	Employment Development Department
EHRA	Earthquake Hazards Reductions Act
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMFAC	Emissions Factor
EMO	Emergency Management Organization
EMS	Emergency Medical Services
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPAct	Energy Policy Act
ES	Elementary School
ESA	Environmentally Sensitive Area
ESU	Evolutionarily Significant Unit
FAA	Federal Aviation Administration

FAR	Floor-Area Ratio
FCAA	Federal Clean Air Act
FCAAA	Federal Clean Air Act Amendments
Federal Hazmat Law	Federal Hazardous Materials Transportation Law
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FR	Federal Register
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FY	fiscal year
GDP	General Development Plan
GHG	greenhouse gas
GIS	geographical information systems
gpd	gallons per day
GMP	Groundwater Management Plan
gpm	gallons per minute
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GVW	gross vehicle weight
GWP	global warming potential
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HAP	Hazardous Air Pollutant
HCP	Habitat Conservation Plan
HCM	*Highway Capacity Manual*
HFC	hydroflourocarbon
HOV	High Occupancy Vehicle
HRA	Health Risk Assessment
HSG	Hydrologic Soil Group
HUD	Housing and Urban Development
HVAC	Heating, Ventilation and Air Conditioning
Hz	Hertz
I-80	Interstate 80
IBC	International Building Code
IRWMP	Integrated Water Resources Management Plan

ISO	Independent System Operator
ISO	Insurance Services Office
ITS	Intelligent Transportation System
kV	kilovolt
LAFCO	Local Agency Formation Commission
lbs	pounds
LDR	low-density residential
LED	light emitting diode
L_{50}	the noise level that is equaled or exceeded 50 percent of the specified time period, or median sound level
L_{90}	the noise level that is equaled or exceeded 90 percent of the specific time period, considered the background noise level during a given time period
L_{dn}	24-hour day and night A-weighted noise exposure level
L_{eq}	the energy-equivalent sound level
L_{max}	the instantaneous maximum noise level for a specified period of time
LFD	Lincoln Fire Department
LHMP	Local Hazard Mitigation Plan
LHS	Lincoln High School
LID	Low-Impact Development
LIDAR	Light Detection and Ranging
LNG	liquefied natural gas
LOS	Level of Service
LPD	Lincoln Police Department
LRA	Local Responsibility Areas
LVW	loaded vehicle weight
MACT	maximum achievable control technology
MBTA	Migratory Bird Treaty Act
MDBM	Mount Diablo Base and Meridian
MDR	medium density residential
MEI	Maximum Exposed Individual
MEP	maximum extent practicable
MFP	Middle Fork Project
mg	million gallons
mgd	million gallons per day
MLD	most likely descendent
MOE	measure of effectiveness
mph	miles per hour
MOE	measure of effectiveness
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MRF	Material Recovery Facility

MS4	Municipal Separate Storm Sewer System
MSA	Metropolitan Statistical Area
MSAA	Master Streambed Alteration Agreements
MSL	Mean Sea Level
MSR	Municipal Services Review
MT/yr	metric tons per year
MTP	Metropolitan Transportation Plan
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
MU	Mixed Use
MUTCD	California Manual on Uniform Traffic Control Devices
MW	megawatt
MWELO	Model Water Efficient Landscape Ordinance
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Committee
NAL	numeric actions level
NAT	no action taken
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Plan
NCIC	North Central Information Center
NCMWC	Natomas Central Mutual Water Company
NEHRP	National Earthquake Hazards Reduction Program
NEHRPA	National Earthquake Hazards Reduction Program Act
NEL	numeric effluent limitation
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutant
NEV	neighborhood electric vehicle
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NID	Nevada Irrigation District
NLR	noise level reduction
NMFS	National Marine Fisheries Service
NOA	naturally-occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NOx	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations

NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
OC	Office/Commercial
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHWM	Ordinary High Water Mark
OPR	California Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCA	Placer Conservation Authority
PCAPCD	Placer County Air Pollution Control District
PCAQMD	Placer County Air Quality Management District
PCBs	polychlorinated biphenyls
PCCP	Placer County Conservation Plan
PCE	primary constituent element
PCDEHS	Placer County Department of Environmental Health Services
PCFCWCD	Placer County Flood Control and Water Conservation District
PCFD	Placer County Fire Department
pcpmpl	passenger cars per mile per lane
PCSO	Placer County Sheriff's Office
PCSWMM	Placer County Storm Water Management Manual
PCTPA	Placer County Transportation Planning Agency
PCWA	Placer County Water Agency
PEA	Preliminary Environmental Assessment
PFC	perfluorocarbon
PFE	Public Facilities Element
PG&E	Pacific Gas & Electric
PM	Particulate Matter
PM10	particulate matter that is 10 microns or less in diameter
PM2.5	particulate matter that is 2.5 microns or less in diameter
POC	Point of Connection
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1969
POU	publicly owned utility
PPH	persons per household
ppm	parts per million
PPV	peak particle velocity
PQP	Public/Quasi-Public
PQP-ES	Elementary School
PQP-HS	High School
PQP-MS	Middle School
PRC	Public Resources Code

PRD	Permit Registration Documents
proposed project	Village 5 Specific Plan
psi	pounds per square inch
PTSF	Percent Time Spent Following
PUC	Public Utilities Code
RAA	Reserve Acquisition Area
REA	Registered Environmental Assessor
REC	recognized environmental condition
Reclamation	U.S. Bureau of Reclamation
Remels	reference energy mean emission levels
Reporting Rule	Greenhouse Gas Reporting Rule
RFS	Renewable Fuel Standard
RFS1	the original Renewable Fuel Standard program
RHNA	Regional Housing Needs Assessment
RHNP	Regional Housing Needs Plan
RMS	root mean square
ROG	reactive organic gases
ROW	right of way
RPS	Renewable Portfolio Standard
RWA	Regional Water Authority
RWQCB	Regional Water Quality Board
RWSP	Regional Water Supply Project
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCARI	Six County Aquatic Resources Inventory
SCS	Sustainable Communities Strategy
SDC	Seismic Design Category
SDWA	Safe Drinking Water Act
SEMS	Standardized Emergency Management System
SF_6	sulfur hexafluoride
SGM	Sustainable Groundwater Management
SIP	State Implementation Plan
SLM	Sound Level Meter
SLMP-AIO	South Lincoln Master Plan: Auburn Ravine, Ingram Slough, and Orchard Creek, Final Report
SMAQMD	Sacramento Metropolitan Air Management District
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SOI	Sphere of Influence
SPCP	Spill Prevention and Control Plan
SPRTA	South Placer Regional Transportation Authority

SR	State Route
SRA	State Responsibility Area
SRRE	Source Reduction and Recycling Element
SSSC	Side-Street Stop Controlled
SSWD	South Sutter Water District
Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings
SUD	Special Use District
SVAB	Sacramento Valley Air Basin
SVP	Society of Vertebrate Paleontology
SWMP	storm water management plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
T-BACT	Toxics Best Available Control Technology
TDF	travel demand forecasting
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
TPZ	Timber Land Production Zone
TSM	tentative subdivision map
UAIC	United Auburn Indian Community
ULOP	Urban Level of Flood Protection
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
USACE	United States Army Corps of Engineers
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USPS	United States Postal Service
UV	ultraviolet
UWMP	Urban Water Management Plan
V5SP	Village 5 Specific Plan
VBP	Village Business and Professional
VC	Village Center
VCE	Village Country Estate
VCOMM	Village Commercial
VdB	Vibration Decibels
VEE	Visible Emissions Evaluations
VELB	Valley Elderberry Longhorn Beetle
VHDR	Village High Density Residential

VLDR	Village Low Density Residential
VLP	Village Linear Park
VMDR	Village Medium Density Residential
VMT	vehicle miles traveled
VMU	Village Mixed Use
VOC	volatile organic compound
VO/C	Village Office/Commercial
VOSA	Village Ag/Preserve
VOSN	Village Natural Open Space
VOSP	Village Open Space Preserve
VPARK	Village Park
VPC	vernal pool complex
VRR	Village Rural Residential
WDR	Waste Discharge Requirement
WPCGMP	Western Placer County Groundwater Management Plan
WPUSD	Western Placer Unified School District
WPWMA	Western Placer Waste Management Authority
WQMP	water quality management plan
WRSL	Western Regional Sanitary Landfill
WSA	Water Supply Assessment
WSEL	water surface elevation
WTP	Water Treatment Plant
WWTRF	Wastewater Treatment and Reclamation Facility

VILLAGE 5 SPECIFIC PLAN EIR EXECUTIVE SUMMARY

Introduction

This Draft Environmental Impact Report (Draft EIR) is an informational document intended to inform the public and decision-makers about the environmental consequences of the proposed Village 5 Specific Plan (V5SP or proposed project). It has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.), and State CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, Section 15000 et seq.). The EIR includes only program-level or "first-tier" analysis for Areas B-J of the V5SP, consistent with PRC Sections 21093 and 21094 and State CEQA Guidelines sections 15152 and 15168. This program-level or "programmatic" analysis evaluates the requested actions as they relate to the proposed land use designations for the overall specific plan and enables a lead agency to examine the overall effects (direct, indirect, and cumulative) of a proposed project or course of action and to consider broad policy alternatives and program-wide mitigation measures at an early time in the decision-making process when the agency has greater flexibility. A program-level analysis under the provisions of State CEQA Guidelines section 15168 evaluates the impacts of a series of actions that can be characterized as one large project and are related either:

1) geographically;

2) as logical parts in a chain of contemplated actions;

3) in connection with issuances of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or

4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The subject of the City's approval decision is the overall program (the V5SP) addressed in the EIR. When subsequent activities in the program are proposed, the City of Lincoln (City), as the lead agency, must determine whether the environmental effects of those activities were covered in the program EIR and/or whether additional environmental documents must be prepared. Prior to approval of entitlements to develop each phase, those actions or entitlements will be reviewed to determine if they are within the scope of the program EIR, or if additional environmental analysis is needed prior to approval. If a later activity would have effects that were not examined under the

programmatic analysis of the EIR, a project-specific CEQA document must be prepared. The project-level CEQA documents may incorporate by reference general discussions from the broader EIR and focus on the impacts of the individual projects that implement the plan, program, or policy.

In addition to the programmatic analysis described above, the EIR also includes a more detailed project-level analysis of the initial phase (Area A) of the proposed project for which the project applicant is currently requesting entitlements to implement. As more fully described in Chapter 2, components associated with the proposed Area A development is analyzed at a project level of detail. The development proposal for this phase of the project contains enough specificity for a site-specific, project-level environmental review under CEQA, and will allow the consideration of discretionary approvals, such as tentative subdivision maps and use permits for this phase of the project. The City's intention in evaluating Area A at a project level of detail is that no further environmental review will be required for additional regulatory approvals following adoption of the specific plan, barring the occurrence of any of the circumstances described in PRC Section 21166.

This Draft EIR describes the existing environmental resources in the vicinity of the V5SP Plan Area, analyzes potential impacts on those resources due to the proposed project, and identifies mitigation measures that could avoid or reduce the magnitude of those significant impacts. The environmental impacts evaluated in this Draft EIR concern several subject areas, including aesthetics and visual resources; agriculture and forestry resources; air quality; biological resources; climate change; cultural resources; energy resources; geology, soils, and seismicity; hazards/hazardous materials; hydrology, drainage, and water quality; land use and planning; noise; population, employment, and housing; public services and recreation; transportation and circulation; and utilities and infrastructure, as well as potential for growth inducing effects.

Initially, this EIR is being published as a Draft EIR. The Draft EIR will be subject to review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days. The public may comment on the Draft EIR by submitting written comments at any time during the 45-day public review period.

Following the public review period, written responses will be prepared to all comments received on the Draft EIR. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the City of Lincoln Planning Commission and City Council for their consideration. If the City finds that the Final EIR is "adequate and complete" in accordance with CEQA and the CEQA Guidelines, the City may certify the EIR. The City Council would also consider adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, a Statement of Overriding Considerations (if needed), and a Mitigation Monitoring and Reporting Plan. Upon review and consideration of the Final EIR, the hearing body may take action concerning the proposed project.

Project Site

The geographic extent of the area subject to the proposed V5SP includes approximately 4,787 acres in the western area of Placer County, immediately west of the City of Lincoln (see **Figure ES-1**) (the Plan Area). The Plan Area is located within the City's adopted Sphere of Influence (SOI). The Plan Area is surrounded by Lincoln Regional Airport, residences, and agricultural land to the north; the City of Lincoln, residences, agricultural land, and vacant land to the east; the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) and agricultural land to the south; and agricultural land to the west (see **Figure ES-2**). Generally, the Plan Area is bounded by Nicolaus Road on the north, but the other boundaries of the Plan Area are irregular in nature. The eastern boundary of the Plan Area follows Nelson Lane on the north side of the State Route (SR) 65 bypass and then generally abuts the Village 7 Specific Plan Area and Moore Road. The southern boundary of the Plan Area follows Moore Road to the intersection with Fiddyment Road, continuing south one mile and then turning further west and abutting Auburn Ravine. The southwestern corner of the Plan Area begins approximately one mile south and west of the Dowd Road/Moore Road intersection then the western boundary wraps around the Lincoln High School Farm property and goes north to Nicolaus Road. The Plan Area is traversed by Auburn and Markham Ravines and bisected by SR 65. The Plan Area is south of Lincoln Regional Airport and portions of the Plan Area are within the Airport's overflight zones.

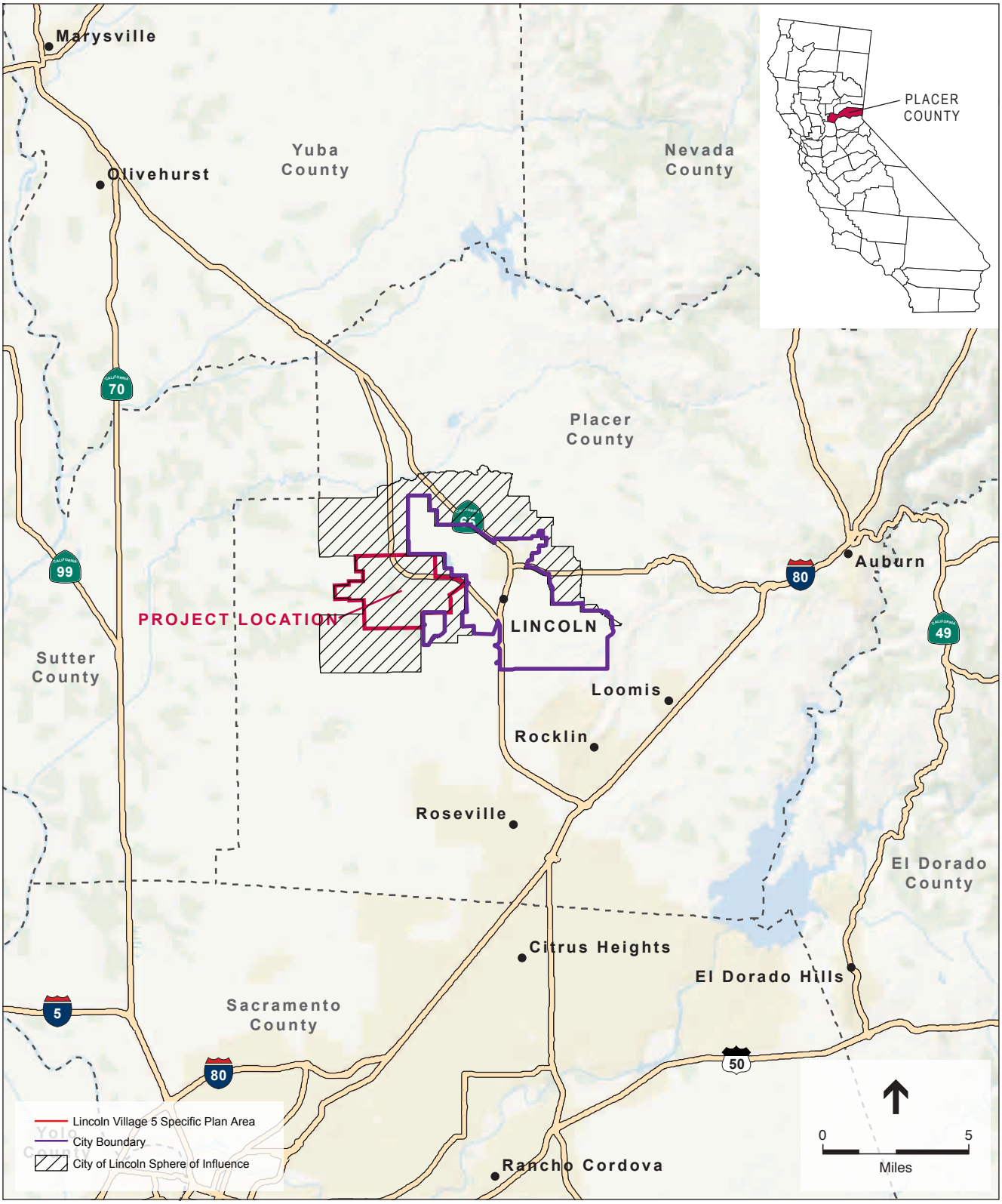
Project Description

The applicant requests approval of the V5SP. A specific plan is a planning and regulatory tool intended to implement a general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the 2050 General Plan and individual development projects.

The V5SP would be the primary land use, policy, and regulatory document used to guide the overall development of the Plan Area. It establishes a development framework for land use, mobility, utilities and services, resource protection, and implementation to promote the systematic and orderly development of Village 5. All subsequent development projects and related activities proposed within the Plan Area would be required to be consistent with the V5SP. **Figure ES-3** shows the proposed land uses in the Plan Area.

The applicant proposes to rezone the Plan Area in accordance with the General Development Plan (GDP), which is a required companion document to the V5SP that would function as the zoning code for the Specific Plan. The GDP would establish the regulations, standards, and guidelines for development, with a much greater level of detail and specificity than is provided in the Specific Plan to ensure that each Area of the V5SP would be developed in a cohesive and well-planned manner.

The proposed project would result in the annexation of approximately 4,787 acres into the City of Lincoln. The Plan Area is contiguous with the existing City boundary along the eastern boundary of the Plan Area. The City of Lincoln would initiate by petition the annexation with the Placer County Local Agency Formation Commission or LAFCO, the responsible agency that would be

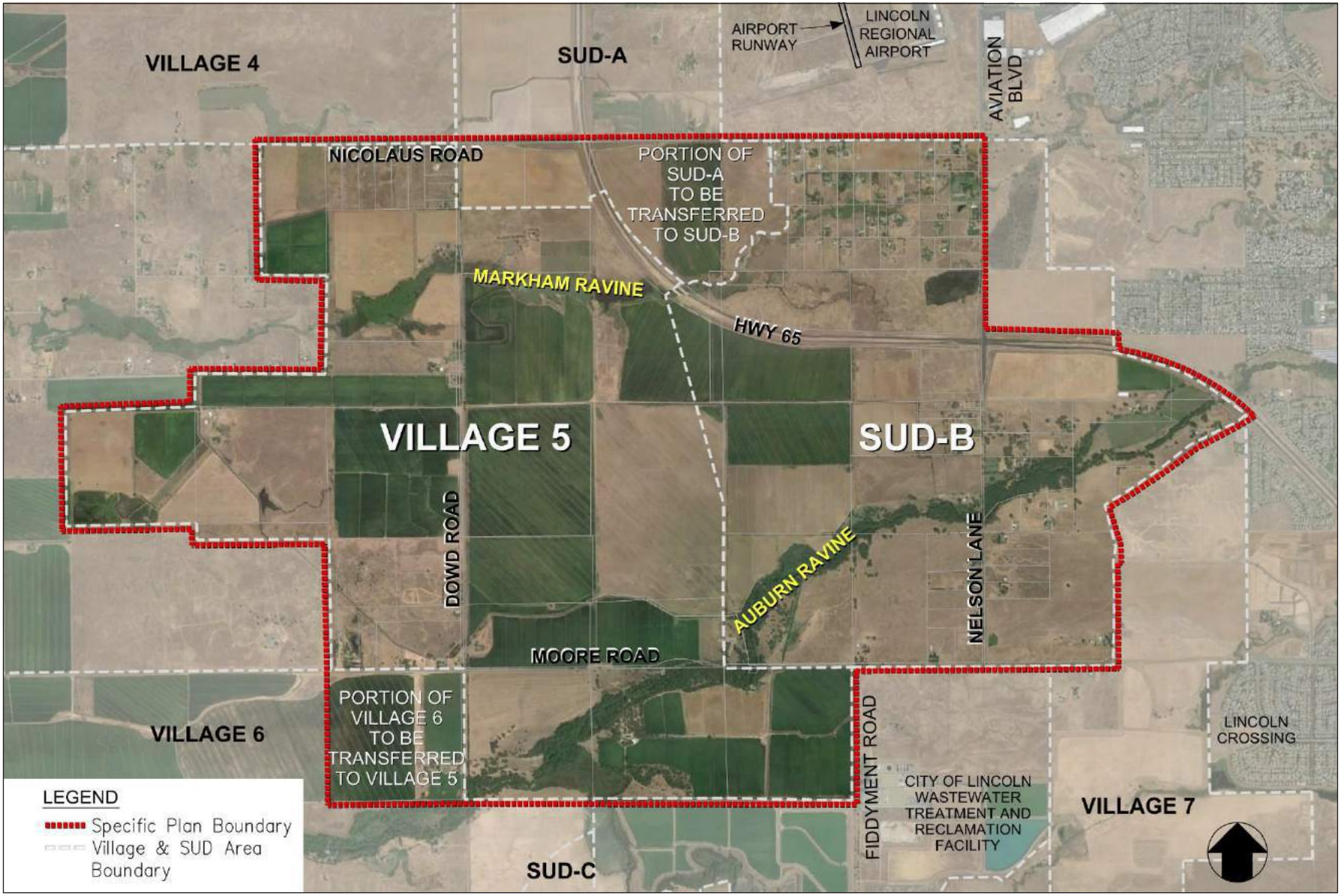


SOURCE: ESRI, 2014; ESA, 2014

Lincoln Village 5 EIR . 130368

Figure ES-1

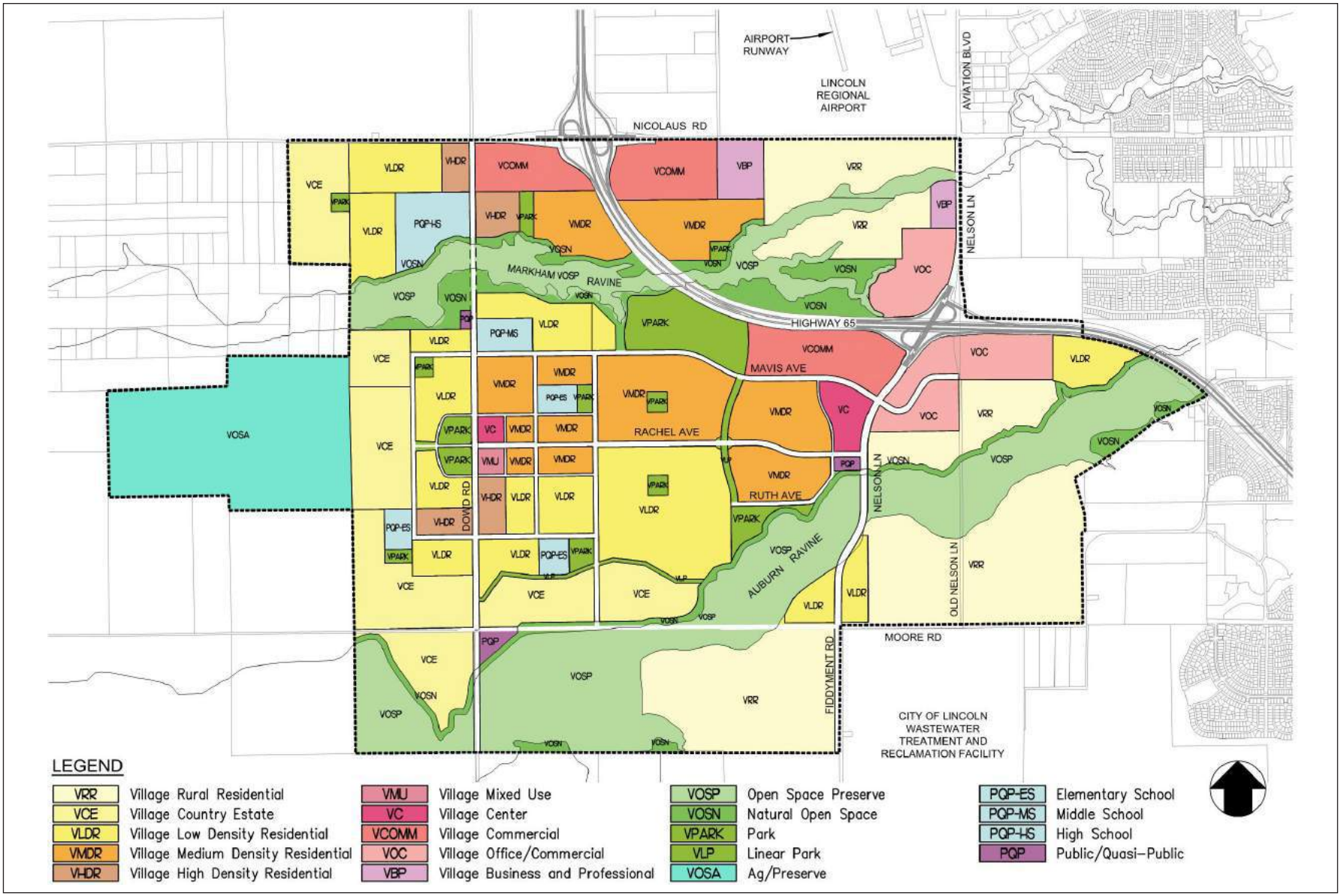
Regional Location Map



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure ES-2
Plan Area



SOURCE: City of Lincoln, 2016

Figure ES-3
Land Use Plan

required to approve the annexation. It is anticipated that the Placer County LAFCO would use this EIR in considering the annexation application. LAFCO's policies and procedures are discussed in the EIR.

Areas of Controversy

During the public comment period on the Notice of Preparation (NOP), May 22, 2014 through June 23, 2014, the City of Lincoln received 29 written comment letters regarding the proposed project (see Appendix A for the NOP and NOP comment letters). The comment letters included a number of specific and detailed comments pertaining to the project and the scope of the Draft EIR. The comments requested that the Draft EIR include analysis of issues such as:

- Several letters questioned whether there is adequate water supply for the proposed project and suggested that consideration of the current drought conditions be included in the water supply analysis. Other water supply comments questioned whether provision of water to the proposed project would adversely affect other existing or planned developments.
- An evaluation of potential traffic impacts to City of Roseville, City of Rocklin, and Placer County roadways should be conducted. Local roadway congestion could occur as a result of the proposed project. An evaluation of traffic conditions on SR 65 should also be evaluated.
- Bike path connections should be provided from the Plan Area southerly toward the City of Roseville to provide a connected bike lane network. Other alternative transportation networks such as neighborhood electric vehicle (NEV) and trails should be evaluated.
- Transit services and plans should be coordinated with the City of Roseville and Placer County including, but not limited to, service along the SR 65 corridor.
- A cultural resources search should be conducted and appropriate Native American tribes should be contacted.
- Water quality permits may be needed from the Central Valley Regional Water Quality Control Board.
- The proposed project is within the Lincoln Regional Airport's influence area and is required to comply with the airport land use compatibility plan (ALUCP). The City is responsible for review and consistency of actions required at subsequent stages of the planning process, excluding the mandatory Airport Land Use Commission (ALUC) review required of the proposed project.
- Development of the proposed project would place urban development adjacent to active agricultural uses, which could result in adjacent incompatible uses both onsite as the Plan Area develops and offsite with parcels that would remain in agricultural production.
- Site improvements could reduce floodway channel capacity resulting in the need for a permit from the Central Valley Flood Protection Board. Alterations to the 100-year floodplain could affect on- and offsite conditions.

- There could be odor impacts on the proposed project from regional odor sources such as the Western Regional Sanitary Landfill, the City of Lincoln Wastewater Treatment and Reclamation Facility, and agricultural operations.
- Solid waste would be generated by the proposed project and should be evaluated relative to available landfill capacity. Impacts to the materials recovery facility should also be evaluated.
- Construction and operational air quality impacts should be evaluated and mitigation measures adopted, as appropriate.
- Project-related greenhouse gas emissions should be evaluated and mitigated, as appropriate.
- Development of the Plan Area could affect stormwater facilities and increase peak flow runoff.
- Project-generated demand for wastewater treatment service should be evaluated relative to the existing capacity at the City of Lincoln Wastewater Treatment and Reclamation Facility.
- Impacts to public facilities including schools and parks should be evaluated and proposed schools and parks should be constructed concurrently as new development is built out. The dual-use of schools as educational and recreational/community amenities should be discussed.
- The proposed project would result in the conversion of Prime Farmland, Farmland of Local Importance, and Unique Farmland to nonagricultural uses. Mitigation should be identified to mitigate the impact of the conversion of agricultural lands. Williamson Act lands could also be affected.
- The project should be evaluated for consistency with the 2014 administrative draft Placer County Conservation Plan (PCCP).
- Impacts to biological resources, including wetlands and sensitive species, should be evaluated.
- Noise impacts related to the urban/agriculture interface and the Lincoln Regional Airport should be evaluated.
- Historical and current population trends and future population projections should be evaluated.
- Student generation, phasing of development, and impacts on schools should be evaluated. The assessment of school impact fees should be discussed.
- The Lincoln High School Farm could be affected by buildout of the proposed project.

These issues are addressed and evaluated in the appropriate topical sections on a resource-by-resource basis in Chapter 3, Environmental Analysis, in Sections 3.1 through 3.16.

Significant and Unavoidable Environmental Effects

Throughout this Draft EIR, many potentially-significant environmental impacts are identified, and mitigation measures are described that would eliminate the impacts or reduce them to a less-

than-significant level. Similarly, many impacts are identified that would be less-than-significant without the need for additional mitigation measures.

Project-level Effects

Impact 3.1-1: Implementation of the proposed project would impact scenic vistas in the project area.

Impact 3.1-2: Implementation of the proposed project would alter the existing visual character or quality of the Plan Area and its surroundings.

Impact 3.1-3: The proposed electronic message center would alter the existing visual character or quality of the Plan Area and its surroundings.

Impact 3.1-4: Implementation of the proposed project would introduce light and glare into the project area.

Impact 3.2-1: Implementation of the proposed project would result in conversion of Important Farmland to non-agricultural use.

Impact 3.3-2: Construction of land uses under the proposed project would generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.

Impact 3.3-3: Operational activities associated with development under the proposed project would result in emissions of criteria air pollutants at levels that would substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.

Impact 3.3-6: Land uses to be developed under the proposed project would result in exposure of substantial persons to objectionable odors.

Impact 3.6-1: Implementation of the proposed project would adversely impact historic architectural resources directly through demolition or substantial alteration, or indirectly through changes to historical setting.

Impact 3.11-1: Implementation of the proposed project would conflict with adjacent land uses.

Impact 3.11-2: Implementation of the proposed project would create conflicting land uses within the Plan Area.

Impact 3.12-2: Construction of the proposed project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Impact 3.12-3: Implementation of the proposed project would expose noise-sensitive land uses to noise levels in excess of the City of Lincoln General Plan noise standard or result in a substantial permanent increase in ambient transportation-related noise above existing levels.

Impact 3.12-6: Implementation of the proposed project would expose on-site noise-sensitive land uses to noise generated by commercial, educational and recreational activities in excess of the City of Lincoln General Plan noise standard or result in an increase in ambient noise.

Impact 3.13-1: The proposed project would induce substantial population growth in an area.

Impact 3.15-1: Implementation of the proposed project would increase traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under existing conditions.

Impact 3.15-3: Implementation of the proposed project would increase traffic levels at future City of Lincoln intersections in Village 5.

Impact 3.15-4: Implementation of the proposed project would increase traffic levels at intersections under the County of Placer's jurisdiction.

Impact 3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.

Cumulative Effects

Impact 3.1-6: Implementation of the proposed project would contribute to cumulative impacts on scenic vistas in the Plan Area.

Impact 3.1-7: Implementation of the proposed project would contribute to cumulative changes in the visual character of areas surrounding the Plan Area.

Impact 3.1-8: Implementation of the proposed project would contribute to a cumulative increase in light and glare in the vicinity of the Plan Area.

Impact 3.2-4: Implementation of the proposed project would contribute to cumulative conversion of Important Farmland to non-agricultural use.

Impact 3.2-5: Implementation of the proposed project would contribute to cumulative pressure to convert agricultural land to non-agricultural use.

Impact 3.3-7: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impact 3.5-1: Construction and operation of the proposed project would result in a cumulatively considerable increase in greenhouse gas (GHG) emissions that could conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions.

Impact 3.6-5: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would result in significant cumulative impacts on historic architectural resources.

Impact 3.12-9: Increases in traffic from the proposed project in combination with other development, would result in cumulatively considerable noise increases.

Impact 3.13-3: The proposed project would cumulatively induce substantial population growth in an area, either directly (by proposed new homes and businesses) or indirectly (through the extension of roads or other infrastructure).

Impact 3.15-14: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under cumulative no project conditions.

Impact 3.15-16: Implementation of the proposed project would contribute to cumulative traffic levels at future City of Lincoln intersections in Village 5.

Impact 3.15-17: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the County of Placer's jurisdiction.

Impact 3.15-18: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Roseville's jurisdiction.

Impact 3.15-19: Implementation of the proposed project would contribute to cumulative traffic levels at intersections maintained by Caltrans.

Impact 3.15-20: Implementation of the proposed project would contribute to cumulative traffic levels on study roadway segments in Placer County.

Impact 3.15-22: Implementation of the proposed project would contribute to cumulative traffic levels on study freeway facilities maintained by Caltrans.

Impact 3.16-7: The proposed project would contribute to cumulative increases in demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.

Impact 3.16-8: Implementation of the proposed project and other cumulative development would contribute to cumulative additional wastewater flows that would result in the expansion or construction of new facilities.

Alternatives to the Proposed Project

The purpose of the alternatives analysis in an EIR is to describe a range of reasonable alternatives to the proposed project that could feasibly attain the objectives of the project, and to evaluate the comparative merits of the alternatives (CEQA Guidelines section 15126.6(a)).

Additionally, CEQA Guidelines section 15126.6(b) requires consideration of alternatives that could avoid or substantially lessen any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives.

The CEQA Guidelines recommend that an EIR should briefly describe the rationale for selecting the alternative to be discussed, identify any alternatives that were considered by the lead agency, but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination (CEQA Guidelines section 15126.6(c)).

The following alternatives are discussed in greater detail in Chapter 6, Alternatives:

- Alternative 1: No Project/No Build
- Alternative 2: No Project/Existing Placer County General Plan
- Alternative 3: Reduced Footprint
- Alternative 4: No Development West of Dowd Road

Alternative 4 is designated in the Draft EIR as the environmentally superior alternative.

Summary Tables

Table ES-1 (Summary of Impacts and Mitigation Measures Evaluated in the Draft EIR), has been organized to correspond with the environmental issues discussed in Chapter 3 of this Draft EIR. The summary table is arranged in four columns:

1. Environmental impacts ("Impact").
2. Level of significance without mitigation ("Significance Before Mitigation").
3. Mitigation measures ("Mitigation Measure").
4. The level of significance after implementation of mitigation measures ("Significance After Mitigation").

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This Draft EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City of Lincoln General Plan policies, laws, and requirements or recommendations of the City. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Section 3.0, Introduction to the Analysis.

TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.1 Aesthetics and Visual Quality							
3.1-1: Implementation of the proposed project would impact scenic vistas in the project area.	PS	PS	NA	None available.	SU	SU	NA
3.1-2: Implementation of the proposed project would alter the existing visual character or □uality of the Plan Area and its surroundings.	LTS for construction, PS for operation	LTS for construction, PS for operation	NA	None available.	SU	SU	NA
3.1-3: The proposed electronic message center would alter the existing visual character or □uality of the Plan Area and its surroundings.	PS	NA	NA	None available.	SU	NA	NA
3.1-4: Implementation of the proposed project would introduce light and glare into the project area.	PS for Nighttime Lighting, PS for glare	PS for light spillover, LTS for glare	NA	3.1-4 (Full Specific Plan/Area A) *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. Sunday through Thursday, and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *e) All light standards shall be the minimum height possible to achieve necessary lighting goals, subject to approval by the Public Services Director.*	SU	SU	NA

LTS □ less than significant; NA □ Not applicable; NI □ no impact; PS □ potentially significant; S □ significant; SU □ significant and unavoidable.

TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.1-5: The proposed electronic message center would introduce light and glare into the project area.	LTS	LTS	NA	None required.	NA	NA	NA
3.1-6: Implementation of the proposed project would contribute to cumulative impacts on scenic vistas in the Plan Area.	PS	NA	NA	None available.	SU	NA	NA
3.1-7: Implementation of the proposed project would contribute to cumulative changes in the visual character of areas surrounding the Plan Area.	PS	NA	NA	None available.	SU	NA	NA
3.1-8: Implementation of the proposed project would contribute to a cumulative increase in light and glare in the vicinity of the Plan Area.	PS	NA	NA	3.1-8 (Full Specific Plan and Area A) *Implement Mitigation Measure 3.1-4.*	SU	NA	NA
3.2 Agriculture and Forestry Resources							
3.2-1: Implementation of the proposed project would result in conversion of Important Farmland to non-agricultural use.	PS	PS	NA	3.2-1(a) (Full Specific Plan) *a) If the PCCP has been approved and adopted, the project applicant shall comply with the PCCP to mitigate impacts to agricultural lands, most specifically rice lands.* *b) The project applicant shall implement Mitigation Measures 3.4-1(b) and 3.4-2(b) in Section 3.4, Biological Resources, of this Draft EIR, shown below.* 3.4-1 (Full Specific Plan, Area A, and Windsor Cove) *b) If the PCCP has not been adopted and approved by the agencies at the time the project applicants wish to proceed with permitting, they shall comply with the following mitigation measures:*	SU	SU	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and obtain Section 401 certification from the Central Valley Regional Water Quality Control Board. *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.* *For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation.*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands. *The mitigation lands are currently used as mostly grassland/pasture and fallow/idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City.			
				7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.			
				Avoidance and Minimization Measures			
				8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.			
				9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.			
				10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				3.4-2 (Full Specific Plan, Area A, and Windsor Cove) *a) If the PCCP has been adopted by the County, the City, and approved by the agencies, the project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact.* *b) If the PCCP has not been adopted by the County and City and/or has not been approved by the agencies, the following mitigation measures shall apply:* *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:* *i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5).* *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.			
				4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include: *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.*			
				5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.			
				7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density.			
				8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.			
				9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City. *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.* 3.2-1(b) (Area A) Concurrent with development of Area A, the project applicant shall preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2. The preserved land should be of similar agricultural productivity, soil classifications, and farmland type (Prime Farmland, Farmland of Statewide Importance, and Uni□ue Farmland) as the land proposed for development in Area A. Conservation Easements for agricultural and biological resources may be stacked, meaning that areas preserved to mitigate for biological resources can also serve as mitigation for agricultural impacts.			
3.2-2: Implementation of the proposed project could conflict with a Williamson Act contract.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.2-3: Implementation of the proposed project could involve other changes in the environment which, due to their location or nature, could indirectly convert agricultural land to non-agricultural use.	LTS	LTS	NA	None re□uired.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.2-4: Implementation of the proposed project would contribute to cumulative conversion of Important Farmland to non-agricultural use.	PS	NA	NA	3.2-4 *Implement Mitigation Measure 3.2-1(a) and (b).*	SU	NA	NA
3.2-5: Implementation of the proposed project would contribute to cumulative pressure to convert agricultural land to non-agricultural use.	PS	NA	NA	None available.	SU	NA	NA
3.3 Air Quality							
3.3-1: The proposed project would not conflict with or obstruct implementation of an applicable air □uality plan.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.3-2: Construction of land uses under the proposed project would generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air □uality standards or to nonattainment conditions.	PS	PS	NA	3.3-2 (V5SP and Area A) *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) Prior to approval of grading or improvement plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission/Dust Control Plan to the Placer County Air Pollution Control District. If the District does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence to the City of Lincoln that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval of the Construction Emission/Dust Control Plan or the expiration of the 20 days referenced above, and delivering that approval to the City of Lincoln. The Construction Emission/Dust Control Plan shall include, but not be limited, to the following measures:* *i. In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry chemical sweeping is prohibited. Watering at the construction site shall be carried out in the compliance with operating APCD rules and City of Lincoln requirements.*	SU	SU	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				ii. Fugitive dust shall not exceed 40% opacity and not go beyond the project boundary at any time as required by District Rule 228 Fugitive Dust (Section 300). If lime or other drying agents are used to dry out wet grading areas, they shall be controlled so as to not exceed District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual, certified by CARB to perform Visible Emissions Evaluations (VEE), who shall routinely evaluate compliance to Rule 228, Fugitive Dust on a weekly basis.			
				iii. The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures. Specifically, the prime contractor shall apply water or use other methods to control dust track out so construction vehicles leaving the site shall reduce dust, silt, mud, and dirt from being released or tracked off-site. Also, the prime contractor "wet broom" the streets (or use another method to control dust as approved by the City) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares within one hour from adjacent streets anytime such material track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.			
				iv. Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.			
				v. To control dust once grading is complete, the prime contractor shall apply methods such as surface stabilization, establishment of the vegetative cover, paving, or other methods approved by the City.			
				vi. The prime contractor shall suspend all grading activities when wind speeds (including instantaneous gusts) are high (typically winds greater than 25 miles per hour), and dust is traveling offsite.			
				vii. Stockpiles of dirt shall be covered when not being used or otherwise controlled to prevent erosion and/or dust.			
				b) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.			

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized. *c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.* *d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.* *e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.* *f) No open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetation material shall either be chipped on site or taken to an appropriate recycling site, or if a recycling site is not available, a licensed disposal site.* *g) A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.* *h) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.*			
3.3-3: Operational activities associated with development under the proposed project would result in emissions of criteria air pollutants at levels that would substantially contribute to a potential violation of applicable air □uality standards or to nonattainment conditions.	PS	PS	NA	3.3-3 (V5SP and Area A) *To reduce operational emissions of ROG, NOx, PM10, and PM2.5, the following PCAPCD Standard Operational Air Quality Mitigation Measures shall be implemented as part of the project's final design:* *a) Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.*	SU	SU	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				b) Prior to Design Review approval, the Site Plan shall show that the applicant has provided the number of preferential parking spaces for employees that carpool/ vanpool/rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Review Board. *c) Prior to Design Review approval, the applicant shall show that on-site bicycle racks will be provided as required by the District.*			
3.3-4: Traffic associated with development under the proposed project could result in exposure of persons to substantial localized carbon monoxide concentrations.	LTS	NA	NA	None required.	NA	NA	NA
3.3-5: Development under the proposed project would locate sensitive residential receptors in close proximity to SR 65, which would result in the exposure of persons to substantial toxic air contaminant concentrations.	LTS for construction; LTS for On-Site Operational Permitted Stationary Source Emissions; LTS for On-Site Operational Mobile Source Emissions; PS for cancer exposure to residential units within Areas B, E, and F; PS for increased incremental cancer risk	LTS for construction, LTS for On-Site Operational Permitted Stationary Source Emissions, LTS for On-Site Operational Mobile Source Emissions, LTS exposure to the DPM from SR 65	NA	3.3-5(a) (Full Specific Plan and Area A) *The Specific Plan design guidelines and development standards shall incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:* *i. New sensitive land uses shall not be permitted within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). Require a 50-foot separation between gasoline stations with a throughput less than 3.6 million gallons per year.* *ii. Only non-perchloroethylene dry-cleaning facilities shall be permitted within the Plan Area.* 3.3-5(b) (Full Specific Plan and Area A) *Residential units shall not be constructed at distances less than 100 feet of the edge of the SR 65 right-of-way.*	LTS	LTS	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.3-6: Land uses to be developed under the proposed project would result in exposure of substantial persons to objectionable odors.	PS	PS	NA	None available.	SU	SU	NA
3.3-7: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	PS	PS	NA	3.3-7 (Full Specific Plan and Area A) *The applicant(s) shall implement Mitigation Measure 3.3-3 to reduce operational ROG, NOx and PM10 emissions.*	SU	SU	NA
3.4 Biological Resources							
3.4-1: Implementation of the proposed project could have a substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	PS	PS	PS	3.4-1 (Full Specific Plan, Area A, and Windsor Cove) *a) If the PCCP is adopted and approved by the agencies, participation in the PCCP shall satisfy all mitigation requirements under CEQA.* *b) If the PCCP has not been adopted and approved by the agencies at the time the project applicants wish to proceed with permitting, they shall comply with the following mitigation measures:* *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and obtain Section 401 certification from the Central Valley Regional Water Quality Control Board.* *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without*	LTS	LTS	LTS

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency. *For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation.* *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.			
				4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.			
				5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.			
				6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City.			
				7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.			
				Avoidance and Minimization Measures			
				8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.			
				9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.			

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.			
3.4-2: Implementation of the proposed project could result in adverse impacts to special-status species, either directly or through habitat modifications.	PS	NA	NA	3.4-2 *a) If the PCCP has been adopted by the County, the City, and approved by the agencies, the project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact.* *b) If the PCCP has not been adopted by the County and City and/or has not been approved by the agencies, the following mitigation measures shall apply:* *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:* *i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5).* *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural*	LTS	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners. *4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include:* *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.*			

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Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.			
				7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density.			
				8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.			
				9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.			

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Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City. *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.*			
3.4-3: Implementation of the proposed project could result in the loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	PS	PS	PS	3.4-3 *a) If the PCCP has been adopted by the County, the City, and approved by the agencies, the project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact.* *b) If the PCCP has not been adopted by the County and City and/or has not been approved by the agencies, the following mitigation measures shall apply:* *1) The project applicant shall implement Mitigation Measure 3.4-1, subsection b) and Mitigation Measure 3.4-2.* ***Avoidance and Minimization Measures*** *c) Orange exclusionary fencing shall be placed, and a buffer area of 250 feet (or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS) maintained, around any avoided (preserved) vernal pool crustacean or western spadefoot toad habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition.* *d) Prior to beginning work on a project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.*	LTS	LTS	LTS

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Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.4-4: Implementation of the proposed project could result in the loss and/or degradation of rare plant populations.	PS	LTS	NA	3.4-4 (Full Specific Plan) *a) For Areas B through J, the project applicant(s) for each phase shall retain a qualified biologist to conduct focused botanical surveys in vernal pool complexes, fresh emergent marsh, seasonal wetlands and nonnative annual grassland habitats within the Plan Area for special-status plant species including, but not limited to, pincushion navarretia, dwarf downingia, legenere, Boggs Lake hedge-hyssop, Ahart's dwarf rush, Red Bluff dwarf rush, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year. If no special-status plants are located during the surveys, no mitigation would be required.* *b) If special-status plant species are located during surveys in areas proposed for ground disturbance, the project applicant for each project shall mitigate for impacts to vernal pool wetlands and complexes as described in Mitigation Measure 3.4-3, for impacts to grasslands as described in Mitigation Measure3.4-2, and for wetlands as described in Mitigation Measure 3.4-1. The applicant shall also report the plant survey results to CDFW using a CNDDB field survey form.* *c) If state or federally-listed plants are found during surveys, project applicant for each project phase shall consult with CDFW to obtain an Incidental Take Permit under Section 2081 of the CESA and comply with the conditions and requirements therein, and/or USFWS to obtain a Biological Opinion under Section 7 of FESA and comply with the conditions and requirements.*	LTS	LTS	LTS
3.4-5: Implementation of the proposed project could result in the loss of western pond turtle and/or degradation of potential habitat.	PS	NA	NA	3.4-5 *a) If the PCCP has been adopted by the County, the City, and approved by the agencies, the project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact.* *b) If the PCCP has not been adopted by the County and City and/or has not been approved by the agencies, the following mitigation measures shall apply:* *1) Prior to project construction for each phase that would disturb any potential habitat for western pond turtle, the project applicant(s) for such phase shall retain a qualified biologist to conduct preconstruction surveys of potential habitat and the vicinity (250 feet) within 30 days prior to project construction. If no western pond turtles are located, no mitigation would be required and construction could proceed.* *2) If western pond turtles are determined to be present, and potential habitat is not proposed for modification due to development of the site, then exclusionary fencing shall be used to prevent the turtle(s) from entering the construction area. The location of the fence shall be determined by a qualified biologist. Retained habitat shall also be protected through implementation of water quality and hydrology measures that ensure habitat remains viable post-construction as*	LTS	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				required for Clean Water Act Sections 401 and 404 permits and would be consistent with the Draft PCCP. *3) If occupied habitat would be impacted or lost, the project applicant(s) for each phase shall retain a qualified biologist approved by the CDFW to relocate all potentially affected western pond turtles into suitable habitat. Lost habitat would be mitigated through the Sections 401 and 404 permitting process, and would be consistent with the Draft PCCP.*			
3.4-6: Implementation of the proposed project could result in the loss or disturbance of nesting birds and the loss or degradation of special-status bird nesting and foraging habitat.	PS	NA	NA	3.4-6 *a) If the PCCP has been adopted by the County, the City, and approved by the agencies, the project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact.* *b) If the PCCP has not been adopted by the County and City and/or has not been approved by the agencies, the following mitigation measures for foraging habitat shall apply:* *1) The project applicant shall comply with Mitigation Measure 3.4-2(b)(2)-(10).* *c) If the PCCP has not been adopted by the County and City and/or has not been approved by the agencies, the following mitigation measures for nesting habitat shall apply:* *1) If construction activity that may disturb nesting birds (according to a qualified biologist) occurs during the nesting season (March 15-August 30), the project applicant(s) for each project phase shall retain a qualified biologist to conduct a pre-construction breeding-season survey of the project site at least 30 days prior to onset of construction. Surveys for nesting raptors shall be conducted within ¼ mile of proposed. A survey for nesting birds shall be conducted within 500 feet of construction areas to determine if any birds are nesting on or within 500 feet of the project site. The results of the survey shall be valid only for the season when it is conducted. New surveys shall be conducted if construction of the surveyed area extends into the following season or if construction is suspended for more than 14 days during the nesting season, unless all of the potential nesting trees or other habitat have been removed.* *2) If the pre-construction survey does not identify any protected raptor or bird nests on or within the buffers to the project site, no mitigation would be required. However, should any active nests be located within 500 feet of a proposed construction area, the project applicant(s) for each project phase, in consultation with CDFW, shall avoid all bird nest sites located in the project site disturbance area(s) during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season*	LTS	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				or establishing a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with CDFW. The buffer zone shall be delineated by orange temporary construction fencing. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer in use.			
				Additional Measures for Swainson's Hawk			
				3) The project applicant(s) for each project phase shall retain a qualified biologist to conduct a Swainson's hawk nesting survey within the area to be disturbed, extending out to one-half mile. The survey shall be conducted during the nesting season of the same calendar year that construction is expected to begin, and prior to the issuance of any grading permits. If this survey does not identify any nesting Swainson's hawk in the area within the project site that will be disturbed plus the one-half mile radius, no mitigation would be required.			
				4) Should any active Swainson's hawk nests be located within one-half mile of the disturbance area, no project-related activities that could cause nest abandonment or forced fledging (such as heavy equipment operation), shall be initiated within the one-quarter mile (buffer zone) of an active nest between March 1 and September 15.			
				Additional Measures for Burrowing Owl			
				5) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct both nesting and wintering season surveys for burrowing owl to determine if potential habitat within 500 feet of ground disturbance is used by this species. The timing and methodology for the surveys shall be based on the CDFW/Burrowing Owl Consortium Survey Guidelines. If possible, the nesting season survey should be conducted during the peak of the breeding season, between April 15 and July 15. Winter surveys should be conducted between December 1 and January 31, during the period when wintering owls are most likely to be present.			
				6) If burrowing owls are discovered in the Plan Area, the project applicant shall notify the CDFW. A qualified biologist shall monitor the owls and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion buffer zone until such time that the burrows are determined to be unoccupied by a qualified biologist. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31).			

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Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				7) If complete avoidance is not feasible, the CDFW shall be consulted regarding the implementation of avoidance or passive relocation methods. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.			
3.4-7: Implementation of the proposed project could result in the loss of valley elderberry longhorn beetle and/or loss or degradation of potential habitat.	PS	LTS	LTS	3.4-7 (Full Specific Plan, Excluding Area A and Windsor Cove) *a) If the PCCP has been adopted by the County and City and approved by the agencies, the project applicant shall comply with the PCCP, which shall be deemed to mitigate for impacts to the VELB.* *b) If the PCCP has not been adopted by the County and City and approved by the agencies, the project applicant shall comply with mitigation measures c) through e)* *c) For construction requiring consultation under Section 7 of the FESA, the project applicant shall obtain incidental take authorization and comply with the requirements therein. If no Section 7 consultation is required (because no federal permit is required), the applicant shall comply with mitigation measures d) through (f).* *d) The removal of elderberry shrubs or their stems measuring one inch or greater (removal or trimming) shall be compensated for by salvaging and planting the affected elderberry shrubs and planting additional elderberry shrubs and associated native riparian plants at a 1:1 ratio. Mitigation planting shall occur, to the maximum extent practicable, in areas adjacent to the impact area and/or located to fill in existing gaps in riparian corridors. If the plants to be removed show recent boring holes, the project applicants shall consult with the USFWS and obtain incidental take authorization prior to removal.* *e) Elderberry shrubs with stems measuring one inch or greater in diameter at ground level that are not proposed to be removed shall be protected as follows during construction:* *1. Any ground disturbing activities within 100 feet of elderberry plants containing stems measuring one inch or greater in diameter at ground level shall provide a minimum setback of at least 20 feet from the drip line of each elderberry plant containing stems measuring one inch or greater in diameter at ground level. The setbacks shall be fenced and flagged to prohibit equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within the 20-foot setback.* *2. The project applicant shall brief the construction foreman on the need to avoid damaging the elderberry plants (unless the proper take authorization is obtained) and the possible penalties for not complying with these requirements. A copy of these mitigation measures shall be provided to the construction foreman for his distribution to his crews by the project applicant.*	LTS	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				3. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring one inch or greater in diameter at ground level. *4. No mowing shall occur closer than five feet to elderberry plant stems. Mowing shall be done in a manner that avoids damaging elderberry plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment).* *5. Trimming of elderberry stems less than one inch in diameter may occur between September 1 and March 14. The elderberry plants shall only be trimmed between November through the first two weeks in February, or when the plants are dormant and after they have lost their leaves.*			
3.4-8: Implementation of the proposed project could result in changes to surface water □uality in Auburn Ravine that could affect Central Valley Steelhead and Chinook salmon due to the reconstruction and/or widening of various bridges within the Plan Area.	PS	NA	NA	3.4-8 *a) If the PCCP has been adopted and approved prior to the start of construction in the V5SP area in question, the project applicant(s) (be they the City, County, or another agency) shall comply with the PCCP and mitigate for impacts to Central Valley steelhead and Chinook salmon as stated in the PCCP.* *b) If the PCCP has not been adopted and approved prior to the start of construction in the V5SP area in question, the project applicant(s) (be they the City, County, or another agency) shall comply with the following mitigation measures:* *1) Obtain a Biological Opinion and incidental take authorization for Central Valley steelhead and winter-run and spring-run Chinook salmon from NMFS and comply with the conditions and requirements therein.* *2) Obtain any necessary permits from the USACE, CDFW, and the RWQCB. Dewatering plans and the specific temporary impacts to Auburn Ravine associated with bridge construction shall be discussed in the permit applications and avoidance and minimization measures shall be proposed, including timing of construction to avoid presence of steelhead and Chinook salmon, fish rescue and relocation, as well as specific BMPs to avoid impacts to these species and their habitat. The permit requirements shall include the following elements:* • *In-water construction work windows shall be observed in consultation with NMFS and CDFW, and as specified in the permits issued.* • *Applicant(s) shall implement a pile driving, dewatering and fish rescue plan. The plan shall include specific measures to avoid and minimize impacts to salmonids and their habitats during bridge construction, and shall be approved by NMFS and CDFW.*	LTS	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				3) Install Environmentally Sensitive Area (ESA) fences within 200 feet of work along Auburn Ravine, as indicated in the 401 or 404 permits. The ESA fencing shall be delineated on the final plans for each project phase and the fence shall be installed and remain on-site until construction within 200 feet of the Auburn Ravine preserve area is completed. *4) Implement Mitigation Measure 3.10-1 and construction best management practices (BMPs) as prescribed in the project's Storm Water Pollution Prevention Plan (SWPPP) prepared in accordance with the California National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002). These BMPs shall be in place throughout the construction for each project phase. The SWPPP shall include specific measures for water conservation; vehicle and equipment cleaning, fueling and maintenance; dewatering; paving and grinding; concrete finishing and curing; directing water away from work areas; use of attachments on construction equipment to catch debris; use of approved covers or platforms to collect debris; stockpiling of accumulated debris and waste generated during demolition away from watercourses; and ensuring safe passage of wildlife, as necessary.*			
3.4-9: Implementation of the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local, state, or federal plans, policies, or regulations.	PS	NA	NA	3.4-9 *a) If the PCCP has been adopted and approved prior to the start of construction in the V5SP area in question, the project applicant(s) shall comply with the PCCP and mitigate for impacts to and loss of sensitive natural communities as stated in the PCCP.* *b) If the PCCP has not been adopted and approved prior to the start of construction in the V5SP area in question, the project applicant(s) shall comply with Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.*	LTS	NA	NA
3.4-10: Implementation of the proposed project could interfere substantially 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.	LTS	LTS	NA	None required.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.4-11: Implementation of the proposed project could conflict with the provisions of approved local, regional or state policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	PS	PS	PS	3.4-11 *a) For impacts to threatened or endangered vegetation, the project applicant(s) shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8 3.4-9, and 3.10-1 as applicable.* *b) For impacts to heritage oak trees, the project applicant(s) shall first make every reasonable attempt to avoid any heritage oak tree by designing around it. If a heritage oak tree cannot be avoided due to health, safety, and welfare risks, the project applicant(s) shall provide the following mitigation:* *i. Submit a justification statement as to why the heritage tree(s) cannot be preserved in place to the City's Community Development Director.* *ii. Provide a Site Plan with proposed development which also identifies the location of the heritage tree(s) to be removed.* *iii. If the Community Development Director deems the justification statement to be valid, the project applicant(s) shall mitigate the loss of heritage oak trees on an inch for inch basis. Specifically, for every inch of heritage oak tree removed, an inch of oak tree shall be planted. All new plantings shall be plantings in a minimum of 15 gallon pots, and shall be of the same species of oak as was being removed and replaced, and shall, if feasible, be located on the property from which the heritage oak tree was removed. Project applicant(s) shall submit to the City's Community Development Director a revegetation plan for his/her review and approval. The project applicant(s) shall irrigate and maintain the new plantings for a minimum of three years, at which time a licensed arborist shall opine as to whether the trees are sufficiently established to release the project applicant(s) from continuing to irrigate and maintain the plantings. Any replacement trees which die before the end of the irrigation and maintenance obligations shall be replaced at a 1:1 ratio.*	LTS	LTS	LTS
3.4-12: Implementation of the proposed project could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	NI	NA	NA	None required.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.4-13: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	PS	NA	NA	3.4-13 *The project applicant shall implement Mitigation Measure 3.4-1.*	LTS	NA	NA
3.4-14: Implementation of the proposed project could contribute to cumulative loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	PS	NA	NA	3.4-14 *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.*	LTS	NA	NA
3.4-15: Implementation of the proposed project could contribute to cumulative loss and/or degradation of rare plant populations.	PS	NA	NA	3.4-15 *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.*	LTS	NA	NA
3.4-16: Implementation of the proposed project could contribute to cumulative loss of western pond turtle and/or degradation of potential habitat.	PS	NA	NA	3.4-16 *The project applicant shall implement Mitigation Measure 3.4-5.*	LTS	NA	NA
3.4-17: Implementation of the proposed project could contribute to cumulative loss or disturbance of nesting birds and the loss or degradation of special-status bird habitat.	PS	NA	NA	3.4-17 *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-6.*	LTS	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.4-18: Implementation of the proposed project could contribute to cumulative loss of valley elderberry longhorn beetle and/or degradation of potential habitat.	PS	NA	NA	3.4-18 *The project applicant shall implement Mitigation Measure 3.4-7.*	LTS	NA	NA
3.4-19: Implementation of the proposed project could contribute to cumulative changes to surface water uality in Auburn Ravine that could affect Central Valley steelhead and Chinook salmon due to the widening or construction of bridges within western Placer County.	PS	NA	NA	3.4-19 *The project applicant shall implement Mitigation Measure 3.4-8.*	LTS	NA	NA
3.4-20: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by CDFW or USFWS.	PS	NA	NA	3.4-20 *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-9.*	LTS	NA	NA
3.4-21: Implementation of the proposed project could contribute to cumulative substantial interference 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.	LTS	NA	NA	None re uired.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.4-22: Implementation of the proposed project could contribute to cumulative conflicts with the provisions of an approved local, regional or state policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LTS	NA	NA	None required.	NA	NA	NA
3.5 Climate Change							
3.5-1: Construction and operation of the proposed project would result in a cumulatively considerable increase in greenhouse gas (GHG) emissions that could conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions.	PS	PS	NA	3.5-1 (Full Specific Plan) *The following mitigation measures are based on measures identified by the project applicant, by the PCAPCD, by the California Attorney General, and by CAPCOA. The following measures focus primarily on non-transportation energy efficiency. Measures associated with reducing transportation emissions have already been incorporated into the GHG emission estimates shown in Table 3.5-1. The following measures will ensure that all Title 24 requirements are met and will further reduce GHG emissions through energy efficiency improvements.* *All residential buildings shall:* • *Meet or exceed CalGreen Tier 2 requirements in place at the time of Building Permit issuance.* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Include a tankless water heating system, a whole house ceiling fan, and "Energy Star" appliances (stoves, dishwashers, and any other appliances typically included within the initial installation by the builder).* • *Include an energy efficient air conditioning unit(s) that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Include programmable thermostat timers.* • *Include exterior outlets on all single-family and multi-family buildings to allow the use of electrically-powered landscape equipment.* • *Include wiring for at least one electric car charging station.* • *Meet the 2016 Plumbing Code on all residences to reduce indoor and outdoor water use in installing low-flow bathroom faucets, kitchen faucets, toilets, and showers, and landscaping that uses water-efficient, drought resistant plants, and water-saving irrigation systems. Additionally, all residential units shall be pre-plumbed to enable the reuse of graywater systems.*	SU	SU	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				• *Not include wood-burning fireplaces, woodstoves, and other similar wood-burning devices. This prohibition shall be included in any covenants, conditions, and restrictions (CC&Rs) that are established.* • *Provide covered storage facilities for securing bicycles for 15 percent or more of building occupants (multi-family housing units).* • *Prior to issuance of an occupancy permit, the applicant shall establish tree planting guidelines that require residents to plant trees to shade buildings primarily on the west and south sides of buildings. Recommended use of deciduous trees (to allow solar gain during the winter) and direct shading of air conditioning systems shall be included in the guidelines.* *All non-residential structures within the Plan Area shall:* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Install photovoltaic rooftop energy systems on all community buildings and any commercial buildings over 100,000 square feet.* • *Use "Energy Star" rated (or greater) roofing materials.* • *Use both indoor and outdoor energy efficient lighting that meets or exceeds Title 24 requirements.* • *Include an energy efficient heating system and an air conditioning system that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Only use low flow water fixtures such as low flow toilets, faucets, showers, etc.* • *Only use programmable thermostat timers.* • *Include enough bike parking facilities to meet peak demand. Bike parking shall also be included near all transit locations that are developed during the course of this Plan. This will include providing secure bicycle racks and/or storage within 200 yards of a building entrance for five percent or more of all Full Time Equivalent (FTE) staff (measured at peak periods) and provide showers and changing facilities in the building, or within 200 yards of a primary staff building entrance, for 0.5 percent of FTE staff (measured at peak periods), or* *Provide secure bike racks and/or storage within 200 yards of a public building entrance according to the following guidelines based on project square footage:* - *Up to 5,000 square feet, two or more bicycle racks,* - *5,001 – 20,000 square feet, three or more bicycle racks,* - *20,001 – 50,000 square feet, six or more bicycle racks,* - *More than 50,000 square feet, ten or more bicycle racks.* • *Install two 110/208 volt power outlets for every two loading docks.*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				• *Reserve a minimum of five percent of the total customer parking spaces within commercial and retail parking lots for electric vehicles, hybrid vehicles, alternative fueled vehicles, and carpools.* • *Install electric vehicle charging stations for a minimum of three percent of the total vehicle parking capacity of the site.* • *Include pedestrian-friendly paths and cross walks in all parking lots.* • *Pave all parking lots with reflective coatings (albedo = 0.30 or better). This measure is considered feasible if the additional cost is less than 10 percent of the cost of applying a standard asphalt product.* *In addition to the above measures, the following shall also be incorporated:* • *Prior to project approval, the applicant shall only show energy efficient lighting for all street, parking, and area lighting associated with the V5SP. The applicant shall also work to limit the hours of operation of outdoor lights through the use of timers and/or motion sensors, to the extent that these strategies do not compromise public safety.* • *Any new park areas within the Plan Area shall include bicycle racks at appropriate locations and a community notice board and information kiosk within information about community events, ridesharing, and commute alternatives.* • *Prior to issue of an occupancy permit within the Plan Area, the applicant shall create informational materials informing occupants of the alternative travel amenities provided, including ridesharing and public transit availability schedules and the Plan Area's pedestrian bicycle, and equestrian paths to community centers, shopping areas, employment areas, schools, parks, and recreation areas.* • *Maximize the amount of drought tolerant landscaping by minimizing the amount of turf in all areas where this option is feasible.*			
3.6 Cultural Resources							
3.6-1: Implementation of the proposed project would adversely impact historic architectural resources directly through demolition or substantial alteration, or indirectly through changes to historical setting.	PS	NI	NI	3.6-1 (Full Specific Plan except Area A and Windsor Cove) *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, documenting and evaluating resources 45 years or older within and adjacent to the project footprint for listing in the California or National Registers;* • *A report disseminating the results of this research; and,* • *Recommendations for additional mitigation to resolve adverse impacts to recorded cultural resources.*	SU	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History, and can be compiled in the same document as Mitigation Measure 3.6-2(a). Demolition or substantial alteration of all previously recorded historic resources, including significant historic resources encountered during the survey and evaluation efforts, shall be avoided. Any alterations, including relocation, to historic buildings or structures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If avoidance of identified historic resources is deemed infeasible, the City shall prepare a treatment plan to include, but not limited to, adaptive reuse, photo-documentation and public interpretation of the resource. *If avoidance, adaptive reuse, or relocation of an historic resource is determined infeasible, a qualified architectural historian shall be retained to document the affected historic resource in accordance with the National Park Service's Historic American Buildings Survey (HABS) and/or Historic American Engineering Record (HAER) standards. Such standards typically include large format photography using (4x5) negatives, written data, and copies of original plans if available. The HABS/HAER documentation packages shall be archived at local libraries and historical repositories, as well as the Northwest Information Center of the California Historical Resources Information System. Public interpretation of historic resources at their original site shall also occur in the form of a plaque, kiosk or other method of describing the building's historic or architectural importance to the general public. These mitigation actions will be undertaken at the developer's expense.*			
3.6-2: Implementation of the proposed project could result in damage or destruction of known or previously unidentified uni□ue archaeological resources.	PS	PS	PS	3.6-2(a) (Full Specific Plan except Area A and Windsor Cove) *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, including subsurface presence/absence studies as appropriate;* • *Contact and coordination with the Native American Heritage Commission and interested and involved local tribes;* • *A report disseminating the results of this research that evaluates the eligibility of recorded resources for inclusion in the National and California Registers; and,* • *Recommendations for additional cultural resources investigations necessary to mitigate adverse impacts to recorded and/or undiscovered archaeological resources.*	LTS	LTS	LTS

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				Additional cultural resources investigations may include testing and evaluation of archaeological resources, as well as data recovery efforts. If a significant unique archaeological resource is present that could be adversely impacted by a project, the project proponent shall: *a) In consultation with the lead agency and archaeologist, determine if preservation in place is feasible. Consistent with State CEQA Guidelines section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement; or* *b) Design and implement an Archaeological Research Design and Treatment Plan (ARDTP). If avoidance is not feasible, the project proponent shall hire a Secretary of the Interior-qualified archaeological consultant who shall prepare a draft ARDTP that shall be submitted to the City of Lincoln for review and approval. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context, reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative before being finalized, curation of artifacts and data at a local facility acceptable to the appropriate Native American representative, and dissemination of final confidential reports to the appropriate Native American representative, the Northwest Information Center of the California Historical Resources Information System, the City, and interested professionals.* 3.6-2(b) (Full Specific Plan, Area A, and Windsor Cove) *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering archaeological resources, the appearance and types of resources likely to be seen during construction activities, and the proper notification procedures to follow should archaeological resources be encountered. This worker training shall be prepared and presented by a qualified archaeologist.*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				If archaeological resources are discovered during earth-moving activities, the requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/Paleontological Resources) shall be followed, as described herein. In the event of accidental discovery during construction, all work must halt within a 100-foot radius of the discovery if subsurface deposits believed to be cultural or human in origin are discovered during construction. A qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. A Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the NAHC, will be required if the nature of the unanticipated discovery is prehistoric. *Work cannot continue within the no-work radius until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the California or National Registers.* *If a potentially eligible resource is encountered, then the lead agency shall require the project proponent to arrange for either 1) total avoidance of the resource, if feasible or 2) test excavations to evaluate eligibility and, if eligible, potentially data recovery as mitigation. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met. Curation of any identified resources would be determined through consultation between the archaeologist, project proponent, and lead agency during the course of analysis.*			
3.6-3: Ground-disturbing construction associated with implementation of the proposed project could result in disturbance or destruction of a paleontological resource.	PS for construction, NI for operation	PS for construction, NI for operation	PS	3.6-3 (Full Specific Plan, Area A, and Windsor Cove) *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and the proper notification procedures to follow should fossils be encountered. This worker training shall be prepared and presented by a qualified paleontologist.* *If paleontological resources are discovered during earth-moving activities the following requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/Paleontological Resources) will be followed: the construction crew shall immediately cease work and the Planning Department shall be notified immediately if any paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in within 100 feet of the find and a paleontologist shall be retained to evaluate the resource and prepare and implement a proposed mitigation plan, including curation, in accordance with Society of Vertebrate Paleontology guidelines.*	LTS	LTS	LTS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.6-4: Ground-disturbing activities associated with construction of the proposed project could result in damage to previously unidentified human remains.	PS	PS	PS	3.6-4 (Full Specific Plan, Area A, and Windsor Cove) *a) Implement Mitigation Measure 3.6-2(b).* *b) In the event that evidence of human remains is discovered, the following requirements of General Plan Policy OSC-6.10 (Discovery of Human Remains) shall be followed. Construction activities within any area reasonably suspected to overlie adjacent human remains shall be halted or diverted. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and Assembly Bill (AB) 2641 shall be implemented. Specifically, the discovery shall be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner will notify the NAHC which will then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the PRC). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641). The United Auburn Indian Community (UAIC) Tribal Council shall be solicited their input as part of the mitigation process.*	LTS	LTS	LTS
3.6-5: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would result in significant cumulative impacts on historic architectural resources.	PS	PS	PS	3.6-5 *Implement Mitigation Measure 3.6-1.*	SU	SU	SU
3.6-6: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on unique archaeological resources.	PS	PS	PS	3.6-6 *Implement Mitigation Measures 3.6-2(a) and 3.6-2(b).*	LTS	LTS	LTS

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.6-7: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on paleontological resources.	PS	PS	PS	3.6-7 *Implement Mitigation Measure 3.6-3.*	LTS	LTS	LTS
3.6-8: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on human remains.	PS	PS	PS	3.6-8 *Implement Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).*	LTS	LTS	LTS
3.7 Energy							
3.7-1: Construction of the proposed project would not use fuel and energy in an unnecessary, wasteful, or inefficient manner during project construction.	PS	PS	NA	3.7-1 (V5SP and Area A) *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.* *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.* *c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.*	LTS	LTS	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. *e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.* *h) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.*			
3.7-2: Development of the proposed project would result in decreased vehicle-miles travelled per service population, as compared to the existing baseline, resulting in a corresponding decrease in transportation energy use per service population.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.7-3: Development of the proposed project would comply with the most current version of Title 24 energy standards for energy conservation.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.7-4: Development of the proposed project, along with other cumulative growth, could result in a cumulative increase of vehicle-miles travelled per service population.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.8 Geology, Soils, and Seismicity							
3.8-1: The proposed project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death due to strong seismic ground shaking or li□uefaction.	LTS	LTS	NA	None re□uired.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.8-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	PS for construction, LTS for operation	PS for construction, LTS for operation	NA	3.8-2(a) (Full Specific Plan and Area A) *Implement Mitigation Measure 3.10-1(a) and (b).* *a) Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.*	LTS	LTS	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				v. Prior to approval of a grading or building permit, the applicant shall cause a the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.			
				vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.			
				b) Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below.			
				i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.			
				ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.			
				iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.			

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs. *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*			
3.8-3: The proposed project would not 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, li□uefaction or collapse.	LTS	LTS	NA	None re□uired.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.8-4: The proposed project could be located on expansive soil, as defined in California Building Code (2013), creating substantial risks to life or property.	LTS	LTS	NA	None required.	NA	NA	NA
3.8-5: Implementation of the proposed project along with other cumulative development would not contribute to a cumulative exposure of people or structures to potential substantial adverse effects, including risk of loss, injury, or death due to major geologic hazards, such as strong seismic ground shaking, liquefaction, or slope failure.	LTS	LTS	NA	None required.	NA	NA	NA
3.8-6: The proposed project combined with other cumulative development would not contribute to a cumulative increase in substantial soil erosion or the loss of topsoil.	LTS	LTS	NA	None required.	NA	NA	NA
3.8-7: The proposed project combined with other cumulative development would not 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 a cumulative on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	LTS	LTS	NA	None required.	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.8-8: The proposed project in combination with other cumulative development could be located on expansive soil, as defined in the California Building Code (2013), creating substantial cumulative risks to life or property.	LTS	LTS	NA	None required.	NA	NA	NA
3.9 Hazards and Hazardous Materials							
3.9-1: The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	LTS	NA	None required.	NA	NA	NA
3.9-2: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	PS	PS	NA	3.9-2 (Full Specific Plan and Area A) *a) Prior to final project design or if none is required, any earth-disturbing activities at the project site, the City shall require that the applicant conduct a Phase I Environmental Site Assessment (Phase I ESA) areas that are not already evaluated in an existing Phase I ESA. The Phase I ESA shall be prepared by a Registered Environmental Assessor (REA) or other qualified professional to assess the potential for contaminated soil or groundwater conditions at the project site. The Phase I ESA shall include a review of appropriate federal and State hazardous materials databases, as well as relevant local hazardous material site databases for hazardous waste on-site and off-site locations within a one-quarter mile radius of the area of analysis. The Phase I ESA shall also include a review of existing or past land uses and aerial photographs, summary of results of reconnaissance site visit(s), and review of other relevant existing information that could identify the potential existence of contaminated soil or groundwater. If no contaminated soil or groundwater is identified, or the Phase I ESA does not recommend any further investigation, then no further action is required.* *b) If existing hazardous materials contamination is identified during the execution of Mitigation Measure 3.9-2(a), and the future Phase I ESA recommends further review, the applicant shall retain an REA to conduct follow-up sampling to characterize the contamination and to identify any required remediation that shall be conducted, consistent with applicable regulations prior to any earth-disturbing activities. The environmental professional shall prepare a report that includes, but is not limited to,*	LTS	LTS	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				activities performed for the assessment, a summary of anticipated contaminants and contaminant concentrations at the proposed construction site, and recommendations for appropriate handling of any contaminated materials during construction. These recommendations shall be implemented and the site shall be deemed remediated by the appropriate agency (e.g., DTSC, PCDEHS) or the County shall issue a No Further Action (NFA) letter prior to earth disturbance continuing in the vicinity of the contamination. c) *If unidentified or suspected contaminated soil or groundwater (stained soil, noxious odors) is encountered during site preparation or construction activities, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by an REA or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the applicable regulatory agency.*			
3.9-3: The proposed project could emit ha□ardous emissions or handle ha□ardous or acutely ha□ardous materials, substances, or waste within one-□uarter mile of an existing or proposed school.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.9-4: The proposed project could be located on a site which is included on a list of ha□ardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, create a significant ha□ard to the public or the environment.	PS	PS	PS	3.9-4(a) (Full Specific Plan, Area A, and Windsor Cove): *During construction, the contractor shall cease any earthwork activities upon discovery of any suspect soils or groundwater (e.g., petroleum odor and/or discoloration) during construction in accordance with a Soil and Groundwater Management Plan prepared for the project by a qualified environmental consultant and approved by the Placer County Department of Environmental Health Services (PCDEHS). The contractor shall notify the PCDEHS upon discovery of suspect soils or groundwater and retain a qualified environmental firm to collect soil and/or groundwater samples to confirm the level of contamination that may be present. If contamination is found to be present, any further proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. Any contaminants identified as exceeding human health risk levels, shall be delineated, removed, and disposed of offsite in compliance with the receiving facilities requirements under the direction of PCDEHS. The contractor shall follow all procedural direction given by PCDEHS and in accordance with the Soil and*	LTS	LTS	LTS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				Groundwater Management Plan prepared for the site to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with Section 31303 of the California Vehicle Code and the requirements of the licensed receiving facility. 3.9-4(b) (Windsor Cove): *Conduct a Phase II Environmental Site Assessment on the Morse Property at 200 South Dowd Road (APN 021-081-008) in order to sample the underlying soil beneath a concrete saddle that formerly supported an above ground diesel tank and the footprint of a former barn that included an above ground gasoline tank. Follow the recommendations in the Phase II ESA.*			
3.9-5: The proposed project could result in a safety ha□ard for people residing or working in the project area for a project located within an airport land use plan.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.9-6: The proposed project would not result in a safety ha□ard for people residing or working in the project area for a project within the vicinity of a private airstrip.	PS	PS	NA	*Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	LTS	LTS	NA
3.9-7: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	PS	PS	NA	3.9-7 (Full Specific Plan and Area A): *Prior to construction, the applicant for any phase of construction shall require the construction contractor(s) to prepare and enforce a traffic control plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. This traffic control plan shall reduce potential traffic safety hazards and ensure adequate access for emergency responders. The applicant and construction contractor(s) shall coordinate development and implementation of this traffic control plan with the City of Lincoln, as appropriate. To the extent applicable, this traffic control plan shall conform to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control). The traffic control plan shall provide, but not be limited to, the following elements:* • *Circulation and detour plans to minimize impacts on local road circulation during road and lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.* • *Identifying truck routes designated by Placer County, where applicable. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.* • *Sufficient staging areas for trucks accessing construction zones to minimize the disruption of access to adjacent existing public right-of-ways.*	LTS	LTS	NA

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Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				• *Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by onsite inspectors.* • *Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.* • *Limiting the duration of road and lane closures to the extent possible.* • *Storing all equipment and materials in designated contractor staging areas on or adjacent to the worksite, such that traffic obstruction is minimized.* • *Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.* • *Coordinating construction administrators of police and fire stations (including all fire protection agencies). Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.* • *Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.*			
3.9-8: The proposed project could expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbani□ed areas or where residences are intermixed with wildlands.	LTS	LTS	NA	None re□uired.	NA	NA	NA
3.9-9: The proposed project, combined with other cumulative development, could cumulatively create a ha□ard to the public or the environment through the routine transport, use, or disposal of ha□ardous materials.	LTS	LTS	NA	None re□uired.	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.9-10: The proposed project, combined with other cumulative development, could increase upset and accident conditions resulting in the release of hazardous materials into the environment.	LTS	LTS	NA	None required.	NA	NA	NA
3.9-11: The proposed project, combined with other cumulative development, could increase emissions of hazardous materials, substances, or waste within one-quarter mile of existing and proposed schools.	LTS	LTS	NA	None required.	NA	NA	NA
3.9-12: The proposed project, combined with other cumulative projects, could develop on areas included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List), which could resulting in a hazard to the public or the environment.	LTS	LTS	NA	None required.	NA	NA	NA
3.9-13: The proposed project, combined with other cumulative development, could result in a safety hazard for people residing or working within an airport land use plan.	LTS	LTS	NA	None required.	NA	NA	NA
3.9-14: The proposed project, combined with other cumulative development, could impair the implementation of or physically interference with an adopted emergency response plan or emergency evacuation plan.	PS	PS	NA	3.9-14 (Full Specific Plan and Area A): *Implement Mitigation Measure 3.9-7.*	LTS	LTS	NA

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Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.9-15: The proposed project, combined with other cumulative development, could result in a significant cumulative exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.	LTS	LTS	NA	None required.	NA	NA	NA
3.10 Hydrology, Drainage, and Water Quality							
3.10-1: Implementation of the proposed project could violate water quality standards or waste discharge requirements.	S	PS	NA	3.10-1(a) Storm Water Pollution Prevention Plan – Project Construction (Full Specific Plan and Area A) *Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.*	LTS	LTS	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.			
				v. Prior to approval of a grading or building permit, the applicant shall cause a the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.			
				vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.			
				3.10-1(b) Water Quality BMPs □ Project Operation (Full Specific Plan and Area A)			
				Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below.			
				i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.			
				ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.			
				iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.			
				v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.			
				vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.10-2: Construction of the proposed project could substantially deplete groundwater supplies or interfere substantially with groundwater recharge due to increases in impervious surface area, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	LTS	LTS	NA	None required.	NA	NA	NA
3.10-3: Implementation of the proposed 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.	PS	PS	NA	3.10-3 (Full Specific Plan and Area A): *The project applicant shall implement Mitigation Measure 3.10-1.*	LTS	LTS	NA
3.10-4: Implementation of the proposed project would 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 could result in flooding on- or off-site.	PS	PS	NA	3.10-4 (Full Specific Plan and Area A) The project applicant(s) shall implement Mitigation Measure 3.10-1and demonstrate that the final design of the onsite drainage improvements will comply with the requirements established in the V5 Drainage Master Plan.	LTS	LTS	NA
3.10-5: Implementation of the proposed project could create or contribute runoff water which would provide substantial additional sources of polluted runoff.	PS	PS	NA	3.10-5 (Full Specific Plan and Area A): *The project applicant shall implement Mitigation Measure 3.10-1.*	LTS	LTS	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.10-6: Implementation of the proposed project could otherwise substantially degrade water quality.	LTS	LTS	NA	None required.	NA	NA	NA
3.10-7: Implementation of the proposed project could place within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.	PS	NA	NA	3.10-7 (Full Specific Plan and Area A) *Prior to the issuance of a grading permit, the project applicant shall demonstrate to the City of Lincoln that it has received an encroachment permit from the Central Valley Flood Protection Board (CVFPB) for construction to be located within the 100-year and 200-year flood zone, and any other necessary state or federal permits. As part of the CVFPB permit process, the project applicant must demonstrate that the proposed improvements including storm drain outfalls and bridge supports will not result in an increase in water surface elevation consistent with CVFPB requirements as described in the California Code of Regulations, Title 23, Waters, Division 1, Central Valley Flood Protection Board, Article 8 Standards, including Sections 113 and 128, Bridges. Also, prior to the issuance of a grading permit, the City Engineer shall review plans for compliance with Chapter 15.32, Flood Damage Prevention, of the Lincoln Municipal Code and the City of Lincoln, Department of Public Works, Design Criteria and Procedures Manual, to confirm that proposed bridges, as designed, would not substantially impede or redirect flood flows. The City Engineer shall confirm that any proposed bridge is constructed in accordance with the approved plans.*	LTS	NA	NA
3.10-8: Implementation of the proposed project could contribute to cumulative violations of water quality standards or waste discharge requirements by increasing runoff, providing additional sources of polluted runoff, or otherwise degrading water quality.	PS	NA	NA	3.10-8 (Full Specific Plan and Area A) *The project applicant shall implement Mitigation Measure 3.10-1.*	LTS	NA	NA
3.10-9: Implementation of the proposed project could contribute to cumulative substantial interference with groundwater recharge.	LTS	NA	NA	None required.	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.10-10: Implementation of the proposed project could contribute to cumulative substantial alteration of 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.	PS	NA	NA	3.10-10 (Full Specific Plan and Area A) *The project applicant shall implement Mitigation Measure 3.10-1.*	LTS	NA	NA
3.10-11: Implementation of the proposed project could contribute to cumulative substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or by placing development within a 100-year or 200-year floodplain, or through substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	LTS	NA	NA	None re□uired.	NA	NA	NA
3.10-12: Implementation of the proposed project could contribute to cumulative placement of housing within a 100-year flood ha□ard area as mapped on a federal Flood Ha□ard Boundary, Flood Insurance Rate Map, or other flood ha□ard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.	LTS	NA	NA	None re□uired.	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.11 Land Use							
3.11-1: Implementation of the proposed project would conflict with adjacent land uses.	PS	PS	NA	3.11-1 (Full Specific Plan and Area A) *Where residential uses would be located adjacent to parcels where agricultural operations are permitted, including livestock grazing and/or confinement, the applicant shall provide to all homebuyers notice in a transfer deed regarding the Agricultural Overlay District and required buffers and/or setbacks, as well as agricultural operations and potential nuisance activities that could occur on lands adjacent to the homesite. The applicant shall provide the City with draft notice language to be included in each deed prior to pulling the first building permit.*	SU	SU	NA
3.11-2: Implementation of the proposed project would create conflicting land uses within the Plan Area.	PS	PS	NA	3.11-2 (Full Specific Plan and Area A) *i) The project applicant shall implement Mitigation Measure 3.1-4.* *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. on Sunday through Thursday and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *ii) The project applicant shall implement Mitigation Measure 3.11-1.* *iii) The project applicant shall implement Mitigation Measure 3.12-6, which requires as follows:* *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA Ldn outdoor and 45 dBA Ldn indoor, respectively:*	SU	SU	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible. *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less.*			
3.11-3: Implementation of the proposed project could conflict with the City of Lincoln 2050 General Plan.	LTS	LTS	NA	None required.	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.11-4: Implementation of the proposed project could conflict with Placer County LAFCO policies for annexation.	LTS	LTS	NA	None required.	NA	NA	NA
3.11-5: Implementation of the proposed project could conflict with Placer County Airport Land Use Compatibility Plan (ALUCP).	LTS	LTS	NA	None required.	NA	NA	NA
3.11-6: Implementation of the proposed project could conflict with the current working draft of the Placer County Conservation Plan (PCCP).	LTS	LTS	NA	None required.	NA	NA	NA
3.11-7: Implementation of the proposed project could contribute to a cumulative increase in incompatible land uses.	LTS	LTS	NA	None required.	NA	NA	NA
3.12 Noise							
3.12-1: Construction of the proposed project could temporarily increase ambient noise levels.	PS	PS	NA	3.12-1 (Full Specific Plan and Area A) *The City shall ensure construction contractors for each project phase comply with the following mitigation measures:* *a) Construction hours shall be limited to those allowed in the City's Public Facilities Improvement Standards between 7:00 a.m. to 7:00 p.m., Monday through Friday If construction is necessary on Sunday and Holidays the applicant shall submit a written request to the Director of Public Works or City Engineer, as applicable, 72-hours prior to the desired construction. If work is allowed outside aforementioned work hours, the applicant shall have a copy of the written approval available at the work site.* *b) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.* *c) Equipment warm up areas, water tanks and equipment storage areas shall not be located closer than 200 feet from existing residences.*	LTS	LTS	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				d) Applicant shall provide two weeks advanced notice to all residences located within 300 feet of construction activities, including the approximate start date and duration of such compaction activities. *e) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed project construction shall be hydraulically or electrically powered where available to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where available; this could achieve a reduction of 5 dBA.* *f) Appropriately sized noise barriers or shielding shall be erected for construction work involving heavy duty construction equipment if occurring within 300 feet of receptors for an extended period of time (more than 2 weeks).*			
3.12-2: Construction of the proposed project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	PS for residences, LTS for buildings	PS for residences, LTS for buildings	NA	3.12-2 (Full Specific Plan and Area A) *Implement Mitigation Measure 3.12-1.*	SU	SU	NA
3.12-3: Implementation of the proposed project would expose noise-sensitive land uses to transportation noise levels in excess of the City of Lincoln General Plan noise standard or result in a substantial permanent increase in ambient transportation-related noise above existing levels.	PS	LTS	NA	3.12-3 (Full Specific Plan and Area A) *Prior to approval of the tentative subdivision map (TSM) for any residential uses located adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane), the TSM applicant shall submit to the City an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively. The noise study shall identify the measures to be utilized and the noise attenuation attributable to each feature. Noise attenuating features may include, but are not limited to:* *a) Construct noise barriers (walls and/or berms), as appropriate on a site-specific basis, to reduce traffic noise levels at noise-sensitive land uses, which have been found to be significantly impacted by traffic noise. A concrete cinderblock noise barrier must completely block line-of-sight between the source and receptor, and can reduce traffic noise levels by at least 10 dB. Any noise walls shall be landscaped with vines (to be fully covered within three years) and shall be landscaped in accordance with the General Development Plan (GDP).*	SU	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				b) Design and construct residential buildings adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane) so that their external activity areas are not within line-of-sight of these roadways. This could result in noise reductions of at least 3 dB. *c) Repaving impacted roadways with "quiet" pavement types such as rubberized concrete. Roadways constructed with rubberized concrete can resulted in a net decrease in traffic noise levels of approximately 4 dB compared to that created by conventional asphalt.* *d) The applicant shall conduct an acoustical analysis to confirm that if the materials to be used for residential building construction would reduce interior noise levels to 45 dBA Ldn. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be required to reduce the interior noise levels to 45 dBA Ldn, and the applicant shall incorporate these features into the building design.*			
3.12-4: The proposed project could result in exposure of people residing or working at the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport.	PS for □one C1; LTS for □ones C2 and D	PS for □one C1; LTS for □ones C2 and D	NA	3.12-4 (Full Specific Plan and Area A) *If a daycare center is located in Compatibility Zone C1, the applicant shall conduct an acoustical analysis to confirm that the materials to be used for construction of the commercial building housing the daycare center would result in an interior to exterior noise reduce of at least 20 dB. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be require to result in an exterior to interior noise reduce of at least 20 dB, and the applicant shall incorporate these features into the building design.*	LTS	LTS	NA
3.12-5: Implementation of the proposed project would expose people residing or working in the proposed project area to excessive noise levels for a project within the vicinity of a private airstrip.	PS	PS	NA	3.12-5 (Full Specific Plan and Area A) *The project applicant shall implement Mitigation Measure 3.9-6.*	LTS	LTS	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.12-6: Implementation of the proposed project would expose on-site noise-sensitive land uses to noise generated by commercial, educational and recreational activities in excess of the City of Lincoln General Plan noise standard or result in an increase in ambient noise	PS for HVAC, loading and service delivery, schools, and parks and recreation. LTS for Lincoln High School Farm.	PS for HVAC, loading and service delivery, schools, and parks and recreation. LTS for Lincoln High School Farm.	NA	3.12-6 (Full Specific Plan and Area A) *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA Ldn outdoor and 45 dBA Ldn indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less.*	SU	SU	NA
3.12-7: Construction of the proposed project, including other cumulative growth, would temporarily add to cumulative noise levels in the vicinity of the proposed project site.	PS	PS	NA	3.12-7 (Full Specific Plan and Area A) *Implement Mitigation Measure 3.12-1.*	LTS	LTS	NA

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3.12-8: Construction of the proposed project, combined with other cumulative growth, would temporarily add to cumulative groundborne vibration levels in the vicinity of the proposed project site.	PS	PS	NA	3.12-8 (Full Specific Plan and Area A) *Implement Mitigation Measure 3.12-2.*	LTS	LTS	NA
3.12-9: Increases in traffic from the proposed project, in combination with other development, could result in cumulatively considerable noise increases.	PS	PS	NA	3.12-9 (Full Specific Plan and Area A) *Implement Mitigation Measure 3.12-3*	SU	SU	NA
3.13 Population, Employment, and Housing							
3.13-1: The proposed project would induce substantial population growth in an area.	PS	PS	NA	None available.	SU	SU	NA
3.13-2: The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere.	NI	NI	NA	None re□uired.	NA	NA	NA
3.13-3: The proposed project would cumulatively induce substantial population growth in an area, either directly (by proposed new homes and businesses) or indirectly (through the extension of roads or other infrastructure)	PS	NA	NA	None available.	SU	NA	NA

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Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.14 Public Services							
3.14-1: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or the need for new or physically altered police 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 services.	LTS	LTS	NA	None required.	NA	NA	NA
3.14-2: The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services.	LTS	LTS	NA	None required.	NA	NA	NA

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Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.14-3: The proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for schools.	LTS	LTS	NA	None required.	NA	NA	NA
3.14-4: The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services.	PS	PS	NA	3.14-4 (Full Specific Plan and Area A) *If fewer than 38.7 acres of the Regional Sports Park are available for public use, the project applicant shall either (i) provide the required additional active recreational park land; or (ii) pay the In Lieu Fee for park and recreational facilities as set forth in Lincoln Municipal Code section 17.32.010 for the difference between the demand for active recreational park (116.7 acres) and the active recreational parkland provided.*	LTS	LTS	NA
3.14-5: The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for libraries.	LTS	LTS	NA	None required.	NA	NA	NA

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Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.14-6: The proposed project, along with other cumulative growth, could cumulatively increase the demand for law enforcement facilities, such that substantial physical deterioration of the facilities could occur or be accelerated in order to maintain acceptable service ratios or response times or new facilities would need to be constructed, which could have a significant effect on the environment.	LTS	LTS	NA	None required.	NA	NA	NA
3.14-7: The proposed project, along with other cumulative growth, would cumulatively increase the demand for fire protection facilities, such that substantial physical deterioration of the facilities could occur or be accelerated in order to maintain acceptable service ratios or response times or new facilities could need to be constructed, which could have a significant effect on the environment.	LTS	LTS	NA	None required.	NA	NA	NA
3.14-8: The proposed project, along with other cumulative growth, could cumulatively increase the demand for school services and facilities, such that substantial physical deterioration of the facilities could occur or be accelerated or new facilities could need to be constructed, which could have a significant effect on the environment.	LTS	LTS	NA	None required.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.14-9: The proposed project, in combination with other cumulative development, would not cumulatively increase the demand for parks and recreation facilities, such that substantial physical deterioration of the facilities would occur or be accelerated in order to maintain acceptable service ratios.	LTS	LTS	NA	None required.	NA	NA	NA
3.14-10: The proposed project, in combination with other cumulative development, could cumulatively increase the demand for libraries, such that substantial physical deterioration of the facilities could occur or be accelerated in order to maintain acceptable service ratios.	LTS	LTS	NA	None required.	NA	NA	NA
3.15 Transportation							
3.15-1: Implementation of the proposed project would increase traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under existing conditions.	PS	NA	NA	3.15-1 *The project applicants shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program. Therefore, PFE credits would be given to the constructing party. Alternatively, the City may require the project applicants to construct the improvements and provide them with a right of reimbursement from third parties who also benefit from the improvements. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *If, in the alternative to paying the applicable PFE fees, the project applicant(s) are required to construct improvements, the following improvements would be required to restore operations to an acceptable level at each intersection.* *a) Nelson Lane / Nicolaus Road (#10):*	LTS for vehicle traffic operations	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				- *Signalize the intersection when signal warrants are met. To achieve LOS C operations, it may be necessary to provide protected left-turn movements and a right-turn overlap phase for eastbound right turn movements. Northbound U-turn movements would need to be prohibited to allow for the eastbound right-turn overlap phase. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* - *Restripe the southbound approach to provide the following lane configurations:* *i. One left-turn lane, one through lane, and one shared through-right turn lane* - *Reconfigure the south leg of the intersection to provide the following lane configurations:* *i. Two northbound left turn pocket lanes* *ii. One northbound through lane* *iii. One northbound trap-right turn lane* *iv. Two southbound receiving lanes* - *Reconfigure the east leg of the intersection to provide a second westbound left-turn lane* - *Reconfigure the west leg of the intersection to include the following:* *i. Restripe the eastbound shared through-right turn lane into a dedicated right-turn lane. This would result in one left-turn lane, one through lane, and one right-turn lane.* *ii. Add a second westbound receiving lane* *b) Airport Road / Nicolaus Road (#11):* - *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* - *Widen the southbound approach to add a southbound left-turn pocket* - *Widen the south leg of the intersection to include the following:* *i. One northbound left turn pocket lane* *ii. One northbound through lane* *iii. One northbound channelized free right turn lane* *iv. Two southbound receiving lanes* - *Widen the east leg of the intersection to include the following:* *i. Two westbound left turn lanes (one trap lane; one pocket lane)* *ii. Restripe the existing westbound lane to a through-right lane*			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
				iii. Two eastbound receiving lanes (one from the eastbound through lane and one from the northbound free right-turn lane) - *Widen the eastbound approach to include one left-turn pocket lane, one through lane, and one-right turn pocket lane.* *c) Dowd Road / Nicolaus Road (#13):* - *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection is identified in the Village 5 Specific Plan, and is included in the updated PFE.* - *Widen the southbound approach to add a southbound left-turn pocket* - *Widen the south leg of the intersection to include the following improvements:* *i. One northbound left turn pocket lane* *ii. One northbound through lane* *iii. One northbound trap right turn lane* *iv. Two southbound receiving lanes* - *Widen the east leg of the intersection to include the following improvements:* *i. Two westbound left turn lanes (one trap lane; one pocket lane)* *ii. Restripe the existing westbound lane to a through-right lane* - *Widen the eastbound approach to include one left-turn pocket lane, one shared through-right turn lane.* *d) Fiddyment Road / Moore Road (#15):* - *Widen the southbound approach to add a southbound right-turn pocket* *e) Dowd Road / Moore Road (#22):* - *Change the traffic control to side-street stop control for Moore Road, and free movements on Dowd Road (existing configuration is free movements on Moore Road and side-street stop control for Dowd Road).* *f) Lakeside Drive / Nicolaus Road (#32):* - *Signalize the intersection when signal warrants are met. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* Additional mitigation to reduce impacts of Mitigation Measures 3.15-1(b) and (c) to intersections □11 and □13.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				Option 1:	LTS	NA	NA
				g) The City shall monitor traffic conditions at the intersections of Airport Road/Nicolaus Road (#11) and Dowd Road/Nicolaus Road (#13). In addition to compliance with Mitigation Measures 3.15-1(b) and (c), the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):			
				i. The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or			
				ii. The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.	SU	NA	NA
				Option 2:			
				g) The project applicant(s) shall apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.			
3.15-2: Implementation of the proposed project would increase traffic levels at intersections under the City of Lincoln's jurisdiction operating at an unacceptable LOS under existing conditions	LTS	NA	NA	None required.	NA	NA	NA
3.15-3: Implementation of the proposed project would increase traffic levels at future City of Lincoln intersections in Village 5.	PS	NA	NA	3.15-3 *The City shall monitor traffic conditions at the future Nelson Lane / Mavis Road intersection (#40) and shall cause the following improvements to be constructed prior to the service level degrading to LOS D:* • *Southbound: channelize the right-turn lane and add a merge lane on westbound Mavis Road to allow "free" right-turn operations* • *Eastbound: widen the eastbound approach to include a third left turn lane* • *Westbound: channelize the right-turn lane and add a merge lane on northbound Nelson Lane to allow "free" right-turn operations.*	LTS to vehicle traffic operations	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				The development agreement between the City and project applicants shall specify the timing of the construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.			
				Additional mitigation to reduce impacts to Intersection #40 if widened:			
				Option 1:	LTS	NA	NA
				The City shall monitor traffic conditions at the intersection of Nelson Lane/Mavis Road (#40). In addition to compliance with Mitigation Measures 3.15-3, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):			
				a) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or			
				b) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.			
				Option 2:	SU	NA	NA
				The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.			
3.15-4: Implementation of the proposed project would increase traffic levels at intersections under the County of Placer's jurisdiction.	PS	NA	NA	3.15-4	SU	NA	NA
				The project applicants shall pay their fair share cost towards the following recommended improvements to restore vehicle traffic operations to an acceptable LOS at each intersection.			
				a) Fiddyment Road / Athens Avenue (#16):			
				- Widening of the northbound approach to include a right-turn pocket lane *- Widening of the southbound approach to include a left-turn pocket lane* *- Signalization at the intersection with a protected southbound left-turn movement.*			
				There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.			

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				b) Fiddyment Road / W. Sunset Boulevard (#18): - *Widening of the northbound approach to include a left-turn pocket lane* - *Signalization at the intersection with a protected northbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.*			
3.15-5: Implementation of the proposed project would increase traffic levels at intersections under the City of Roseville's jurisdiction.	LTS	NA	NA	None required.	NA	NA	NA
3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.	PS	NA	NA	3.15-6 *The project applicants shall pay their fair share cost towards the construction of a new interchange at SR 65 / Nelson Lane (#3), as supported by Lincoln General Plan Policy T-2.9. The timing of these payments is outlined in the development agreement. As described in Section 3.15.2, the City of Lincoln is in the process of updating its PFE fee program. This interchange is included in the City's updated PFE fee program. Therefore, the project applicants shall pay their fair share towards these improvements through the City of Lincoln's updated PFE fee program and ensure that they are constructed prior to the service level degrading to an unacceptable LOS D or worse.* *Additional funding for the SR 65 / Nelson Lane interchange may be provided by a proposed sales tax measure being considered for the November 2016 ballot by the Placer County Transportation Planning Agency (PCTPA). If passed, the PCTPA sales tax measure spending plan includes partial funding for the SR 65 / Nelson Lane interchange. The sales tax measure would not fund the total cost of the interchange, but may reduce the project applicants' fair share amount.* *The following lane configurations are necessary to provide acceptable operations at the interchange ramp terminal intersections:* • *SR 65 Northbound Ramps / Nelson Lane intersection:* *i. Northbound SR 65 off-ramp: one left-turn lane, one shared left-right turn lane, and one right turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 loop on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 slip on-ramp*	SU	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				• *SR 65 Southbound Ramps / Nelson Lane intersection:* *i. Southbound SR 65 off-ramp: one left-turn lane and one right-turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 slip on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 loop on-ramp*			
3.15-7: Implementation of the proposed project would increase traffic levels on study roadway segments in Placer County.	LTS	NA	NA	None required.	NA	NA	NA
3.15-8: Implementation of the proposed project would increase traffic levels on study highway facilities maintained by Caltrans.	LTS	NA	NA	None required.	NA	NA	NA
3.15-9: Implementation of the proposed project would increase traffic levels on freeway facilities maintained by Caltrans.	LTS	NA	NA	None required.	NA	NA	NA
3.15-10: Implementation of the proposed project would include the provision of new bicycle and pedestrian facilities in the proposed project to support bicycle and pedestrian travel within the project, and connect the project with adjacent areas in the City of Lincoln.	LTS	NA	NA	None required.	NA	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.15-11: Implementation of the proposed project would include the provision of transit shelters and a potential bus transfer facility to support transit use as a means of travel within the project and between the project and the surrounding area.	LTS	NA	NA	None required.	NA	NA	NA
3.15-12: Implementation of the proposed project would include adequate access for emergency vehicles.	LTS	NA	NA	None required.	NA	NA	NA
3.15-13: The proposed project could result in temporary impacts to transportation and traffic when construction activity occurs within the Village 5 Specific Plan site.	PS	NA	NA	3.15-13 *Prior to the beginning of construction for each project phase, project applicants shall prepare a detailed Construction Traffic Management Plan subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers. The Traffic Management Plan shall ensure that acceptable operating conditions are maintained on local roadways and freeway facilities. At a minimum, the plan shall include:* • *The number of truck trips, time, and day of street closures* • *Time of day of arrival and departure of trucks* • *Provision of a truck circulation pattern* • *Identification of detour routes and signing plan for street closures, if necessary* • *Maintain safe and efficient access routes for emergency vehicles* • *Manual traffic control when necessary* • *Proper advance warning and posted signage concerning street closures* • *Provisions for pedestrian and bicycle safety* *A copy of the Construction Traffic Management Plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.*	LTS	NA	NA

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Area A	Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Area A	Windsor Cove
3.15-14: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under cumulative no project conditions.	PS	NA	NA	3.15-14 *Intersections 12, 14, 26, 32 and 33 have been incorporated into the City's update PFE program for transportation. As a result, the project applicants may mitigate by either paying their fair share cost towards the following improvements, or in the alternative to paying fees, the City may require project applicant(s) to construct the improvements identified in below. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants:* *In the alternative to paying fees, the project applicant(s) shall construct the following improvements to restore operations to an acceptable level at each intersection.* *a) Joiner Parkway / Nicolaus Road (#12):* - *Restripe the northbound shared through-left turn lane to be a dedicated left-turn lane* - *Restripe the southbound shared through-left turn lane to be a dedicated through lane* - *Re-time the signal to provide protected northbound and southbound left-turn phasing.* *b) Old Nelson Lane / Moore Road (#14):* - *Widen Moore Road to provide an eastbound left-turn pocket and a two-way left-turn lane to allow two-stage gap acceptance for southbound left-turn movements.* *c) Joiner Parkway / Ferrari Ranch Road (#26):* - *Widen the northbound Joiner Parkway approach to include a third left-turn lane* - *To provide space to receive the third northbound left-turn lane on westbound Ferrari Ranch Road, remove the channelized free right-turn lane from southbound Joiner Parkway* *d) Lakeside Drive / Nicolaus Road (#32):* - *Signalize the intersection when signal warrants are met, as stated in Mitigation 3.15-1(f). Signalizing this intersection was identified in the previous City of Lincoln PFE fee program for Transportation and is included in the updated PFE.* *e) Teal Hollow Drive / Nicolaus Road (#33):* - *Signalize the intersection when signal warrants are met.* Additional mitigation to reduce impacts to intersection 26 if widened:	LTS to vehicle traffic operations		

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TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
				Option 1: *The City shall monitor traffic conditions at the intersection of Joiner Parkway /Ferrari Ranch Road (#26). In addition to compliance with Mitigation Measures 3.15-14, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *f) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *g) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.*	LTS	NA	NA
				Option 2: *f. The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*	SU	NA	NA
3.15-15: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an unacceptable LOS under cumulative no project conditions.	PS	NA	NA	3.15-15 *a) For the cumulative impacts to Airport Road / Nicolaus Road (#11), the project applicant shall implement Mitigation Measure 3.15-1(b) and (g).* *b) For the cumulative impacts to Fiddyment Road / Moore Road (#15), the project applicant shall implement Mitigation Measure 3.15-1(d).* *c) For the cumulative impacts to Dowd Road / Moore Road (#22), the project applicant shall implement Mitigation Measure 3.15-1(e).* *d) For the cumulative impacts to Caledon Circle / Ferrari Ranch Road (#25), the project applicant shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program:* *- Provide an overlap phase on the northbound right-turn movement.*	LTS	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.15-16: Implementation of the proposed project would contribute to cumulative traffic levels at future City of Lincoln intersections in Village 5.	PS	NA	NA	3.15-16 *The City shall monitor traffic conditions at the future Dowd Road / Mavis Road (#37) and Nelson Lane / Mavis Road (#40) intersections, and shall cause the following improvements to be constructed prior to the service level degrading to LOS D, subject to reimbursement to the constructing entity by those benefitting from the improvements:* *a) Dowd Road / Mavis Road (#37):* *- To reduce the average vehicle delay, the following improvements are necessary to provide LOS C operations at Dowd Road / Mavis Road:* *i. Provide two southbound left-turn lanes* *ii. Channelize the westbound right-turn lane and provide a receiving merge lane on northbound Dowd Road to allow free right-turn movements* *b) Nelson Lane / Mavis Road (#40):* *- Implement Mitigation Measure 3.15-3.*	SU	NA	NA
3.15-17: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the County of Placer's jurisdiction	PS	NA	NA	3.15-17 *a) For the intersection at Fiddyment Road / Athens Avenue (#16), the project applicants shall implement Mitigation Measure 3.15-4.* *b) For the intersection at Fiddyment Road / E. Catlett Road (#17), the project applicant shall pay their fair share costs towards the following improvements:* *- Widening the northbound and southbound approaches to include two through lanes; this is consistent with Mitigation Measure 3.15-21(a).* *- Adding a northbound left-turn pocket.* *- Signalizing the intersection with protected northbound left-turn phasing* *- Widening the eastbound approach to include a left-turn pocket and right-turn lane. Provide an overlap phase for the eastbound right-turn movement.*	SU	NA	NA
3.15-18: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Roseville's jurisdiction.	PS	NA	NA	3.15-18 *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each of the following intersections:* *a) Fiddyment Road / Blue Oaks Boulevard (#19):* *- An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.* *b) Fiddyment Road / Baseline Road (#21):* *- An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.*	SU	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.15-19: Implementation of the proposed project would contribute to cumulative traffic levels at intersections maintained by Caltrans.	PS	NA	NA	3.15-19 *a) For SR 65 / Nelson Lane (#3a and #3b), implement Mitigation Measure 3.15-6.* *b) For SR 65 Southbound Ramps / Ferrari Ranch Road (#4):* *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps / Ferrari Ranch Road. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* *- Widening the eastbound approach to include a dedicated right-turn lane; channelize the eastbound right-turn movement onto the southbound on-ramp to allow free right-turn movements.* *c) SR 65 Southbound Ramps / Twelve Bridges Drive (#9):* *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps / Twelve Bridges Drive. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* *- Restriping the northbound off-ramp converting the existing shared through-right turn lane to a shared through-left turn lane*	SU	NA	NA
3.15-20: Implementation of the proposed project would contribute to cumulative traffic levels on study roadway segments in Placer County.	PS	NA	NA	3.15-20 *The project applicants shall pay their fair share cost to the City for the following recommended improvements to restore vehicle traffic operations to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each roadway segment.* *a) Widening Fiddyment Road from Athens Avenue to Moore Road from a two-lane undivided arterial to a four-lane divided arterial.* *b) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.*	SU	NA	NA
3.15-21: Implementation of the proposed project would contribute to cumulative traffic levels on study highway facilities maintained by Caltrans.	LTS	NA	NA	None re□uired.	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation: Full Specific Plan	Significance Before Mitigation: Area A	Significance Before Mitigation: Windsor Cove	Mitigation Measure	Significance After Mitigation: Full Specific Plan	Significance After Mitigation: Area A	Significance After Mitigation: Windsor Cove
3.15-22: Implementation of the proposed project would contribute to cumulative traffic levels on study freeway facilities maintained by Caltrans.	PS	NA	NA	3.15-22 *The project applicants shall pay their fair share of the above freeway impacts. The fair share payment shall consist of the appropriate SPRTA Fees to help fund improvements to SR 65. A number of different improvements may be considered by Caltrans and the City of Lincoln to restore operations to acceptable levels at the impacted locations. Improvements to SR 65 could take the form of auxiliary lanes between interchanges, an additional general purpose or High Occupancy Vehicle (HOV) lane in each direction of SR 65, ramp metering, additional deceleration/acceleration areas at affected ramps, increased parallel street capacity, Intelligent Transportation System (ITS) solutions, and other options. This mitigation measure would require the project applicant(s) to pay their fair share of future improvements to SR 65. SRPTA funding for the SR 65 widening project is currently estimated to be $67 million of the estimated total cost of $95 million for the project.*	SU	NA	NA
3.16 Utilities and Infrastructure							
3.16-1: Implementation of the proposed project would result in an increased demand for water supply that could result in the need for new or expanded entitlements or supply sources.	LTS	LTS	NA	None required.	NA	NA	NA
3.16-2: Implementation of the proposed project would result in an increased demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	PS	LTS	NA	3.16-2 (Full Specific Plan) *Prior to the approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first, the City shall ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational:* *a) The Ophir Water Treatment Plant is completed and operational at 10 mgd.* *b) The Village 7 18-inch transmission main is installed and connected to a third POC provided in the Plan Area.*	LTS	NA	NA
3.16-3: Implementation of the proposed project would generate additional wastewater flows, which could exceed applicable treatment requirements or result in the expansion or construction of new facilities, which could cause significant environmental effects.	LTS	LTS	NA	None required.	NA	NA	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.16-4: The proposed project could generate additional runoff, thereby increasing storm water flows and exceeding the existing stormwater and drainage capabilities, resulting in new and expanded facilities.	LTS	NA	NA	None required.	NA	NA	NA
3.16-5: Implementation of the proposed project would not result in solid waste exceedance of capacity at the Western Regional Sanitary Landfill.	LTS	LTS	NA	None required.	NA	NA	NA
3.16-6: The proposed project would contribute to cumulative increases in demand for water supply that could result in the need for new or expanded entitlements or supply sources.	LTS	NA	NA	None required.	NA	NA	NA
3.16-7: The proposed project would contribute to cumulative increases in demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	PS	NA	NA	3.16-7 *Implement Mitigation Measure 3.16-2(a).*	SU	NA	NA
3.16-8: Implementation of the proposed project and other cumulative development would contribute to cumulative additional wastewater flows that would result in the expansion or construction of new facilities.	PS	NA	NA	None feasible.	SU	NA	NA

LTS □ less than significant; NA □ Not applicable; NI □ no impact; PS □ potentially significant; S □ significant; SU □ significant and unavoidable.

TABLE ES-1.
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation			Mitigation Measure	Significance After Mitigation		
	Full Specific Plan	Area A	Windsor Cove		Full Specific Plan	Area A	Windsor Cove
3.16-9: Implementation of the proposed project and other cumulative development would contribute to the cumulative increase in the demand for stormwater and drainage facilities.	LTS	LTS	NA	None required.	NA	NA	NA
3.16-10: Implementation of the proposed project and other cumulative development would contribute to cumulative solid waste generation that would lead to exceedance for Western Regional Sanitary Landfill.	LTS	NA	NA	None required.	NA	NA	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

CHAPTER 1
Introduction

Purpose of the Environmental Impact Report

This Draft Environmental Impact Report (Draft EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970 (as amended), for the City of Lincoln, which is acting as lead agency for the preparation of environmental documentation for the Village 5 Specific Plan (V5SP or proposed project). This Draft EIR (SCH # 2014052071) has been prepared in conformance with CEQA (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations (CCR), Title 14, Chapter 3, Section 15000, et seq.) to disclose the environmental impacts associated with the proposed V5SP.

CEQA requires public agencies to evaluate the potential adverse environmental impacts of their projects. Under CEQA, the purpose of an EIR is to disclose to the public and the decision makers, in this case the City of Lincoln City Council, the significant impacts of the project, and to identify feasible mitigation measures that would avoid or reduce the severity of the impacts. The EIR must also considers alternatives to the project that would meet most of the basic objectives of the project as well as reduce or avoid one or more of the significant impacts identified as part of the proposed project. This Draft EIR evaluates the direct and indirect project impacts and cumulative impacts of construction and operation of the full Specific Plan at a programmatic level, and the first phase (Area A) at a project-specific level.

The EIR includes only program-level or "first-tier" analysis for Areas B through J, consistent with PRC Sections 21093 and 21094 and State CEQA Guidelines sections 15152 and 15168. This program-level or "programmatic" analysis evaluates the requested actions as they relate to the proposed land use designations for the overall specific plan and enables a lead agency to examine the overall effects (direct, indirect, and cumulative) of a proposed project or course of action and to consider broad policy alternatives and program-wide mitigation measures at an early time in the decision-making process when the agency has greater flexibility. A program-level analysis under the provisions of State CEQA Guidelines section 15168 evaluates the impacts of a series of actions that can be characterized as one large project and are related either:

1) geographically;

2) as logical parts in a chain of contemplated actions;

3) in connection with issuances of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or

4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The subject of the City's approval decision is the overall program (the V5SP) addressed in the EIR. When subsequent activities in the program are proposed, the City must determine whether the environmental effects of those activities were covered in this Draft EIR and/or whether additional environmental documents must be prepared. Prior to approval of entitlements to develop each phase, those actions or entitlements will be reviewed to determine if they are within the scope of this Draft EIR, or if additional environmental analysis is needed prior to approval. If a later activity would have effects that were not examined under the programmatic analysis of the EIR, a project-specific CEQA document must be prepared. The project-level CEQA documents may incorporate by reference general discussions from the broader EIR and focus on the impacts of the individual projects that implement the plan, program, or policy.

In addition to the programmatic analysis described above, this EIR also includes a more detailed project-level analysis of the initial phase (Area A) of the proposed project for which the project applicant is currently requesting entitlements to implement. As more fully described in Chapter 2, Project Description, components associated with the proposed Area A development is analyzed at a project level of detail. The development proposal for this phase of the project contains enough specificity for a site-specific, project-level environmental review under CEQA, and will allow the consideration of discretionary approvals, such as tentative subdivision maps and use permits for this phase of the project. The City's intention in evaluating Area A at a project level of detail is that no further environmental review will be required for additional regulatory approvals following adoption of the specific plan, barring the occurrence of any of the circumstances described in PRC Section 21166.

Background and Project Overview

The V5SP proposes a mix of master planned residential, retail, and office uses, and public/semi-public facilities, including a high school, a junior high school and three elementary schools, parks, and open space land uses. The proposed project is located in unincorporated Placer County within the City's Sphere of Influence (SOI). The City's adopted General Plan identifies this area as a "village" designated for future development as part of a specific plan. The City of Lincoln is processing the application for the Specific Plan and associated approvals, including annexation to the City, which must occur before the Specific Plan could be developed.

1.1 Project Location

The Plan Area is located southwest of Lincoln in south Placer County. It is bounded by Nicolaus Road on the north. The eastern edge of the Plan Area is fairly irregular, following Nelson Lane on the north side of the State Route (SR) 65 bypass. On the south side of the bypass, the boundary generally abuts the Village 7 Specific Plan and Moore Road. The south boundary of the Plan

Area follows Moore Road to the intersection with Fiddyment Road, then south one mile and commencing west again, abutting Auburn Ravine. The western boundary is also irregular, starting at the south corner, approximately one mile south and west of the Dowd Road/Moore Road intersection, around the Lincoln High School Farm property and up to Nicolaus Road.

1.2 Project Description

The Plan Area is comprised of 141 parcels and many different landowners. The applicant, Richland Developers, Inc., owns and/or controls approximately 1,541 acres (approx. 32% of the total) within the Plan Area boundaries. The City of Lincoln's General Plan identifies future growth areas through a series of "Villages," geographic areas in the City's Sphere of Influence that will be individually planned to foster orderly build out of the City. Related policies require that each village be comprehensively planned with respect to land use, circulation, public facilities and infrastructure. The Plan Area has multiple landowners, which will likely result in portions of the Plan Area to develop separately and at different times, anticipated to be over a 15 to 25 year period. As a result, multiple planning areas have been designated to allow each planning area to initiate development independently, where feasible, while maintaining consistency with the overarching Specific Plan. This framework also allows each planning area to secure future development entitlements on timelines specific to each area.

Scope of the EIR and Issues to be Resolved

This Draft EIR evaluates the existing environmental resources within the Plan Area and in the region (to the extent the project could impact such resources), analyzes potential impacts on those resources due to implementation of the proposed project, and identifies mitigation measures to reduce significant impacts. The analysis covers a wide range of subject areas, including aesthetics and visual resources; agricultural resources; air quality; biological resources; climate change and greenhouse gas emissions; cultural resources; energy resources, geology, soils, and seismicity; hazards and hazardous materials; hydrology, drainage and water quality; land use and planning; noise; population, employment and housing; public services and recreation; transportation and circulation; and utilities and infrastructure. The evaluation of these subject areas is presented on a resource-by-resource basis in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, in Sections 3.1 through 3.16. Each section is divided into three parts: Environmental Setting, Regulatory Setting, and Impacts and Mitigation Measures.

Other CEQA-related issues, such as growth-inducing impacts resulting from implementation of the proposed project are analyzed in Chapter 4, Other CEQA Required Considerations. Cumulative impacts are evaluated in each section of Chapter 3 and are summarized in Chapter 4. The proposed project's consistency with the adopted 2050 Lincoln General Plan is evaluated in Chapter 5, General Plan Consistency. In addition, four alternatives – No Project/No Build Alternative, No Project/Existing Placer County General Plan Alternative, Reduced Footprint

Alternative and No Development West of Dowd Road Alternative – are analyzed in this Draft EIR. These alternatives are evaluated in Chapter 6, Alternatives.

CEQA Process

As provided in both CEQA and the CEQA Guidelines, public agencies are charged with the duty to substantially lessen or avoid significant environmental effects where feasible [see PRC Section 21002; State CEQA Guidelines, section 15002, subd. (a)(3), 15021, subd. (a)(2)]. In discharging this duty the public agency has an obligation to balance a variety of public objectives, taking into account economic, environmental, and social issues. This EIR is an informational document that informs public agency decision-makers and the general public of the significant environmental effects of a proposed project. An EIR must identify possible means to minimize the significant effects and describe reasonable alternatives to the project. The lead agency, the City of Lincoln, is required to consider the information in this EIR along with any other available information in making its decision. The basic informational requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, significant irreversible changes, growth-inducing impacts, and cumulative impacts.

In general, if it is determined that a subsequent project is consistent with the Specific Plan and is within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and section 15182(a) of the State CEQA Guidelines provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in Section 21166 of the PRC and section 15162 of the State CEQA Guidelines, a determination will be made as to the appropriate subsequent environmental document.

Section 21166 of the PRC specifies that when an EIR has been prepared for a project, no subsequent or supplemental environmental review is required unless one or more of the following occurs:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken that will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

It should be noted that this EIR attempts to quantify the project and associated impacts as specifically as possible. Though used for analytical purposes, the numbers employed in the impact analyses are approximations, such as the number of pounds per day of solid waste a specific land use would produce. Where some uncertainty exists regarding quantification, the

analysis makes certain assumptions to be conservative in the analysis; that is, approximations in calculations tend to overstate, rather than understate, anticipated impacts.

This Draft EIR will be publicly circulated for a 45-day public review and comment period beginning on August 26, 2016 and ending on October 11, 2016. Written comments on this Draft EIR should be submitted by 5:00 PM on October 11, 2016 to Mr. Jim Bermudez at the address listed under the "Lead Agency Contact" subheading, below.

Comments received during the comment period will be addressed in the Final EIR. The Final EIR will be reviewed by the Lincoln City Council for certification in accordance with CEQA and the City's Guidelines. Written findings of fact for each significant environmental impact identified in the EIR will be prepared by the lead agency pursuant to PRC Section 21081 to find that:

- Changes or alterations have been required in, or incorporated into the project which mitigate or avoid the significant effects on the environment identified in the EIR;
- Those changes or alterations to the proposed project are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; and/or
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or proposed project alternatives identified in the EIR.

The Findings of Fact prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA.

If the decision-making body elects to proceed with a project that would have significant impacts that cannot be mitigated below the level of significance, the lead agency will also prepare a Statement of Overriding Considerations as part of the project approval process in accordance with CEQA Guidelines section 15093, based on the above findings, explaining the decision to balance the benefits of the project against unavoidable environmental impacts.

Public Review

The City released a Notice of Preparation (NOP) for Village 5 Specific Plan EIR on May 22, 2014 (see Appendix A). The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and its potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR. The project described in the May 2014 NOP provided for 8,318 residential units, ranging from 0.5 dwelling unit per acre (du/ac) to 21 du/ac on approximately 2,332 acres, including approximately 7.5 acres of proposed mixed-use development that could include, in addition to high-density residential uses, retail, office, and public/semi-public uses.

This Draft EIR and all documents referenced herein are available for public review at the City of Lincoln, Development Services Department, 600 Sixth Street, Lincoln, California, 95648. The Draft EIR is also available at the Lincoln Public Library, 485 Twelve Bridges Drive, Lincoln, California 95648. The Draft EIR is also available from the City on compact disc and is posted on the City's website.

As required by CEQA, this Draft EIR will be publicly circulated for a minimum 45-day period of public review and comment. During the comment period, the general public, organizations, and agencies may submit comments to the City of Lincoln on the Draft EIR's accuracy and completeness.

After the 45-day public review period is complete, a Final EIR will be prepared for consideration of the City. The Final EIR will include written comments on the Draft EIR received during the public review period, as well as comments received during any public hearing on the Draft EIR. The Final EIR will also include responses to all substantive comments received during the comment period, and revisions to the Draft EIR made in response to public comments. The Draft EIR and Final EIR together will comprise the "EIR" for the project.

One or more public hearings will be held as part of the City Council's consideration of the adequacy of the EIR.

Areas of Controversy

The City received 29 NOP comment letters regarding the scope of the environmental analysis for the EIR. Those comments focused on a several overarching themes:

- Several letters questioned whether there is adequate water supply for the proposed project and suggested that consideration of the current drought conditions be included in the water supply analysis. Other water supply comments questioned whether provision of water to the proposed project would adversely affect other existing or planned developments.

- An evaluation of potential traffic impacts to City of Roseville, City of Rocklin, and Placer County roadways should be conducted. Local roadway congestion could occur as a result of the proposed project. An evaluation of traffic conditions on SR 65 should also be evaluated.

- Bike path connections should be provided from the Plan Area southerly toward the City of Roseville to provide a connected bike lane network. Other alternative transportation networks such as neighborhood electric vehicle (NEV) and trails should be evaluated.

- Transit services and plans should be coordinated with the City of Roseville and Placer County including, but not limited to, service along the SR 65 corridor.

- A cultural resources search should be conducted and appropriate Native American tribes should be contacted.

- Water quality permits may be needed from the Central Valley Regional Water Quality Control Board.

- The proposed project is within the Lincoln Regional Airport's influence area and is required to comply with the airport land use compatibility plan (ALUCP). The City is responsible for review and consistency of actions required at subsequent stages of the planning process, excluding the mandatory Airport Land Use Commission (ALUC) review required of the proposed project.

- Development of the proposed project would place urban development adjacent to active agricultural uses, which could result in adjacent incompatible uses both onsite as the Plan Area develops and offsite with parcels that would remain in agricultural production.

- Site improvements could reduce floodway channel capacity resulting in the need for a permit from the Central Valley Flood Protection Board. Alterations to the 100-year floodplain could affect on- and offsite conditions.

- There could be odor impacts on the proposed project from regional odor sources such as the Western Regional Sanitary Landfill, the City of Lincoln Wastewater Treatment and Reclamation Facility, and agricultural operations.

- Solid waste would be generated by the proposed project and should be evaluated relative to available landfill capacity. Impacts to the materials recovery facility should also be evaluated.

- Construction and operational air quality impacts should be evaluated and mitigation measures adopted, as appropriate.

- Project-related greenhouse gas emissions should be evaluated and mitigated, as appropriate.

- Development of the Plan Area could affect stormwater facilities and increase peak flow runoff.

- Project-generated demand for wastewater treatment service should be evaluated relative to the existing capacity at the City of Lincoln Wastewater Treatment and Reclamation Facility.

- Impacts to public facilities including schools and parks should be evaluated and proposed schools and parks should be constructed concurrently as new development is built out. The dual-use of schools as educational and recreational/community amenities should be discussed.

- The proposed project would result in the conversion of Prime Farmland, Farmland of Local Importance, and Unique Farmland to nonagricultural uses. Mitigation should be identified to mitigate the impact of the conversion of agricultural lands. Williamson Act lands could also be affected.

- The project should be evaluated for consistency with the 2014 administrative draft Placer County Conservation Plan (PCCP).

- Impacts to biological resources, including wetlands and sensitive species, should be evaluated.
- Noise impacts related to the urban/agriculture interface and the Lincoln Regional Airport should be evaluated.
- Historical and current population trends and future population projections should be evaluated.
- Student generation, phasing of development, and impacts on schools should be evaluated. The assessment of school impact fees should be discussed.
- The Lincoln High School Farm could be affected by buildout of the proposed project.

Levels of Significance

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" (14 CCR Section 15382). For all environmental issues addressed in this EIR, specific standards of significance are identified. Definitions of significance vary with the physical conditions and the setting in which the change occurs. Depending on the impact area, the standards are based on the CEQA Guidelines, the City's General Plan, other applicable local or regional plans, and in some cases, professional judgment.

Section 15064 (b) of the State CEQA Guidelines states: "The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An inflexible definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area". In addition, to determine if an effect will be adverse or beneficial, the Guidelines go on to state, "…the lead agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency."

Where explicit quantification of significance is identified, such as a violation of an ambient air quality standard, this quantity is used to assess the level of significance of a particular impact in this Draft EIR. For less easily quantifiable impacts, events or occurrences that would be regarded as significant or potentially significant were identified. For example, a criterion for determining the level of significance of the loss of a particular habitat would be that habitat's importance to endangered, threatened, or rare species and/or whether the habitat itself has become depleted within the region.

This assessment of levels of significance also promotes consistent evaluation of impacts for all alternatives considered.

Lead Agency

In conformance with sections 15050 and 15367 of the State CEQA Guidelines, the City of Lincoln is the "lead agency" for this EIR, which is defined as the "public agency which has the principal responsibility for carrying out or disapproving a project."

Lead Agency Contact

Please address all comments on the Draft EIR to:

Jim Bermudez
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95648
Phone: (916) 434-2470
Fax: (916) 645-3552
Jim.Bermudez@lincolnca.gov

How to Use this Report

This report includes seven principal parts: Project Description, Summary of Impacts and Mitigation Measures, Environmental Analysis (Setting, Impacts, and Mitigation Measures), CEQA Considerations, General Plan Consistency Analysis, Alternatives, and Appendices.

The **Project Description** includes a discussion of the location of the project and proposed plans for development of this area (Chapter 2).

The **Environmental Setting, Impacts, and Mitigation Measures** section includes a topic-by-topic analysis of impacts that would or could result from implementation of the proposed project. The results of field visits, data collection and review, and analysis are presented in the text (Chapter 3).

The **Other CEQA Considerations** section includes a discussion of other major issues required by CEQA, namely growth-inducing effects and urban decay (Chapter 4).

The **General Plan Consistency** section evaluates the proposed project's consistency with relevant, identified City of Lincoln General Plan goals and policies (Chapter 5).

The **Project Alternatives** section includes an assessment of alternative methods for accomplishing the basic objectives of the proposed project. This assessment, required under CEQA, must provide adequate information for decision makers to make a reasonable choice between alternatives, based on the environmental aspects of the proposed project (Chapter 6).

This Draft EIR also includes chapters that identify the individuals and firms that prepared the EIR analysis (Chapter 7) and list references cited in the analysis (Chapter 8).

The **Appendices** (included on CD at the back of this Draft EIR) contain a number of reference items providing support and documentation of the analysis performed for this report.

CHAPTER 2
Project Description

2.1 Introduction

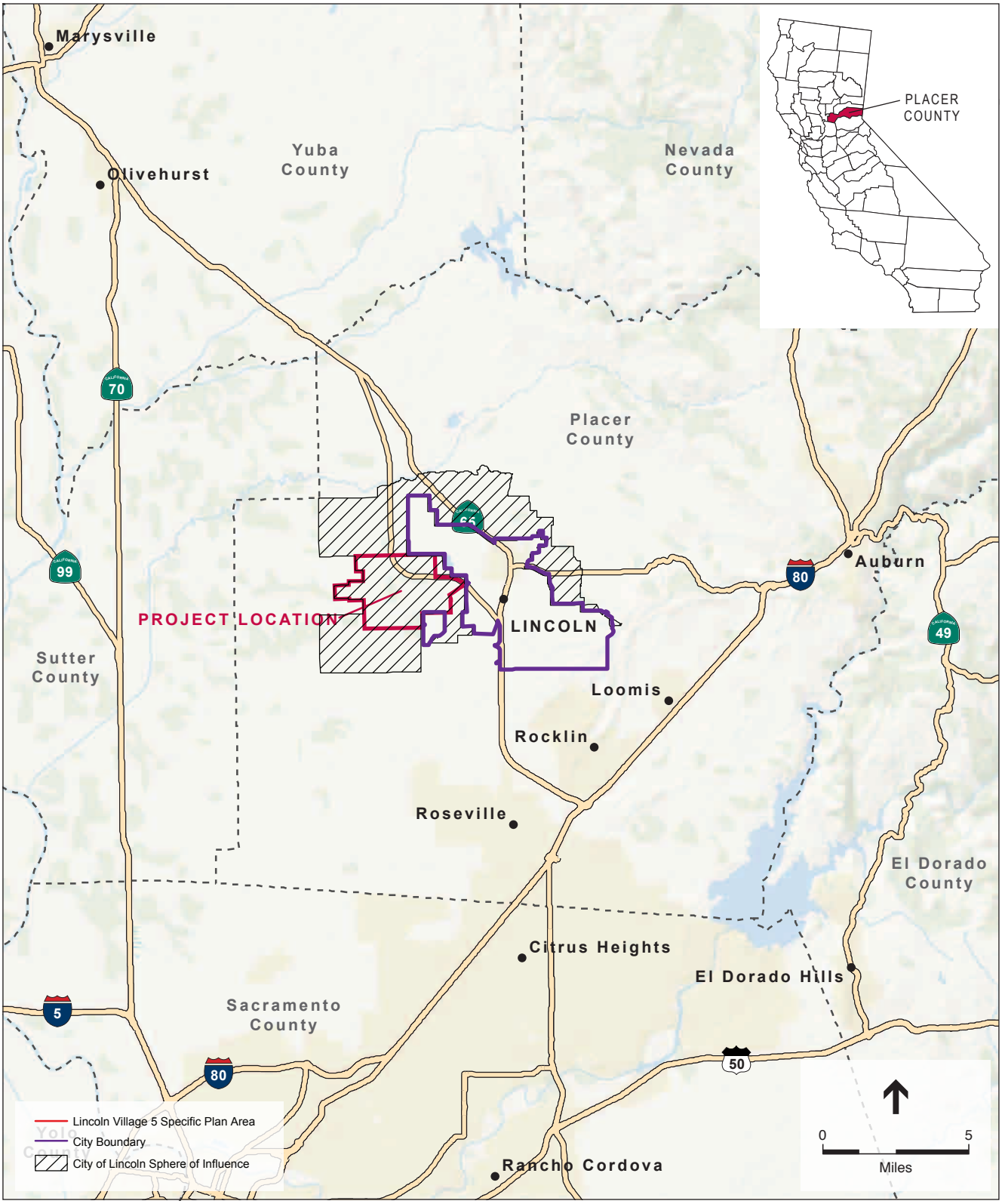
For purposes of CEQA, a complete project description must contain the following information: a) the precise location and boundaries of the Plan Area, shown on a detailed map, along with a regional map of the project's location; b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project; c) a general description of the project's technical, economic, and environmental characteristics; and, d) a statement briefly describing the intended uses of the EIR (State CEQA Guidelines section 15124). An adequate project description need not be exhaustive, but should supply the information necessary for the evaluation and review of the project's significant effects on the environment. This chapter provides an overview of the existing environmental setting, the proposed project's objectives, and detailed project information on the proposed Lincoln Village 5 Specific Plan (V5SP or proposed project). Discretionary actions required to implement the proposed project are also discussed.

2.2 Overview

Pursuant to section 15125 of the State CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of the proposed project to provide the "baseline condition" against which project-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the Notice of Preparation (NOP) is published. The NOP for the Lincoln Village 5 Specific Plan EIR was published on May 22, 2014, with the NOP comment period ending on June 23, 2014. The environmental setting for each environmental issue is explained in the beginning of each section of Chapter 3 and in the corresponding technical reports. The following discussion provides a description of the proposed project's location, background and characteristics.

2.2.1 Project Location

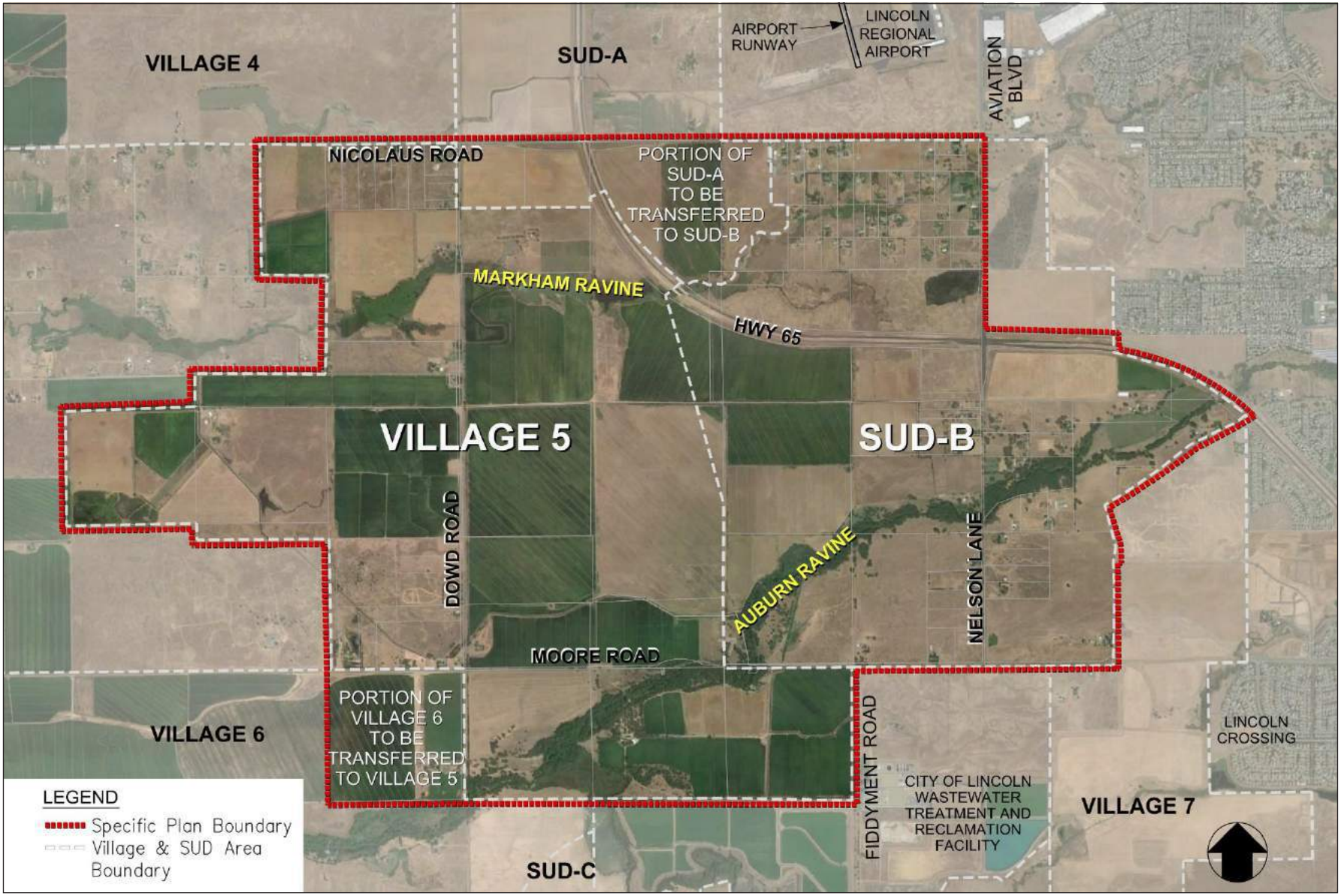
The geographic extent of the Plan Area that would be subject to the proposed V5SP includes approximately 4,787 acres in the western area of Placer County, immediately west of the City of Lincoln (see **Figure 2-1**). The Plan Area is located within the City's adopted Sphere of Influence (SOI). The Plan Area is surrounded by Lincoln Regional Airport, residences, and agricultural land to the north; the City of Lincoln, residences, agricultural land, and vacant land to the east; the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) and agricultural land to the south; and agricultural land to the west (see **Figure 2-2**). Generally, the Plan Area is



SOURCE: ESRI, 2014; ESA, 2014

Lincoln Village 5 EIR . 130368

Figure 2-1
Regional Location Map



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure 2-2
Plan Area

bounded by Nicolaus Road on the north, but the other boundaries of the Plan Area are irregular in nature. The eastern boundary of the Plan Area follows Nelson Lane on the north side of the State Route (SR) 65 bypass and then generally abuts the Village 7 Specific Plan Area and Moore Road. The southern boundary of the Plan Area follows Moore Road to the intersection with Fiddyment Road, continuing south one mile and then turning further west and abutting Auburn Ravine. The southwestern corner of the Plan Area begins approximately one mile south and west of the Dowd Road/Moore Road intersection then the western boundary wraps around the Lincoln High School Farm property and goes north to Nicolaus Road. The Plan Area is traversed by Auburn and Markham Ravines and bisected by SR 65. The Plan Area is south of Lincoln Regional Airport and portions of the Plan Area are within the Airport's overflight zones.

2.2.2 Project Background

The Plan Area is comprised of 141 parcels with many different landowners. The largest landowner is the project applicant, Richland Developers, Inc., which owns and/or controls approximately 1,541 acres (approximately 32% of the total) within the Plan Area boundaries.

The current land uses on the properties within the Plan Area include grazing, rice farming, small ranches, and rural residences.

The Plan Area (see Figure 2-2) is designated in the City of Lincoln General Plan Diagram as the V5SP and Special Use District B (SUD-B). The Land Use Element from the City of Lincoln 2050 General Plan further provides for a mix of village land use types for each village specific plan and special use district identified in the General Plan. These village designations are intended to promote smart growth principles, flexible and compact development, and mixed-use residential projects that concentrate densities and intensities in particular cores. The boundaries of the Plan Area are generally consistent with the boundaries identified in the City of Lincoln General Plan; however, in order to create a logical geographic area, the Plan Area incorporates two remnant areas. The first addition is in the southwest corner of the Plan Area, where approximately 160 acres of adjacent Village 6 are incorporated into the V5SP. The second addition is located along the south side of Nicolaus Road, both east and west of SR 65. This 270-acre area of SUD-A has been incorporated into the Plan Area so that Nicolaus Road defines the northern boundary of the Plan Area in its entirety.

The current Placer County zoning designations for the Plan Area include F (Farm) –B (Building site) –X (Size) 5-acre minimum, F-B-X-SP (Special Purpose) 5-acre minimum, F-B-X 20-acre minimum, F-B-X 80-acre minimum, and F-B-X-SP 80-acre minimum. AS part of the proposed project, the Plan Area would be annexed to the City of Lincoln, which would change the zoning designations from the Placer County designations to those of the City of Lincoln.

2.2.3 Project Purpose

The purpose of this EIR is to assess the environmental impacts associated with the approval and implementation of the proposed V5SP.

2.2.4 Project Objectives

The following are the objectives of the proposed project:

1. Establish an approximately 4,787-acre mixed-use village that incorporates feasible, smart growth principles and results in an economically stable, sustainable community.

2. Provide a land use plan which includes a broad range of compatible land uses, including residential, commercial, office, mixed-use, recreation, and public/quasi-public, which are organized around a compact core and provide appropriate land use transitions.

3. Provide a pedestrian-friendly community environment that provides a safe and pleasant place for people to live, work, and recreate.

4. Provide two Village Centers, located adjacent to key arterial streets and functioning as hubs of activity and a source of sales tax revenue.

5. Establish a network of open space and recreation amenities for Plan Area and City residents, including community parks, neighborhood parks, linear parkways, and pedestrian and bike connections throughout the Plan Area.

6. Construct a Regional Sports Park to provide for local soccer clubs to train and provide fields for community uses as well as attract high-profile tournaments, which would include multiple soccer fields, locker rooms, offices, snack shop, restrooms, a playground, a digital messaging sign, picnic areas, trail connections and a parking area.

7. Provide sites for a high school, a junior high school and three elementary schools, which are conveniently located to serve the Plan Area residents and surrounding villages.

8. Preserve and protect the Auburn Ravine and Markham Ravine corridors as permanent open space and provide public access with perimeter trails and crossings, where feasible, consistent with any Habitat Conservation Plan and/or Natural Community Conservation Plan that may be adopted.

9. Provide regional and community scale retail and employment centers in locations with easy access and visibility from SR 65, offering employment opportunities for residents in the Plan Area and the City of Lincoln and resulting in a balanced ratio of jobs and housing and consistent with the City's 2050 General Plan.

10. Provide a land use plan with a balance of uses and density that results in an adequate tax base which, at project buildout, generates a surplus to the City's General Fund and develops financial resources to pay for public services and infrastructure without causing financial burden to existing residents.

11. Provide a land use plan, design standards, and guidelines that are consistent with Lincoln 2050 General Plan goals and policies, incorporate market-acceptable design features, and foster an attractive, well-maintained community.

12. Establish a land use and circulation system that promotes convenient mobility, links Village 5 with other villages and the existing areas of Lincoln, and provides a variety of non-

vehicular modes of transportation within a setting that is safe, accessible, and convenient for all modes of travel.

13. Promote a diversity of housing opportunities responsive to the needs of Lincoln, the region, and market conditions, including single-family dwellings, apartments, condominiums, townhouses, and live-work units to serve a broad range of family incomes.

14. Provide a comprehensively planned infrastructure system that is sized to serve the entire Plan Area and adjacent planned villages, which complement the city-wide infrastructure and ensures funding for the ongoing maintenance needs of the parks, open space, and storm water quality facilities, public services and infrastructure.

2.3 Project Description

This section provides details regarding the land use approvals requested which comprise the project and project components of the V5SP.

2.3.1 Lincoln Village 5 Specific Plan

The applicant requests approval of the V5SP. A specific plan is a planning and regulatory tool intended to implement a general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the 2050 General Plan and individual development projects.

The V5SP would be the primary land use, policy, and regulatory document used to guide the overall development of the Plan Area. It establishes a development framework for land use, mobility, utilities and services, resource protection, and implementation to promote the systematic and orderly development of Village 5. All subsequent development projects and related activities proposed within the Plan Area would be required to be consistent with the V5SP.

The V5SP has been organized into nine chapters as well as exhibits and appendices as follows:

- Executive Summary
- Chapter 1: Introduction
- Chapter 2: Context
- Chapter 3: Community Design Framework
- Chapter 4: Land Use Plan
- Chapter 5: Circulation and Mobility
- Chapter 6: Public Services
- Chapter 7: Public Utilities
- Chapter 8: Resource Management Plan
- Chapter 9: Implementation

2.3.2 Annexation

The proposed project would result in the annexation of approximately 4,787 acres into the City of Lincoln. The Plan Area is contiguous with the existing City boundary along the eastern boundary of the Plan Area. The City of Lincoln would initiate by petition the annexation with the Placer County Local Agency Formation Commission or LAFCo, the responsible agency that would be required to approve the annexation. It is anticipated that the Placer County LAFCo would use this EIR in considering the annexation application. LAFCo's policies and procedures are discussed in Section 3.11, Land Use and Planning. The Plan Area could be annexed all at once or in phases (see **Figure 2-3**).

2.3.3 General Plan Map Amendments

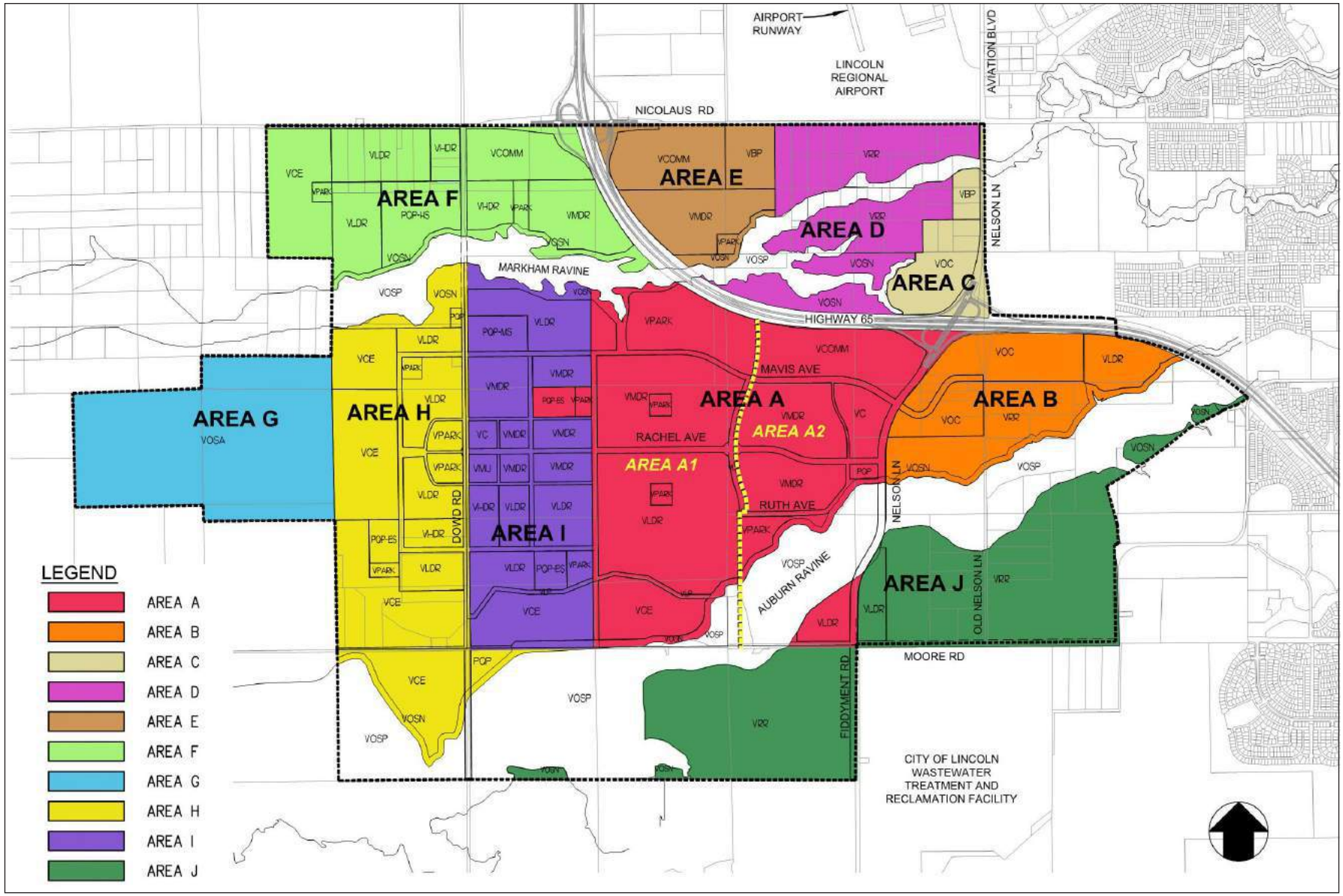
All urban development under the "V" designation shall be approved pursuant to an adopted specific plan. During the development of each specific plan, the "V" designation shall be replaced with exact land use designations reflective of the mixed use concept. These designations will be established with the adoption of each specific plan and implemented with form based zoning classifications consistent with the specific plan. Thus, the proposed project would result in map amendments to the City of Lincoln's 2050 General Plan.

The Plan Area is currently located in the unincorporated area of Placer County and designated Agriculture/Timberland 80-acre minimum, Agriculture/Timberland 40-acre minimum, and Rural Residential, 1- to 10-acre minimum. The City's General Plan designates the Plan Area as Village (V) and portions of SUD-A and SUD-B. The "V" designation is a holding category to promote the development of a detailed specific plan like V5SP. The SUD-A designation is located on the west side of the airport generally between Coon Creek on the north, Markham Ravine on the south, Dowd Road on the west, and Airport Road and SR 65 on the east. The SUD-B designation is located on the south side of Nicolaus Road, with Moore Road on the east and south, and the southern extension of Airport Road on the west. The purpose of both the SUD-A and SUD-B designations is to help protect the airport from unreasonable incompatible uses which could limit the airport's operation.

2.3.4 General Development Plan

The Plan Area is currently zoned Farm (F) – Building Site (B) – Size (X) five-acre minimum, F-B-X-SP (Special Purpose) five-acre minimum, F-B-X 20-acre minimum, F-B-X-SP 80-acre minimum under the Placer County zoning.

The applicant proposes to rezone the Plan Area in accordance with the General Development Plan (GDP), which is a required companion document to the V5SP that would function as the zoning code for the Specific Plan. The GDP would establish the regulations, standards, and guidelines for development, with a much greater level of detail and specificity than is provided in the Specific Plan to ensure that each Area of the V5SP would be developed in a cohesive and well-planned manner. The GDP for the proposed project would be approved concurrently with the



SOURCE: City of Lincoln, 2016

Figure 2-
P asing iagra

V5SP, including specific direction for Area A, which is aa approximately 799-acre portion of the Plan Area controlled by the applicant Richland Developers, Inc. In particular, the GDP offers additional planning level detail for Area A, in relation to the other Areas B through J (see Figure 2-3).

2.3.5 Development Agreements

The City and project applicant intend on entering into one or more development agreements to implement the V5SP. Development agreements allow developers to complete long-term development projects as approved, regardless of intervening changes in local regulations. The development agreement(s) would include commitments to project entitlements and development standards consistent with the V5SP and the GDP, as well as other administrative and/or financial aspects of building out the Plan Area. An initial draft development agreement would be negotiated prior to project approval and presented to the City for its approval, along with all other entitlements.

2.3.6 Description of Project Elements

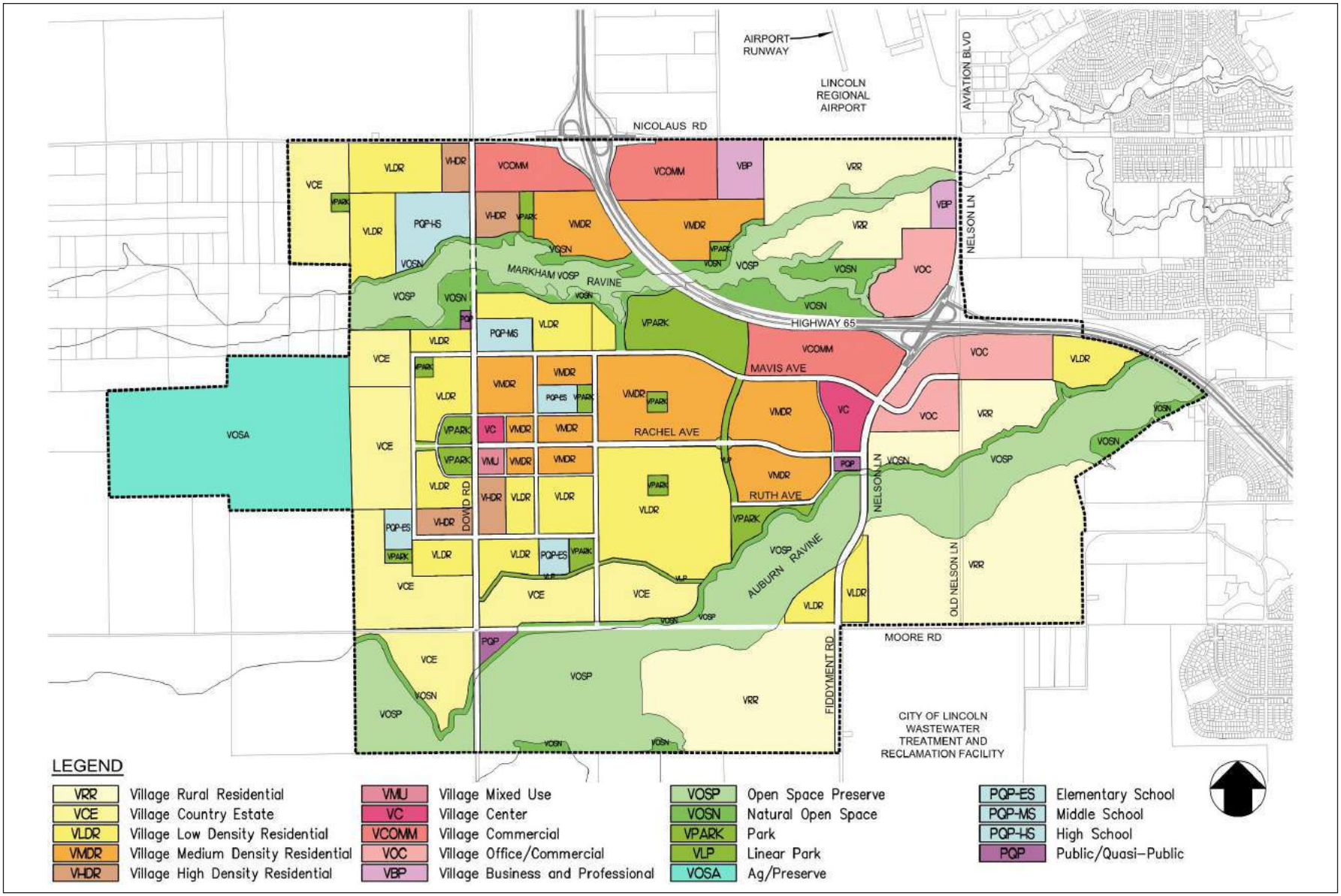
The following discussions focus on the elements proposed in the V5SP. The discussion is broken out into three subheadings, where applicable: Full Specific Plan, Area A, and Windsor Cove. The subheadings are intended to differentiate between the amount of detail available for the entire Plan Area upon buildout, and Area A and Windsor Cove, subareas within the V5SP area. Area A has been identified for the initial phase of construction. Where additional detail is known regarding Area A or Windsor Cove (a 90-acre portion of the Plan Area within Area J), it is provided under the heading “Area A” or “Windsor Cove”, respectively.

Proposed Land Uses

Full Specific Plan

The Plan Area would be comprised of residential and employment-generating uses along with recreational, open space, public and educational land uses. The variety of housing types and densities proposed would be intended to accommodate families, singles, seniors, and people with special needs. Housing types proposed include rural residential homes, country estates, and low, medium, and high density residential detached and attached single-family homes including apartments, condominiums, townhouses and live-work buildings. Buildout of the Plan Area is estimated to accommodate development of approximately 8,206 dwelling units (see **Table 2-1**). Approximately 4.6 million square feet total of employment-generating and commercial land uses are proposed as part of the proposed project. The proposed land uses for the Plan Area are illustrated in **Figure 2-4**.

The V5SP would organize the Plan Area into a range of land uses, as described below.



SOURCE: City of Lincoln, 2016

Figure 2-
Land Use Plan

Village Rural Residential (VRR)

This designation would provide for residences on large rural lots and would be primarily applied to parcels within Compatibility Zones A, B1, and C1 for Lincoln Regional Airport, located directly to the north of the Plan Area and SR 65. The VRR category would provide an opportunity for large rural residential development, including single-family dwellings, accessory dwellings, and other structures, such as barns. The density range would be 0.5 to 0.2 dwelling units per acre (du/ac), or 1.0 dwelling unit per two to five gross acres.

Village Country Estates (VCE)

The VCE category would include large lot single-family dwellings. Detached accessory dwelling units would also be allowed. The VCE designation would provide an opportunity for larger, estate-sized parcels that are located in proximity to adjacent agricultural lands and open space. The density range would be 1.0 to 2.9 du/ac.

Village Low Density Residential (VLDR)

The VLDR land use designation would provide for single-family detached homes on standard suburban size lots, but attached homes would also be allowed. Alternative lot configurations such as alley, cluster or half-plex lots could also be accommodated. A total of 771 of the units would be designated as age-qualified to provide senior housing; these age-qualified units would be located in Area A on Parcel 168. The density range for VLDR land uses would be 3.0 to 5.9 du/ac.

Village Medium Density Residential (VMDR)

The VMDR land use category would accommodate a variety of housing types. This density would allow for single-family detached housing as well as attached housing types. VMDR housing types may include, but are not limited to, the following: single-family detached, half-plex, cluster, alley, courtyard, green court, zero-lot line, brownstones, townhomes, or condominiums. A total of 229 of these housing units would be designated as age-qualified to provide senior housing; these age-qualified units would be located in Area A on Parcel 165. The density range for VMDR land uses would be 6.0 to 12.9 du/ac.

Village High Density Residential (VHDR)

The VHDR land use category would provide for a variety of attached single-family and multi-family housing types. The VHDR sites would be located along Dowd Road, near the Village Commercial and West Village Center sites, and are intended to promote the use of alternative modes of transportation by creating proximity between residences and businesses that provide goods and services, employment, and transportation hubs. The VHDR sites would provide both rental and for-sale housing such as, but not limited to, apartments, brownstones, townhomes or condominiums. Consistent with the Sacramento Area Council of Governments (SACOG) Regional Housing Needs Plan (RHNP), the City of Lincoln may designate VHDR parcels in the Plan Area to provide zoning capacity to accommodate the housing needs for households with incomes that span a range of affordability profiles. RHNP sites require a minimum density of 30 du/ac, which could be accomplished through density transfers or density bonuses in conjunction with subsequent entitlements. The density range for VHDR land uses would be 13.0 to 30.0 du/ac.

Village Mixed Use (VMU)

The VMU designation would provide a mixed-use commercial site near the West Village Center. This land use category would provide for functional integration of residential uses with retail, service commercial, professional office, or recreational uses. This category would thereby allow for vertical and/or horizontal mixed-use development. Residential uses in this designation would meet the parameters established for the VHDR land use category. The target density for the residential portion of the VMU land use would be 7.5 du/ac and the target floor area ratio (FAR)[1] for the non-residential uses would be 0.35.

Village Center (VC)

The purpose of the VC designation would be to provide small to mid-size commercial sites serving multiple neighborhoods or the entire Plan Area. Two sites would be designated as VC: the East Village Center and the West Village Center.

The larger East Village Center is intended to be community-oriented and include retail and service uses such as restaurants, banks, and entertainment. This VC site would be located within the C1 Compatibility Zone of Lincoln Regional Airport, which has additional use restrictions that limit building heights, site densities (people/acre), and large assembly facilities, both indoor and outdoor. Additionally, the East Village Center site is intended to include a unique regional retailer that would draw shoppers from throughout Lincoln and the larger Sacramento region. See Appendix B of the Specific Plan, Planning Area Detail, for a listing of the compatibility zone restrictions found in the VC sites.

The smaller West Village Center site would provide the opportunity for neighborhood and locally-oriented retail and service uses, civic uses, public and quasi-public uses, and similar, compatible uses. For the VC designation, the target FAR would be 0.35.

Village Commercial (VCOMM)

The VCOMM land use category would be designated for larger, visible sites along SR 65 near the Nelson and Nicolaus Road interchanges. The VCOMM commercial sites would be targeted to serve the greater Lincoln community, and could include shopping centers, larger format retailers, hotels and motels, and a range of freestanding uses, such as banks, restaurants, and offices. The VCOMM sites, which would be located within the C1 compatibility zone of Lincoln Regional Airport, would have additional restrictions that limit building heights, site densities (people/acre), and large indoor and outdoor assembly areas. See Appendix B of the Specific Plan, Planning Area Detail, for a listing of the compatibility zone restrictions found in the VCOMM sites. The target FAR for VCOMM land uses would be 0.25.

Village Office/Commercial (VO/C)

The VO/C land use category would provide areas for a mix of offices and commercial uses, with target ratio of 60 percent office and 40 percent commercial. The VO/C sites would be located at

[1] Floor area ratio, or FAR, is a measure of the relationship of the amount of built space to the size of the lot. As an example, a development of 43,560 square feet (sf) on a one-acre lot would have an FAR of 1. An FAR of 0.35 on a one-acre lot would allow the development of a 15,246 sf building.

the northwest and southeast corners of the SR 65/Nelson Road interchange, and could accommodate a mix of moderate intensity office and commercial employment in a central location within Lincoln, near SR 65. Uses anticipated within this zone would include professional offices, fitness centers, financial institutions, restaurants and other business services. Retail commercial activities that complement or are accessory to the primary uses of the zone would also be allowed. The VO/C parcels located within the B1 and C1 compatibility zones of the Lincoln Regional Airport would have additional restrictions which limit building heights, site densities (people/acre), and large indoor and outdoor assembly facilities. See Appendix B of the Specific Plan, Planning Area Detail, for a listing of the compatibility zone restrictions found in the VO/C sites. The target FAR would be 0.30 for VO/C sites.

Village Business Professional (VBP)

The VBP category would provide areas for the development of research and development campuses, professional offices, and services. Uses anticipated in this designation would generally include: medical offices and clinics; law firms; accountant offices; insurance, real estate, and financial services; governmental offices; social services; and non-profit organizations. Retail commercial activities that would complement or be accessory to the primary use would also be allowed. The VBP designation, which would be located within the B1 and C1 compatibility zones of Lincoln Regional Airport, would have additional restrictions which limit building heights, site densities (people/acre), and large indoor and outdoor assembly facilities. Based on the compatibility zones that the VBP designation intersects, the target FAR for VBP land uses would be 0.25. See Appendix B of the Specific Plan, Planning Area Detail, for a listing of the compatibility zone restrictions found in the VBP sites.

Village Parks (VPark)

The VPark designation would provide locations in the Plan Area for recreation and community gathering. Parks of varying sizes would be provided to meet neighborhood, community, and regional needs. This designation would be intended to provide locations for parks and other public services and uses. Both active and passive recreational activities would be permitted.

The largest VPark site would be approximately 70 acres in size and would accommodate a regional sports park with 12 lighted soccer fields, a fieldhouse, offices, lockers, multi-purpose rooms, a café, gardens, play structures, lawn areas, natural trails, maintenance facility, and parking. It would also permit a digital messaging center along SR 65. There would also be a community park approximately 16 acres in size located at the southern edge of Area A, which would include tennis courts, baseball fields, connector trails, basketball courts, gazebos with picnic areas, and restrooms. The smallest VPark site would be the neighborhood parks, which would vary in size from two to five acres. The neighborhood parks would include ball fields, basketball courts, and play structures, as well as lawns and small parking area or street parking.

Village Linear Park (VLP)

The VLP land use category would provide for corridors of varying widths (between approximately 40 feet and 100 feet) that would link the pedestrian and bikeway trail network and

provide passive recreation opportunities., as well as regional parks to community parks. Linear parkways may also provide space for compatible recreation amenities, such as benches and gathering areas for the adjacent community.

Ag Preserve (VOSA)

The VOSA category is exclusively for the existing approximately 280-acre Lincoln High School Farm (LHS Farm) property. There is a habitat conservation easement currently in place for on 126 acres of the property. This facility consists of educational farming projects and wildlife habitat on the site, with classrooms and workshops on the easternmost area. Expansion of the LHS Farm on site may expand the educational uses on this site as well as maintaining the emphasis on farming and habitat uses.

Village Open Space (VOSP and VOSN)

The Open Space category would include two types of open space: Village Open Space Preserve (VOSP) and Natural Open Space (VOSN). The VOSP designation would be applied to the natural resources within the Plan Area, including creeks, seasonal wetlands, vernal pools, swales, and marshes, as well as oak trees and other natural vegetation. VOSP would correspond with the current working draft version of the Placer County Conservation Plan (PCCP),[2] the Placer County Aquatic Resources Program (CARP) and coincide with the Auburn and Markham Ravine corridors.[3] Uses within and access into the VOSP areas would be restricted pursuant to the PCCP. The PCCP is still in draft form and has not yet been reviewed under the National Environmental Policy Act (NEPA) or CEQA, and it has not yet been considered for adoption by Placer County or state and federal regulatory agencies.

The VOSN designation would be applied to areas adjacent to the VOSP open space preserves. The Plan Area would set aside areas of VOSN in order to preserve wetland and aquatic resource features that contribute to the integrity of the watersheds encompassed within the VOSP areas. Uses within the VOSN may include wetland creation (with appropriate buffers) and may also provide space for compatible passive recreation amenities such as trails, benches and viewing areas to enhance the Auburn and Markham Ravine corridors for the adjacent community.

Regardless of the outcome of the PCCP and CARP processes, both open space categories would be implemented as described above.

Public/Quasi-Public (P/QP)

The P/QP land use designation would provide for the establishment of public and quasi-public uses, such as safety facilities, utilities, local government offices and facilities, public schools (schools, colleges, and universities), community centers, and other similar uses. The intent of this designation is to identify appropriate locations for these uses without impacting, disrupting, or otherwise removing other lands for residential or other uses.

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2 Placer County, 2016. Placer County Conservation Plan. Working Draft. March 2016. At the time of this Draft EIR, the PCCP has not been adopted and no public draft is currently available.

3 City of Lincoln, 2016. Lincoln Village 5 Specific Plan. August 12, 2016. p. 4-11.

TABLE 2-1.
VILLAGE 5 SPECIFIC PLAN LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	AVE. DU/AC.	F.A.R. TARGET[2]	RES. UNITS[3]	RES. % OF DU	NON-RES S.F.	NON-RES % S.F.
Residential Uses										
VRR	Village Rural Residential	759.1	652.4	0.2-0.5	0.5		320	3.9%	N/A	
VCE	Village Country Estate Residential	453.3	435.9	0.6-2.9	2.0		869	10.6%	N/A	
VLDR	Village Low Density Residential	569.6	539.4	3.0-5.9	5.0		2,690[4]	32.8%	N/A	
VMDR	Village Medium Density Residential	441.6	405.3	6.0-12.9	7.0		2,830[5]	34.5%	N/A	
VHDR	Village High Density Residential	68.7	68.7	13.0-30.0	21.0		1,441	17.6%	N/A	
	SUBTOTAL	**2,292.3**					**8,150**	**99.3%**		
Commercial Uses										
VMU	Village Mixed Use	7.5	7.5		7.5	0.35	56	0.7%	114,300	2.5%
VC	Village Center	33.9	29.9			0.35	N/A	0.0%	456,400	10.0%
VCOMM	Village Commercial	196.3	176.2			0.25	N/A		1,918,300	41.9%
VOC	Village Office/Commercial	159.9	129.9			0.30	N/A		1,696,800	37.0%
VBP	Village Business and Professional	42.8	36.4			0.25	N/A		395,800	8.6%
	SUBTOTAL	**440.4**						**0.7%**		**100%**
Parks and Open Space										
VPark	Park	149.2	127.0							
VLP	Linear Park	19.5	18.6							
VOSA	Ag/Preserve	343.5	343.5							
VOSP	Open Space Preserve	841.1	841.1							
VOSN	Natural Open Space	218.1	202.0							
	SUBTOTAL	**1,571.4**								
Public Uses										
P/QP	Public / Quasi-Public	13.6	13.0							
P/QP-ES	Elementary School	35.9	35.5							
P/QP-MS	Middle School	20.0	20.0							
P/QP-HS	High School	48.7	48.7							
	SUBTOTAL	**118.2**								

TABLE 2-1.
VILLAGE 5 SPECIFIC PLAN LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	AVE. DU/AC.	F.A.R. TARGET[2]	RES. UNITS[3]	RES. % OF DU	NON-RES S.F.	NON-RES % S.F.
ROW	Right of Way	225.6	225.6							
HWY	SR 65	139.0	139.0							
	SUBTOTAL	**364.6**								
	TOTAL	**4,786.9**	**4,495.6**				**8,206[6]**	**100.0%**	**4,581,600**	**100.0%**

NOTES:

1. Net Acreage shown excludes detention basins and airport re□uired open land, based on the Placer County Airport Land Use Compatibility Plan, February 26, 2014. Detailed calculations on a parcel by parcel basis are provided in the V5SPAppendix B.
2. The FAR factors are targets and may vary based on the ranges established for each □one. VMU FAR is based on GP Table 4-3; COMM FAR assumes no internal public roadways; O/C FAR assumes mix of two and three story buildings; BP FAR assumes single story buildings.
3. Total dwelling units for each land use type is based on the net acreages on a parcel by parcel basis, as provided in Table B-1 of Appendix B Planning Area Detail, and multiplied by the average density factor. The densities shown are an average and may vary based on the ranges established for each residential □one.
4. 771 of the VLDR units would be designated as age-□ualified.
5. 229 of the VMDR units would be designated as age-□ualified.
6. Up to 1,000 units of VLDR and VMDR would be developed as age-□ualified units.

SOURCE: City of Lincoln, 2016. Lincoln Village 5 Specific Plan. August 12, 2016.

Area A

Area A is an approximately 799-acre portion of the Plan Area, comprised of Areas A1 and A2 as shown in Figure 2-3, located in the center of the Plan Area. Area A is expected to be the portion of the Plan Area where development and construction of Village 5 would be initiated. The Area A site is generally bounded by Markham Ravine and SR 65 to the north, Auburn Ravine to the south, Dowd Road to the west, and Nelson Lane to the east. Currently, most of the land uses within Area A consist of rural residential and agricultural uses.

As proposed, Area A would contain the following land uses (see **Table 2-2**):

- Village Country Estate (VCE) – 50.1 acres. The VCE designation is contained within the southwest corner of Area A and borders Auburn Ravine to the south.

- Village Low Density Residential (VLDR) – 196.2 acres. The VLDR use is located primarily in the southern half of Area A, in two places. One portion is located in the southeast corner of Area A and borders Area J to the east and south and Auburn Ravine along the north and west. The other portion is larger and is located near the southwest corner of Area A, bordering Area I to the west.

- Village Medium Density Residential (VMDR) – 224.5 acres. The VMDR designation is located in three similarly sized portions, all generally within the center of Area A. Two eastern VMDR segments are divided by Rachel Avenue and the western segment is located north of Rachel Avenue.

- Village Center (VC) – 26.4 acres. The VC designation is located along the central eastern edge of Area A, sharing a boundary with Area B, along Nelson Lane, to the east.

- Village Commercial (VCOMM) – 79.5 acres. The VCOMM use is located in one contiguous region, in the northeast corner of Area A. This region borders the Regional Sports Park to the west, Areas C and D to the north along SR 65, Area B to the east, and the East VC and some MDR uses (both within Area A) to the south.

- Natural Open Space (VOSN) – 17.3 acres. The VOSN designation is located along the northern border of Area A with Markham Ravine and the southern border with Auburn Ravine.

- Park (VPark) – 100.6 acres. VPark parcels are scattered throughout Area A, with three smaller central parks near the west of the area, a slightly larger park in the southeast of the area facing Auburn Ravine, and the Regional Sports Park, located in the north of the area and along Markham Ravine and SR 65.

- Linear Park (VLP) – 14.0 acres. The VLP designation would serve to interconnect trails and neighborhoods. One linear parkway would run north-south between Mavis Avenue and Ruth Avenue and connect the Auburn Ravine Community Park to the Regional Sports Park and Markham Ravine. A second linear parkway would run east-west and connect the open space and trails along Auburn Ravine.

TABLE 2-2.
AREA A LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	AVE. DU/AC	F.A.R. TARGET[2]	RES. UNITS[3]	RES. % OF DU	NON-RES S.F.	NON-RES % S.F.
Residential Uses										
VRR	Village Rural Residential	0.0	0	0.2-0.5	0.5		0	0.0□	N/A	
VCE	Village Country Estate Residential	50.1	48.1	0.6-2.9	2.0		96	4.0□	N/A	
VLDR	Village Low Density Residential	196.2	182.3	3.0-5.9	5.0		909[4]	37.6□	N/A	
VMDR	Village Medium Density Residential	224.5	202.0	6.0-12.9	7.0		1,412[5]	58.4□	N/A	
VHDR	Village High Density Residential	0.0	0.0	13.0-25.0	21.0		0	0.0□	N/A	
	SUBTOTAL	**470.8**					**2,417**	**100%**		
Commercial Uses										
VMU	Village Mixed Use	0.0	0.0		7.5	0.35	0.0	0.0□	0	0.0□
VC	Village Center	26.4	22.4			0.35	N/A		342,100	31.3□
VCOMM	Village Commercial	79.5	69.1			0.25	N/A		751,900	68.7□
VOC	Village Office/Commercial	0.0	0.0			0.30	N/A		0	0.0□
VBP	Village Business and Professional	0.0	0.0			0.25	N/A		0	0.0□
	SUBTOTAL	**105.9**						**0.0%**	**1,094,000**	**100%**
Parks and Open Space										
VPark	Park	100.6	78.9							
VLP	Linear Park	14.0	13.1							
VOSA	Ag/Preserve	0.0	0.0							
VOSP	Open Space Preserve	0.0	0.0							
VOSN	Natural Open Space	17.3	17.3							
	SUBTOTAL	**131.9**								
Public Uses										
P/QP	Public / Quasi-Public	3.9	3.3							
P/QP-ES	Elementary School	12.0	11.9							
P/QP-MS	Middle School	0.0	0.0							
P/QP-HS	High School	0.0	0.0							
	SUBTOTAL	**15.9**								

TABLE 2-2.
AREA A LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	AVE. DU/AC	F.A.R. TARGET[2]	RES. UNITS[3]	RES. % OF DU	NON-RES S.F.	NON-RES % S.F.
ROW	Right of Way	74.6	74.6							
HWY	SR 65	0.0	0.0							
	SUBTOTAL	74.6								
	TOTAL	**799.1**	**723.0**				**2,417[6]**		**1,094,000**	

NOTES:

1. Net Acreage shown excludes detention basins and airport re□uired open land, based on the Placer County Airport Land Use Compatibility Plan, February 26, 2014. Detailed calculations on a parcel by parcel basis are provided in the V5SP Appendix B.
2. The FAR factors are targets and may vary based on the ranges established for each □one. VMU FAR is based on GP Table 4-3; COMM FAR assumes no internal public roadways; O/C FAR assumes mix of two and three story buildings; BP FAR assumes single story buildings.
3. Total dwelling units for each land use type is based on the net acreages on a parcel by parcel basis, as provided in Table B-1 of Appendix B Planning Area Detail, and multiplied by the average density factor. The densities shown are an average and may vary based on the ranges established for each residential □one.
4. 771 of the VLDR units in Area A would be designated as age-□ualified.
5. 229 of the VMDR units in Area A would be designated as age-□ualified.
6. Up to 1,000 units of VLDR and VMDR would be developed as age-□ualified units.

SOURCE: City of Lincoln, 2016. Lincoln Village 5 Specific Plan. August 12, 2016. Appendix B.

- Elementary School (ES) – 12.0 acres. The one elementary school for Area A is the westernmost parcel of the area and borders Area I to the north, west, and south.

- Public/Quasi-Public (P/QP) – 3.9 acres. This designation would contain a fire station for Lincoln Fire Department (LFD) and would be located in the southeast corner of Area A. This parcel is bounded by Area B to the east and Auburn Ravine to the south.

- Right of Way (ROW) –74.6 acres. This use contains all public ROW, including mainly roads, and is located throughout Area A.

Area A would accommodate a range of residential densities for a total of 2,417 dwelling units. Of this total, 1,000 dwelling units designated for VLDR and VMDR would be developed as age-qualified units, with 771 designated as VLDR and 229 designated as VMDR. In addition, 1,094,000 square feet of non-residential uses would be included as part of V5SP consisting of a Village Center and Village Commercial uses.

Windsor Cove (Within Area J)

An 90-acre tract within Area J, to be named Windsor Cove, is presented in project-level detail for analysis in this document. The property is bordered by Moore Road to the south; Auburn Ravine to the north; a private, unpaved road that extends north from the intersection of Moore Road and Fiddyment Road; and agricultural land to the east. The property is mainly undeveloped, with an approximately 9.25-acre ranch property in the southwest corner. The property is rectangular, generally flat, and vegetated by seasonal grasses. The northwestern section of the property borders Auburn Ravine, which would remain undeveloped.

The proposed land use for the Windsor Cove property is a mix of VLDR and VOSP. The northern third of the property would be dedicated to open space, with the inclusion of a lake and some recreational facilities, including proposed parkland and pedestrian trails. The southern two-thirds of the property is proposed as VLDR development, with development concentrated in the southwestern portion of the property. The southeastern section the Windsor Cove site is proposed for use as either a lake or drainage easement or additional VLDR development at a later phase. The proposed alignment of Nelson Lane would extend north for 1,000 feet from the intersection of Moore Road and Fiddyment Road along the western boundary of the site, before curving into the site in a north-northeastern direction and continuing northward.

Lincoln High School Farm

The Plan Area includes the LHS Farm, a 405-acre educational facility that provides practical experience in the areas of agriculture and natural resources to Lincoln High School students. The existing facility is comprised of 280 acres, acquired by Western Placer Unified School District (WPUSD) in 1974 as a surplus property from the McClellan Air Force Base Communication Annex, and an additional 125 acres donated by Wildlands Inc., in 2006. The facility delivers a wide variety of curriculum to LHS students, including sustainable agriculture, animal science, agricultural welding, natural history, agricultural economics/government, agriculture and soil

chemistry, Agriscience systems management, etc. There are no changes proposed for the LHS Farm and it will continue to operate as it currently operates.

Circulation and Mobility

The proposed project would include a mobility plan that would provide a hierarchy of roadways and non-motorized transportation options, including bicycles, neighborhood electric vehicles (NEVs),[4] and pedestrian options (see **Figure 2-5**). The circulation system would link the existing local and regional transportation systems and an extensive, interconnected mobility system of multi-use trails, paths, shaded sidewalks and transit facilities intended to create a pedestrian- and bicycle-friendly environment, seeking to promote non-vehicular use as a primary choice.

Roads

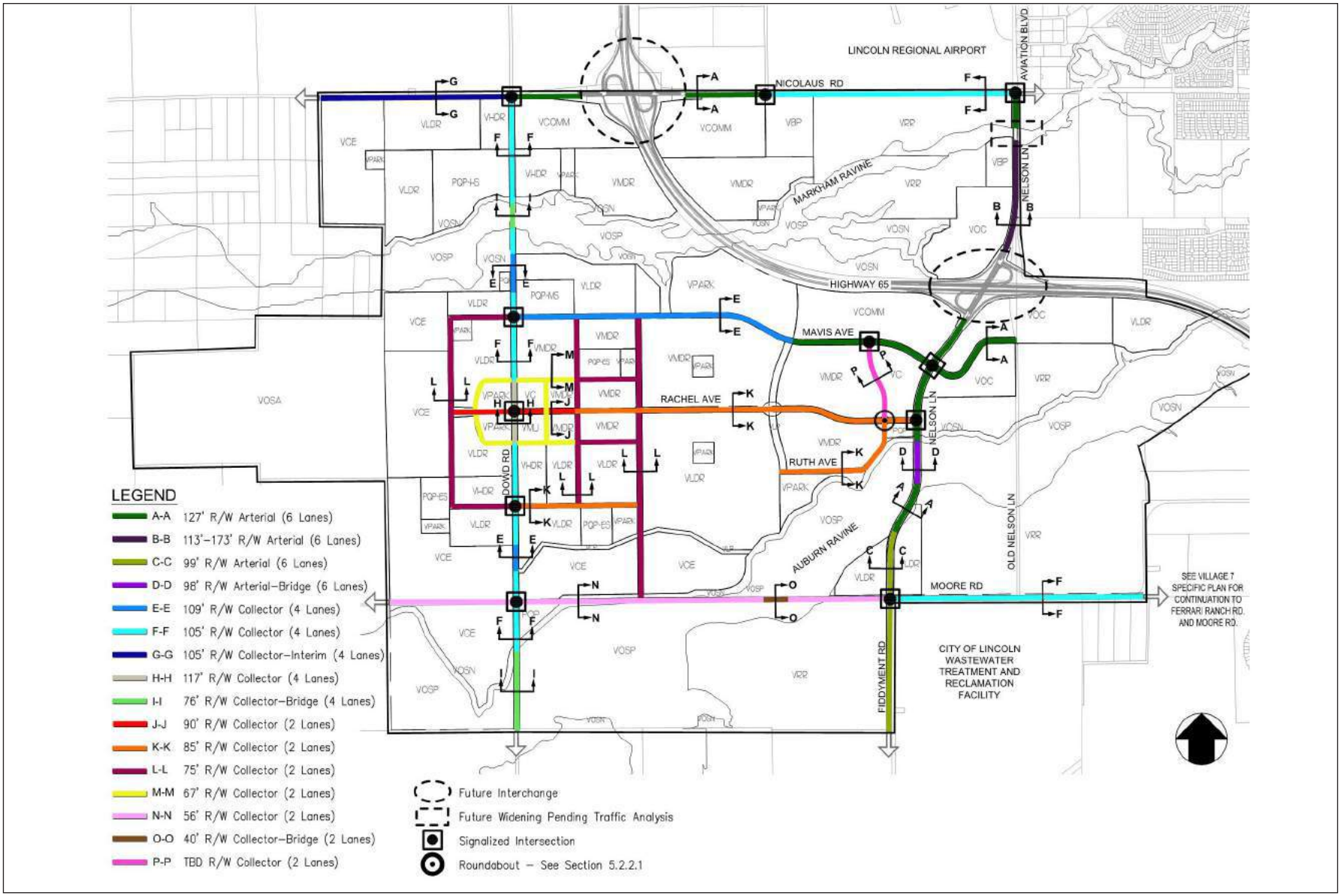
Full Specific Plan

Roads within the Plan Area would consist of a mixture of larger, four- to six- lane arterials along the borders of the site, along with a couple of east-west arterials passing through the middle of the site. Major east-west arterials would include Nicolaus Road and Moore Road along the northern and southern edges, respectively, and Mavis Avenue and Rachel Avenue would traverse the site in an east-west fashion through the center of the site. SR 65 would pass from the east to the central north of the site, primarily through the northeastern corner of the site. Major north-south arterials would include Nelson Lane to the east and Dowd Road to the west. Nelson Lane is proposed to consist of six lanes (three lanes in each direction). Nicolaus Road would have six lanes between Dowd Road and Airport Road, and four lanes (two lanes in each direction) west of Dowd Road and east of Airport Road. South Dowd Road would consist of four lanes. The majority of collector streets would consist of two lanes. However, portions of Mavis Avenue along the frontage of the Regional Sports Park and commercial properties (west of Nelson Lane) would consist of four and six lanes, respectively. Several collector streets, predominantly two-lane, would mainly connect within the central and southwestern portions of the site, bounded by the two ravines and SR 65. Additionally, Nicolaus Road and Nelson Lane would both have a SR 65 interchange. Fiddyment Road would provide access from the south of the Plan Area, while Moore Road and Ferrari Ranch Road would offer access from the east of the Plan Area.

Area A

Roads within Area A would similarly provide a variety of sizes, in accordance with the design of the full buildout of the proposed project. Nelson Lane would include an interchange with SR 65, creating a direct connection from SR 65 to Area A. Rachel Avenue would serve as a main street for the Area A community, providing access to all neighborhoods within Area A, while supporting vehicular, bicycle, and pedestrian traffic. A roundabout is proposed at the intersection of Rachel Avenue and Ruth Avenue. Roundabouts may be considered for other intersections of two-lane streets where traffic conditions create favorable conditions for their implementation.

[4] Neighborhood electric vehicles (NEVs) are a class of four-wheel vehicles that are battery powered, have a top speed of 30 mph and a gross vehicle weight not exceeding 3,000 lbs.



SOURCE: City of Lincoln, 2016

Figure 2-
Circ lation Plan

Windsor Cove (Within Area J)

Roads within Windsor Cove would also provide a variety of sizes, in accordance with the design of the full buildout of this area. The proposed route of Nelson Lane would cross the northwest portion of Windsor Cove, to the south of Auburn Ravine. The proposed Windsor Cove roadway network would include access to Moore Road to the south and Nelson Lane to the west. Within the Windsor Cove development, two-lane feeder streets would provide access to low density residential properties and open space or recreational areas, including bicycle and pedestrian trails.

Bridge Network

Several bridges would be constructed or upgraded to connect the Plan Area to adjacent areas and provide a complete roadway network within and through the Plan Area. In some instances, new bridge structures may be necessary to replace existing, outdated structures. New bridges may also be constructed alongside existing bridges that would remain. Buildout of the Plan Area roadway network would result in the construction of new or alteration of existing vehicular bridges, including:

- A new six-lane bridge on Nelson Lane across Auburn Ravine;
- An expanded six-lane bridge on Nelson Lane across Markham Ravine;
- An expanded four-lane bridge on Dowd Road across Markham Ravine;
- An expanded four-lane bridge on Dowd Road across Auburn Ravine; and
- Replacement of the two-lane bridge on Moore Road across Auburn Ravine.

Additionally, a new, non-vehicular trail would be constructed on top of the existing earthen berm across Markham Ravine between Dowd Road and SR 65. The new trail would accommodate bicycle and pedestrian travel and provide a north-south connection between the northern part of the Plan Area, the Regional Sports Park, and a Class I trail that would parallel Auburn Ravine on its north side.

Nelson Lane Bridge at Auburn Ravine

The existing narrow two-lane Nelson Lane Bridge across Auburn Ravine would be replaced by a 10-span cast-in-place (CIP) post-tensioned concrete slab bridge that would be approximately 96 feet in width and 440 feet in length. The replacement bridge would be a four-lane feeder roadway bridge, designed in conformance with the City of Lincoln Design Criteria and Procedures Manual. The four-lane road would include a 14-foot-wide median, four 12-foot-wide lanes, 10-foot-wide shoulders in both directions, six-foot-wide sidewalks in both directions, concrete barriers on the outer edges of the bridge structure. The bridge would be supported by a total of 144 piers – nine rows of 16 piers that would support the roadway structure. Each row of piers would be placed at 44-foot intervals, with three rows of piers (48 piers total) within the ordinary high water mark of the seasonal waterway of Auburn Ravine. Each pier would be approximately 24 inches in diameter. The total footprint of all of the bridge piers would be approximately 450 square feet, with approximately 150 feet of permanent disturbance within the ordinary high water mark of the seasonal waterway of Auburn Ravine.

Dowd Road Bridge at Markham Ravine

The existing two-lane rural bridge on Dowd Road Bridge at Markham Ravine would be expanded by two additional lanes creating a four lane bridge. The expanded bridge would be a two-span CIP post-tensioned concrete slab bridge that would be approximately 96 feet wide and 125 feet in length. The bridge would be a four-lane minor arterial roadway bridge designed as directed by the City of Lincoln Design Criteria and Procedures Manual. The four-lane road would include four 12-foot-wide lanes, a 14-foot-wide median, two 7-foot-wide shoulders measured from the lip of the gutter, three-foot-wide curbs and gutters, and six-foot-wide sidewalk on both sides. The two-span bridge would be supported by a single pier of 17 cylindrical columns, placed at equal intervals, measuring approximately 24 inches, in diameter, each.

Moore Road Bridge at Auburn Ravine

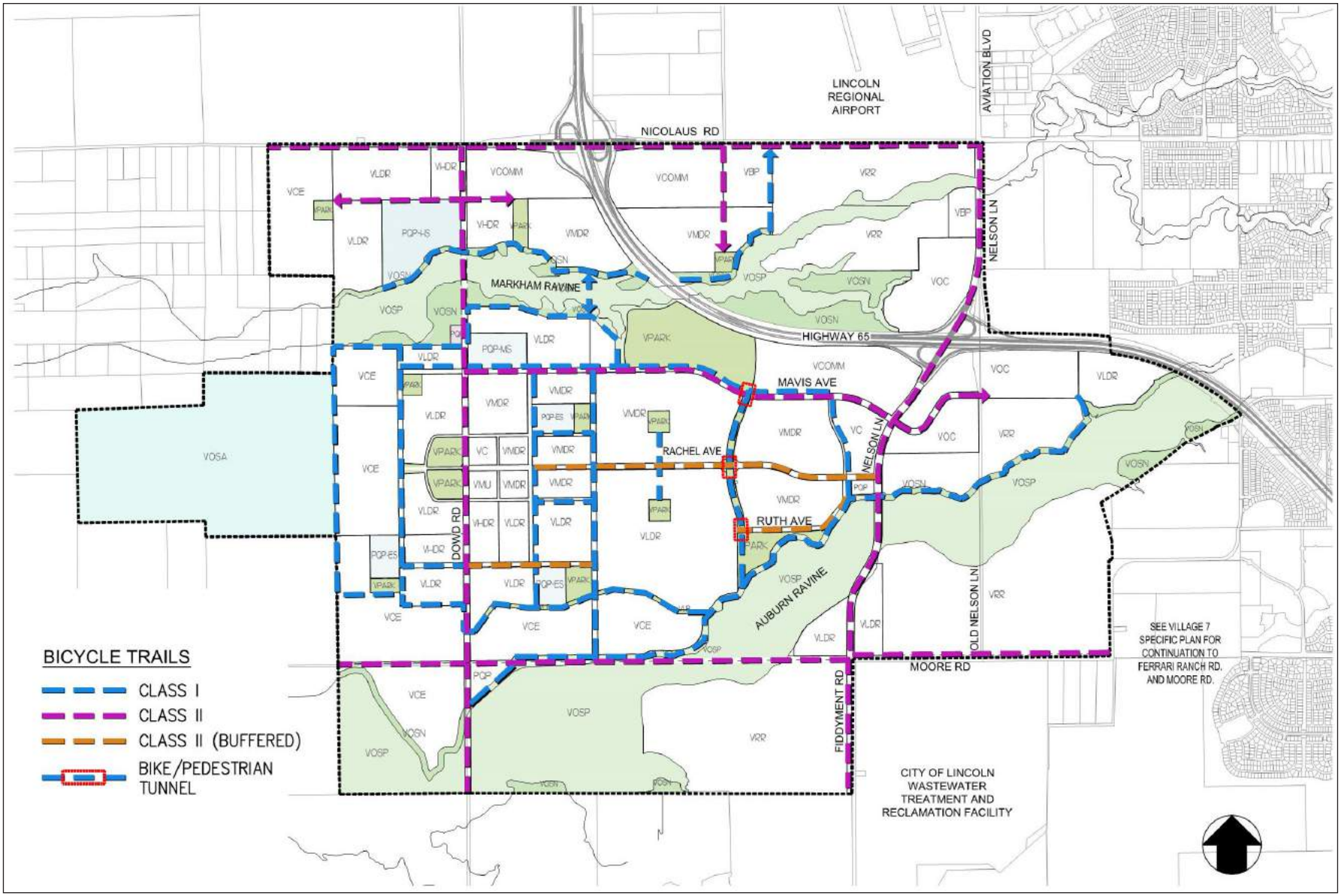
The existing two-lane rural bridge on Moore Road at Auburn Ravine would be replaced by a 60-foot-wide, two-lane collector bridge. The bridge would be a 15-span CIP concrete slab bridge shifted slightly north of its current location to avoid impacts to the Auburn Ravine floodway and the existing adjacent wastewater treatment outflow structure near the southeast corner of the bridge. The bridge would have two 12-foot-wide lanes, five-foot-wide bike lanes, seven-foot-wide parking lanes measured to the back of a three-foot-wide curb, and five-foot-wide sidewalks. The length of the bridge would be approximately 660 feet, significantly longer than the current 91-foot long structure. The increased bridge length is needed because Auburn Ravine is wider north of the existing bridge location. The bridge must be of adequate length to span Auburn Ravine, which is a Federal Emergency Management Agency (FEMA)-designated floodway. Due to the Central Valley Flood Protection Board's (CVFPB) jurisdiction of Auburn Ravine, the bridge must have a bridge soffit that clears the 200-year storm water surface elevation (WSEL) by three feet.

Bikeway/Trail System

Full Specific Plan

A series of Class I and Class II bicycle paths would be built around most of the perimeter and cutting through the Plan Area in several locations, as indicated in **Figure 2-6**. The Class I bikeway system would provide off-street connectivity within the Plan Area for both cyclists and pedestrians. In addition, the paths would accommodate emergency and maintenance vehicle access to open space areas. Class I paths would be primarily situated along Auburn and Markham Ravines. Some of these trails may include grade-separated crossings via tunnels or bridges. Specifically, three pedestrian/bicycle tunnels are proposed along a north-south Class I bikeway that connects Mavis Avenue and Ruth Avenue. Class II bike lanes (alongside vehicular traffic on-street) would be provided on expected bicycle commute corridors (i.e., Nelson Lane, Nicolaus Road, and South Dowd Road) and other key locations within the heart of the Plan Area. In the vast majority of instances, bicyclists would share the lane with NEVs.

In addition, a cycle track, a bicycle path physically separated from adjacent vehicular travel lanes, would be built along the north side of Rachel Avenue. A portion of Mavis Avenue would feature a separated Class I bike lane and other bicycle treatments, such as bike boxes (a designated area



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure 2-
Mo ility Plan

at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase), sharrows (lanes shared by bicycles and automobiles), and green-painted Class II bike lanes may be considered.

Area A

The Class I bikeway system within Area A would be located along Mavis Avenue, Auburn Ravine and the western boundary of Area A. A Class I bikeway would also run north to south in the center of the area, connecting the Regional Sports Park to Auburn Ravine Community Park, as well as to the east along an internal roadway connecting Mavis to Auburn Ravine and to the west connecting two parks. The trail that extends south from the Regional Sports Park may include grade-separated crossings, and three pedestrian/bike tunnels are proposed. In addition, a Class II bike lane would run east-west along Rachel Avenue and Ruth Avenue.

Windsor Cove (Within Area J)

Within the Windsor Cove development, there would be a planned bike and pedestrian trail that would connect the northern portion of the residential development with the proposed route of Nelson Lane. The trail would be routed around a wetland preserve and the proposed lake, in the northern portion of the property.

Pedestrian System

Full Specific Plan

The Plan Area pedestrian system would consist of a variety of off-street and on-street facilities. The on-street facilities would consist of six-foot sidewalks provided on the vast majority of primary roadways and five-foot sidewalks on local neighborhood streets. Exceptions are where an adjacent 10-foot Class I path is proposed and along Rachel Avenue in the West Village Center where a wider 16-foot sidewalk is proposed. Sidewalks would not be provided along Moore Road based on its rural location and intended function as a rural road. Grade-separated crossings could be included along Class I facilities, and three pedestrian/bike tunnels are proposed along a north-south linear parkway that would connect Mavis Avenue and Ruth Avenue to facilitate mobility.[5] The Class I bikeway system provides off-street connectivity for both cyclists and pedestrians. Marked crosswalks would be provided at all controlled intersections and roundabouts.

Area A

The Area A pedestrian system would consist of a variety of off-street and on-street facilities consistent with the description of the Plan Area, above. The linear parkway that would extend south from the Regional Sports Park would contain a Class I bike lane, and grade separated crossings that would include three pedestrian tunnels under Mavis Avenue, Rachel Avenue and Ruth Avenue to ensure safe crossings.[6] The Class I bikeway system provides off-street connectivity for both cyclists and pedestrians within Area A.

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5 City of Lincoln, 2015. Village 5 General Development Plan. p. 7-16.

6 Ibid.

Windsor Cove (Within Area J)

The Windsor Cove pedestrian system would consist of a variety of off-street and on-street facilities consistent with the description of the Plan Area, above. Pedestrian trails would be provided parallel to the bike paths within Windsor Cove.

Neighborhood Electric Vehicle System

Full Specific Plan

The proposed project would be designed to accommodate NEV travel within the Plan Area. In the City of Lincoln, NEVs are permitted to travel in general purpose lanes on roadways which have posted speed limits of 35 miles per hour (mph) or less. In some locations, the City of Lincoln has chosen to create combined eight-foot shared Class II bicycle/NEV lanes for roadways that have a posted speed limit above 35 mph. As a result, several four- to six-lane arterials in the Plan Area including Nelson Lane, Nicolaus Road, Mavis Avenue, Fiddyment Road, Dowd Road and Moore Road would feature eight-foot-wide NEV/bike lanes. Further, NEVs are permitted to use the general purpose lanes on two-lane streets; thus, NEVs would be able to circulate throughout the Plan Area to many of the most likely NEV destinations such as the regionally-scaled Village Centers, the locally-scaled commercial uses, and the Regional Sports Park.

Area A

NEVs would be permitted to travel in general purpose lanes throughout Area A, on roadways with posted speed limits of 35 mph or less, which include portions of Dowd Road, Moore Road, Nelson Lane, and Mavis Avenue. The Class II bike lanes in Area A would also accommodate NEVs. NEVs would provide access for residents between residences, the Village Commercial and Village Center uses in the northeast of Area A, the Regional Sports Park, and Auburn Ravine Community Park.

Transit Connections

The proposed project would include the provision of transit facilities, such as bus stops and park and ride lots, which would be used in the event that the City of Lincoln Transit, Placer County Transit, and/or major regional public transit service providers extend service to the Plan Area. Park and ride lots would likely be suitably located near the planned SR 65/Nelson Lane and SR 65/Nicolaus Road interchanges. Specific bus stop locations would be identified in coordination with the City of Lincoln Transit and Placer County Transit.

Public Services

Parks and Open Space

Full Buildout

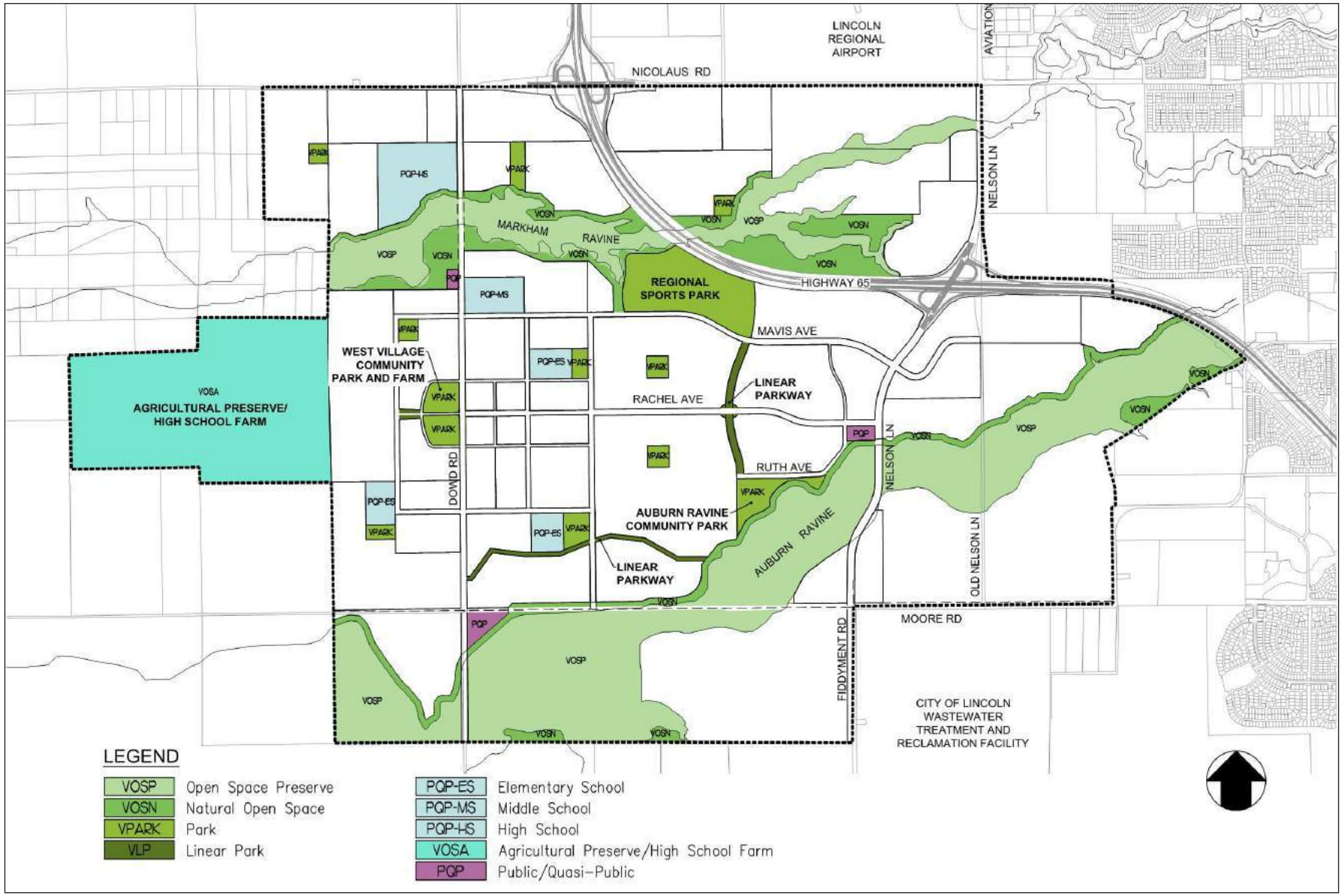
The Plan Area would be served by the City of Lincoln Parks Department, and would include one regional park, two community parks, nine neighborhood parks, and numerous open spaces and two linear parks, as **Table 2-3** and **Figure 2-7** indicate. Specifically, the Plan Area would feature 139.2 net acres of recognized active park areas (71.2 acres in the Regional Sports Park, 35.0 acres in community parks, and 43.0 acres in neighborhood parks).

TABLE 2-3.
PARK AND OPEN SPACE PROVISION AND CREDITS

V5SP Parks	City of Lincoln Parkland Designations	Gross Acreage[1]	Credit Ratio	Credited Acreage
Area A				
Parks				
Regional Sports Park	Citywide (Regional) Park -- 25-100 acres	71.2	1:1	61.2[2]
Community/Village Parks	Community Park -- 5-25 acres	16.0	1:1	16.0
Neighborhood Parks	Neighborhood Park -- 5-8 acres	13.4	1:1	13.4
Subtotal Parks		**100.6**	**1:1**	**90.6**
Linear Corridors/Paseos		14.0	0.2:1	2.8
Ag/Preserve Open Space		0.0	0.1:1	0.0
Preserve Open Space		0.0	0.1:1	0.0
Natural Open Space		17.3	0.1:1	1.7
Area A Total		**131.9**	**--**	**95.1**
Areas B-J				
Parks				
Regional Sports Park	Citywide (Regional) Park -- 25-100 acres	0.0	1:1	0.0
Community/Village Parks	Community Park -- 5-25 acres	19.0	1:1	19.0
Neighborhood Parks	Neighborhood Park -- 5-8 acres	29.6	1:1	29.6
Subtotal Parks		**48.6**	**1:1**	**48.6**
Linear Corridors/Paseos		5.5	0.2:1	1.1
Ag/Preserve Open Space		343.5	0.1:1	34.4
Preserve Open Space		841.1	0.1:1	84.1
Natural Open Space		200.8	0.1:1	20.1
Areas B-J Total		**1,439.5**	**--**	**188.3**
Full Specific Plan				
Parks				
Regional Sports Park	Citywide (Regional) Park -- 25-100 acres	71.2	1:1	61.2[2]
Community/Village Parks	Community Park -- 5-25 acres	35.0	1:1	35.0
Neighborhood Parks	Neighborhood Park -- 5-8 acres	43.0	1:1	43.0
Subtotal Parks		**149.2**	**1:1**	**139.2**
Linear Corridors/Paseos		19.5	0.2:1	3.9
Ag/Preserve Open Space		343.5	0.1:1	34.4
Preserve Open Space		841.1	0.1:1	84.1
Natural Open Space		218.1	0.1:1	21.8
Buildout Total		**1,571.4**	**--**	**283.4**

SOURCE:

1. City of Lincoln, 2016. Lincoln Village 5 Specific Plan. August 12, 2016.
2. Project applicant receives 1:1 credit for parkland provided with the exception of one 20-acre parcel within the Regional Park which receives 0.5:1 credit, resulting in 10 acres of credited parkland instead of 20 acres.



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure 2-

P lic Ser ices

Designated as a community or village park, the 19-acre West Village Park and Farm would be located on the western side of South Dowd Road and directly across from the West Village Center. Comprised of two parts, one part would be designed as a "central park" that would house social-type spaces such as a community center, a plaza, a playground, open turf areas, a group picnic area, and other public amenities. The other side would function as a multi-purpose park with capabilities to become a village "garden/farm."

A second community park, the approximately 16-acre Auburn Ravine Community Park, would be located on Ruth Avenue, abutting Auburn Ravine. This park would provide for large active facilities such as softball/baseball fields, parking, restrooms, concession facilities, a water play park, and a playground, along with a trailhead and some nature/wildlife interpretative facilities.

The neighborhood parks within the Plan Area are the core facilities of the park system and are planned to provide a balance between passive and active recreation uses as well as creating a sense of place. Neighborhood parks in the Plan Area would be accessible through multiple pedestrian trails, bikeways, sidewalks, or residential streets. These parks would offer a range of recreational spaces, including play areas for children, open turf areas, areas for organized sports, picnic areas, and areas that provide flexible opportunities for small groups of people to gather and recreate.

Open space in the Plan Area is organized into three categories: open space preserve, natural open space and linear parkways. Open space allows for multi-use functions including passive recreational opportunities, wildlife habitat, corridors for pedestrian and bicycle trails, stormwater conveyance and water quality treatment.

The open space preserve areas have been designed to preserve large, contiguous open space areas, primarily to allow for the preservation of Auburn Ravine and Markham Ravine, wetlands, and other waters, while also providing visual open space for the adjacent community. These spaces would be generally sited to protect areas containing the greatest concentration of wetlands, and the Plan Area would designate these areas to allow for consistency with the Draft PCCP and City open space requirements.

Open spaces in the Plan Area would also contain natural open space that would primarily involve lands that lie adjacent to the open space preserves along the two on-site ravines. Enhancements would include native landscaping as edge treatment. Several Class I trails in the Plan Area would be situated within natural open space areas along the Auburn Ravine and Markham Ravine corridors.

Linear parkways would be developed to interconnect the trail system. The prominent linear parkway (14 ac gross)would connect the Regional Sports Park with the 16-acre Auburn Ravine Community Park. Another linear parkway would be constructed along an existing drainage ditch, serving as both a buffer and trail connector between neighborhoods and school/park sites. These linear parkways would mostly vary between 40 and 100 feet in width and would consist of an off-

road bike and walking path, minor improvement features such as benches, and natural landscaping. Additional trail corridors, greenbelts, and linear parkways would be designated within neighborhoods at the time that neighborhood designs are submitted for approval.

Area A

As seen in Table 2-3 and Figure 2-7, Area A would contain the Regional Sports Park, a community park, four neighborhood parks, and several linear parkways and open space areas. In terms of net acreage, Area A would feature 90.6 net acres of recognized active park areas (61.2 acres in the regional park, 16.0 acres in community parks, and 13.4 acres in neighborhood parks) that would be applied toward meeting the City's parkland requirements. As described above, the 16-acre Auburn Ravine Community Park would be located in Area A. This park would be accessible along Ruth Avenue and through a pedestrian undercrossing located in the northwestern corner of the park. This park would include three baseball fields, one soccer field, a basketball court, water play park, two gazebos, and barbeque picnic areas, all containing access to trails and a view of Auburn Ravine.

As mentioned earlier, there would be four neighborhood parks within Area A. These parks would include a range of ball fields, basketball courts, and playgrounds, with basic facilities, and each park would vary between two and five acres in size.

Also located within Area A, a proposed 71.2-acre Regional Sports Park, situated on the north side of Mavis Avenue and adjacent to Markham Avenue and SR 65, would contain a soccer and sports complex integrated with City park facilities for use on a regional scale, anticipated to serve the City of Lincoln and additional surrounding communities within the region. The regional park site has been strategically located to offer easy access from SR 65 and be directly adjacent to retail services, lodging and restaurants. The Regional Sports Park is anticipated to host high-profile soccer tournaments and other revenue-producing events. The planned facilities would include 12 lighted soccer fields, multiple lighted training fields, a fieldhouse with locker rooms, a civic plaza, a picnic area, a playground, restrooms, and on-site parking areas. An approximately 65-foot tall electronic message center would also be constructed on the back side of the Regional Sports Park facility facing SR 65 (see the discussion below under the Telecommunications heading). The Regional Sports Park would also include several trailheads and pedestrian facilities that would connect the Regional Sports Park with nearby commercial services, the adjacent lake, and Markham Ravine open space corridor, and neighborhoods and parks.

Open spaces in Area A would be intended to allow for the preservation of Auburn Ravine in the southern portion of Area A and Markham Ravine in the northern portion. These open space areas would serve to protect areas containing the greatest concentration of wetlands within Area A and maintain a natural corridor along the existing ravines. These open space areas along the ravines would be designated appropriately to allow for consistency with the Draft PCCP and City open space requirements. Additionally, a linear parkway would run north-south through Area A to connect the proposed Regional Sports Park to the community park along Auburn Ravine. An east-west linear parkway would run westerly from Auburn Ravine to B Street, and would

continue through Area I to the west. The linear parkways would consist of an off-road bike and walking path, minor improvement features such as benches, and natural landscaping.

Windsor Cove (Within Area J)

There are two optional park areas proposed within the Windsor Cove development. One park, that would have the footprint of two lots, is proposed across from the entryway from Nelson Avenue. The second park is proposed along the northern street, adjacent to the proposed lake and trail connecting Windsor Cove to Nelson Lane.

Schools

Full Specific Plan

The Plan Area would be located in WPUSD. The Plan Area would include three elementary schools of approximately 12 acres each, one middle school of approximately 20 acres, and one high school of approximately 49 acres. The elementary school sites would be co-located with neighborhood park sites. All school sites would be linked on the greenway system to maximize pedestrian and bicycle mobility. For the proposed locations of the new schools, see Figure 2-7. Notably, no changes would be made to the LHS Farm by the V5SP, and the area within V5SP adjacent to the LHS Farm would be designated and zoned Village Country Estate, with a lower density of one to 2.9 dwelling units per gross acre to reduce land use conflicts.

Area A

Area A would include only one school, an elementary school at a size of 12 acres. This school would be located in the westernmost parcel of Area A, between Mavis and Rachel Avenues, adjacent to a Village Park, and would border Area I to the north, west, and south.

Windsor Cove (Within Area J)

There are no schools planned for the Windsor Cove development.

Police Protection

The City has indicated a desire for a new central police station and public safety center in close proximity to SR 65 and the Nelson Lane interchange. While such a facility is not proposed as part of the V5SP, the VCOMM- and VOC-zoned parcels on Nelson Lane could accommodate a police facility in the future.

Fire Protection

To ensure adequate fire protection facilities for Area A initially and for the Plan Area as a whole, the project applicant proposes constructing a new fire station facility in the Public/Quasi Public designation located on the southwestern corner of Rachel Avenue and Nelson Lane just north of the Auburn Ravine in Area A. A second fire station facility could be located on the P/QP site in Area H.

Utilities

Water

Full Specific Plan

The City of Lincoln has a Water System Plan based on a City-wide model intended to ensure that adequate pressures and delivery are provided to the Plan Area without adversely affecting the existing system. As such, the system would be designed to integrate with existing transmission mains and complete a looped connection through the Plan Area (see **Figure 2-8**). Specifically, the backbone water line would be approximately 18 inches and run through Nicolaus Road, Dowd Road, Nelson Lane, Mavis Avenue and Moore Road (between Dowd and Nelson). The other major streets (Rachel Avenue, Ruth Avenue, etc.) would contain approximately 12-inch water lines. One 24-inch pipeline would extend from the proposed Point of Connection (POC) near the existing intersection of Moore Road and Old Nelson Lane westward to the proposed Moore Road/ Nelson Land intersection.

Approximately 10 (9.8) million gallons of water storage is required to supply potable water for emergency purposes. Two water storage tanks are proposed to provide this storage. The first tank would be built commensurate with the start of construction in Area A and is discussed below under Area A. The second water storage tank would also be built above ground and would hold approximately seven million gallons of water. It would be constructed on the southeast corner of Moore Road and Dowd Road within Area H in the P/QP designation just north of Auburn Ravine.

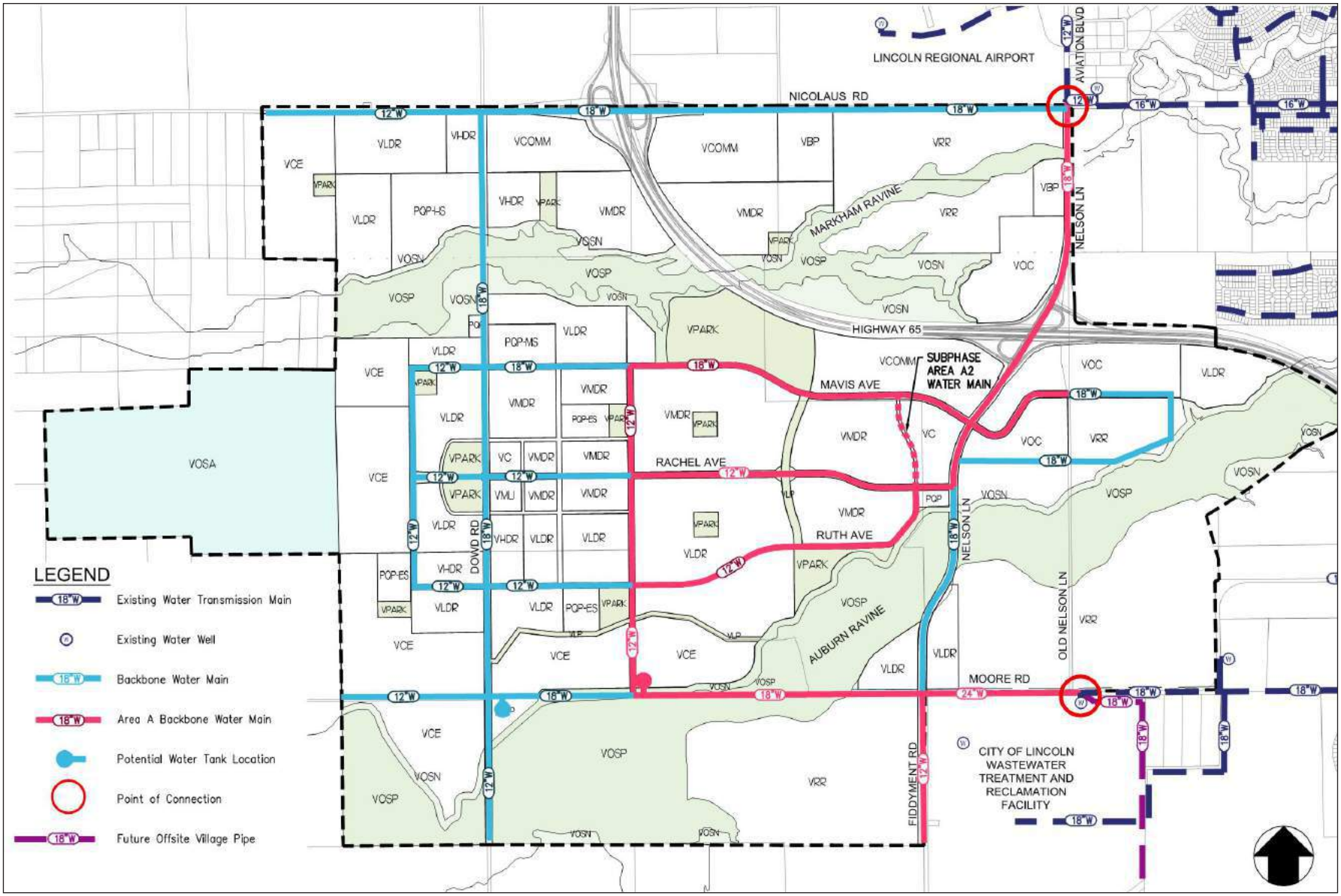
Approximately six wells would be needed to serve the Plan Area at buildout, as shown on Figure 2-8. These wells would be needed to ensure sufficient fire flow pressure and provide system redundancy. The proposed wells would be located in proposed parks throughout the Plan Area, with one well possibly being sited in the Village Rural Residential area in Area B.

Two POCs would serve the proposed project: one in the northeastern corner of the Plan Area at the corner of Nicolaus Road and Nelson Lane and partially offsite, while the second would be located near the southeast corner of the Plan Area, at the corner of Moore Road and Old Nelson Lane and also partially offsite. The POC along Moore Road would connect the Plan Area to the Village 7 water system to the east.

Area A

Area A would connect to the same two POCs located partially offsite at the corner of Nicolaus Road and Nelson Lane and at the corner of Moore Road and Old Nelson Lane. It is anticipated that there is sufficient flow and pressure available to serve Area A from the two City connection points. The Area A backbone water infrastructure would consist of 12- to 24-inch pipes as shown in Figure 2-8.

A new, approximately 9.8 million gallon potable water storage tank, would be required to supply potable water for emergency supply purposes for development in Area A. This water storage tank would be located above ground at the corner of Moore Road and B Street. As noted above, this water storage tank would be built commensurate with the start of construction in Area A to ensure



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure 2-

Proposed ater Infrastr ct re

a sufficient supply of emergency water. Three wells would be located within Area A – one each within the Regional Sports Park, the park along B Street and adjacent to the proposed elementary school, and in the community park adjacent to Auburn Ravine.

Reclaimed Water

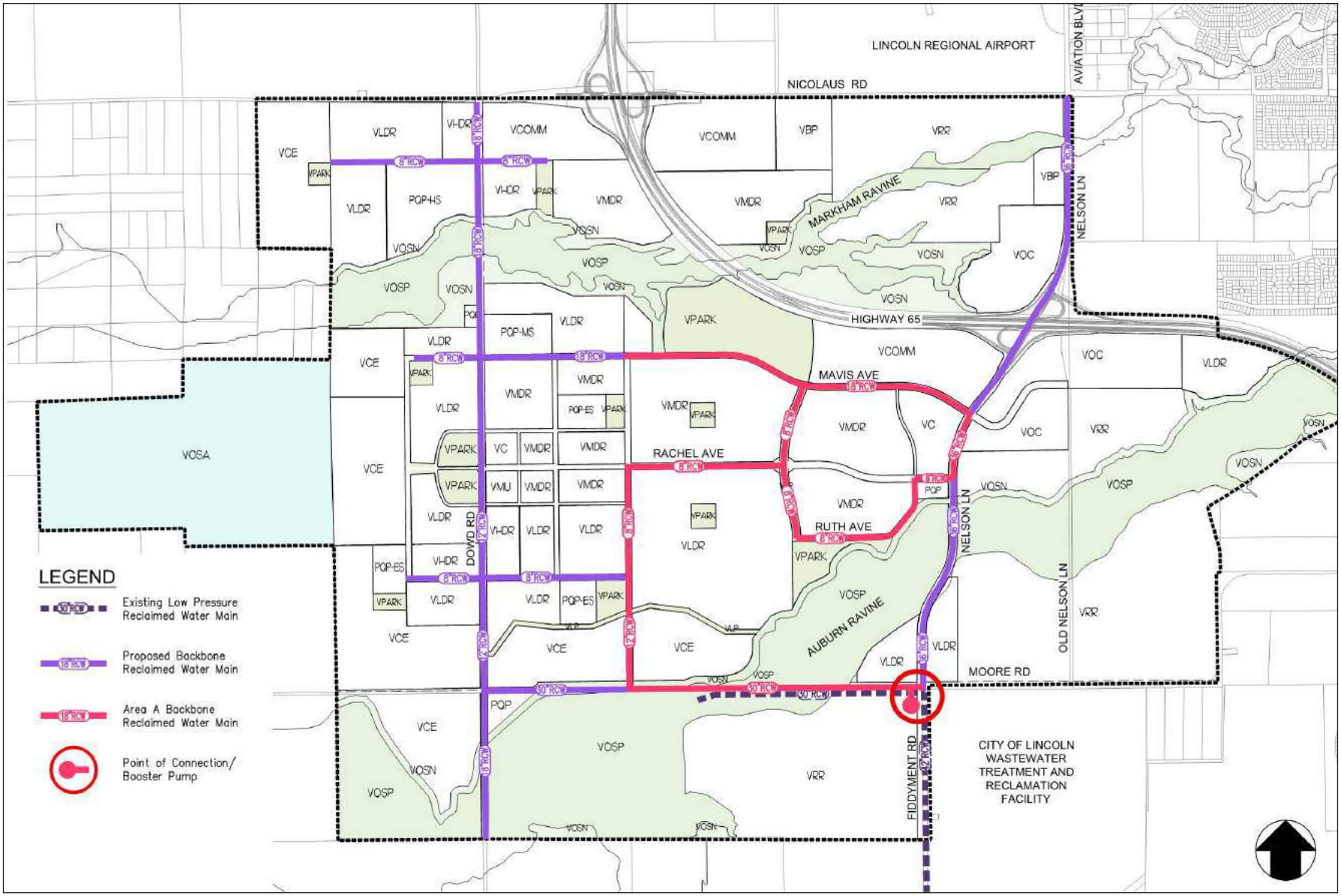
Full Specific Plan

Consistent with the City's 2010 Urban Water Management Plan (UWMP), reclaimed water would be provided for the Plan Area's irrigation needs, including, but not limited to, landscaped medians, separated sidewalk parkway strips for arterials, linear parkways (greenbelts), and parks (see **Figure 2-9**). The backbone reclaimed water system would include dedicated reclaimed water lines located within major backbone roadways, backflow prevention devices and cross-connection controls. Specifically, a 30-inch reclaimed water line would be laid under Moore Road between Nelson Lane and Dowd, a 12-inch reclaimed water line would be located under Dowd Road between Moore Road and Mavis Avenue, but it would have an 18-inch line south of Moore Avenue and north of Mavis Avenue, an 18-inch line along Mavis Avenue, an 8-inch line under Ruth Avenue, and a 36-inch reclaimed water line under Nelson Lane. An existing 42-inch low pressure reclaimed water main already exists on Fiddyment Road, south of Moore Road, which takes excess reclaimed water and discharges it into Auburn Ravine. This main would serve as the POC for a reclaimed water system that would serve the Plan Area. The V5SP reclaimed water system would require a storage element to ensure water supply is available and provide redundancy in the system during the summer peak irrigation months. The proposed reclaimed water master plan assumes that 1.8 million gallon storage capacity would be needed, and would be provided at the WWTRF.

The Plan Area would be the first Village located west of the WWTRF to provide a transmission system to receive reclaimed water for the irrigated areas described above. A booster pump station would be necessary to provide the required flow and pressure to serve the V5SP. The booster pump station would be located offsite at the point of connection to the City's existing reclaimed water system. The booster pump station could include a booster station, large pumping units, discharge piping, valves, fittings, flow meters, algae/debris or rough screens, surge and flow control facilities, concrete equipment pads, and other infrastructure. The booster pump station could have indoor/outdoor components with pipes and valves outside with other elements enclosed within above-ground masonry structure. The booster pump station would be surrounded by fencing for security purposes.

Area A

An 18-inch reclaimed water line would be installed under Mavis Avenue and an eight-inch reclaimed water line would be installed under Ruth Avenue to connect to the City's existing reclaimed water system. As noted above, Moore Road would have a 30-inch reclaimed water line. Other internal roadways in Area A would also have reclaimed water lines, though smaller in size. The proposed POC and booster pump station would be located at the southwest corner of the Moore Road and Fiddyment Road, and would serve Area A and then continue to provide the Plan Area with reclaimed water through the buildout horizon.



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure 2-

Proposed Reclai ed ater Infrastr ct re

Wastewater

Full Specific Plan

The average dry weather flow for the Plan Area at buildout is projected to be approximately 3.8 million gallons per day (mgd), while the peak wet weather flow is projected to be approximately 6.80 mgd. The City's existing WWTRF would provide wastewater treatment for the Plan Area. The proposed backbone sewer system (see **Figure 2-10**) would consist primarily of 18-inch or smaller piping with several large diameter trunk mains required to carry the additional offsite flows through the Plan Area. This would include 36-inch, 42-inch and 54-inch trunk mains on Nelson Lane, and 36-inch trunk mains on Nicolaus Road and Moore Road. Where residential sewer services are required adjacent to backbone mains greater than 15-feet deep or greater than 24-inches in diameter, a shallower, parallel main may be required per City standards. It is anticipated that services would connect directly to backbone mains that are smaller than 24 inches.

The sewer infrastructure network would cross Auburn Ravine at two locations: Nelson Lane and Moore Road. It is planned that these crossings would be deep enough to flow by gravity under Auburn Ravine and connect to the existing stub at the WWTRF.

One pump station would be required to serve portions of the V5SP and offsite villages. One pump station would be located on the northwest corner of Nicolaus and Dowd Roads, just north of Area F. Pump stations would be designed to accommodate the initial phases of development with provisions to allow for upsizing to serve the adjacent Villages when they are developed in the future. Portions of Area E could also require lift stations or fill be placed to raise portions of the area to allow for adequate cover over gravity sewer pipes. A sewer lift station is also proposed at the southwest corner of Moore Road and B Street in Area I.

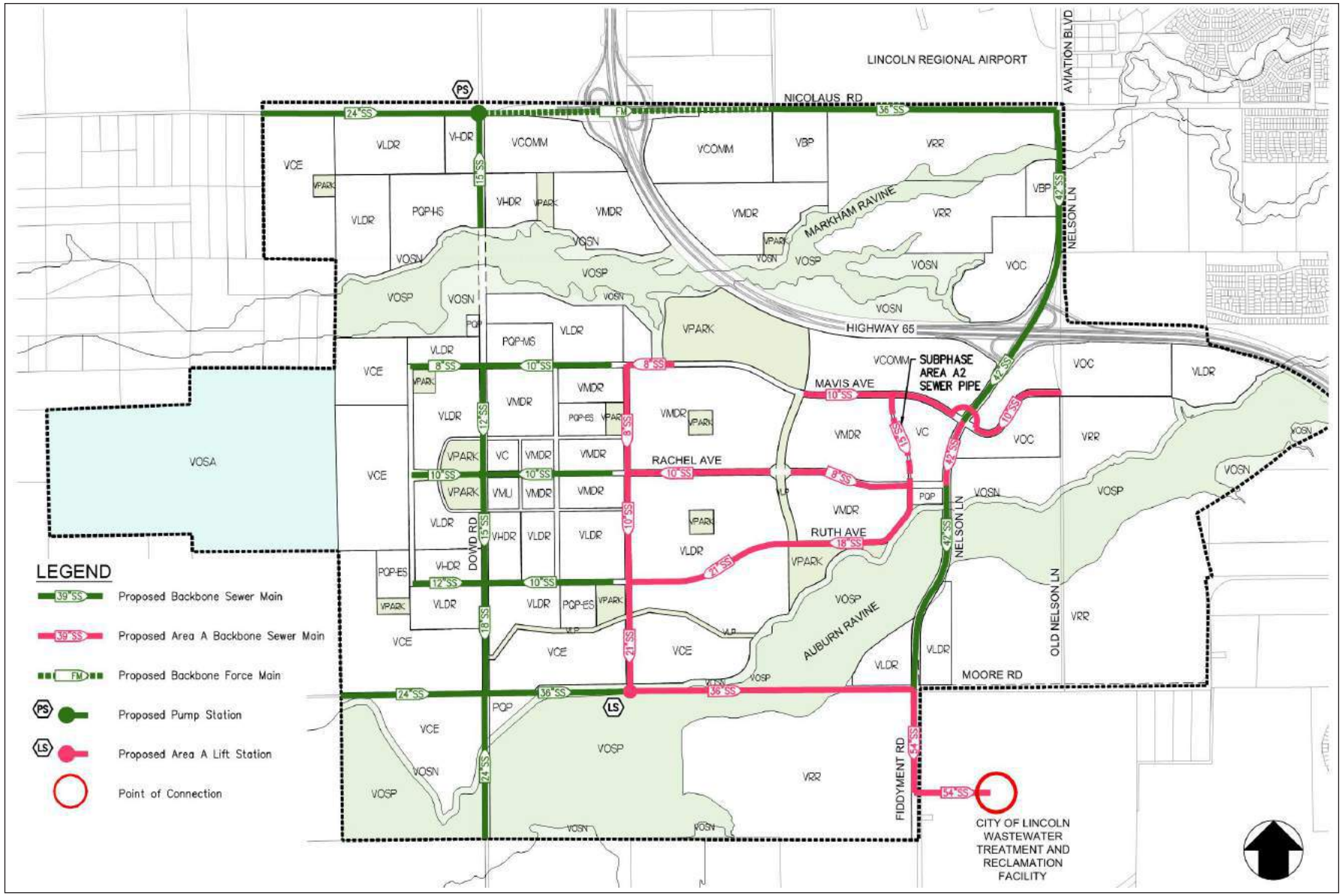
Area A

As described above, the existing WWTRF (see Figure 2-10) would provide wastewater treatment for Area A. Sanitary sewer lines ranging from eight to 42 inches would be located in major roadways, including Nelson Lane, Moore Road, Ruth Avenue, Rachel Avenue and Mavis Avenue. The average dry weather flow for Area A is projected to be approximately 1.0 mgd, while the peak wet weather flow would be approximately 2.7 mgd. The proposed system would consist of mainly gravity pipelines within Area A, with one lift station to serve Area A on Moore Road in the southwest corner of Area A, bordering Auburn Ravine. The WWTRF would serve as the POC for the sewer system within Area A as well. This POC would be located offsite and within the WWTRF.

Drainage and Flood Control Improvements

Full Specific Plan

There are two watersheds that form the basis of the drainage plan for the Plan Area: the Auburn Ravine watershed and Markham Ravine watershed. Thirteen drainage subsheds would be located within the Auburn Ravine watershed and 12 subsheds would be located within the Markham Ravine watershed. Drainage improvements proposed for the Plan Area would include a



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure 2-1

Proposed aste ater Infrastr ct re

combination of subsurface and surface drainage systems, including new pipe and channel conveyance systems, and culverts and/or pipelines in bridges over waterway crossings (see **Figure 2-11**). For instance, 60-inch stormdrain pipes would be located in Dowd Road and Mavis Avenue. Other major roads like Nelson Lane would have a 42-inch storm drain pipe.

The proposed drainage system also includes a number of on-site detention basins to attenuate post-project peak flow rates for storms up to the 100-year, 24-hour event, in accordance with City requirements. A total of 21 detention basins ranging in size from one to six acres are proposed for the Plan Area, as shown in Figure 2-11. Stormwater would be collected and piped from developed areas and ultimately discharged into either Auburn Ravine or Markham Ravine. As shown in Figure 2-11, 10 outfalls into Markham Ravine and seven outfalls into Auburn Ravine are proposed.

Area A

Area A would similarly include a combination of subsurface and surface drainage systems, including new pipe and channel conveyance systems, and culverts and/or pipelines in bridges over waterway crossings (see **Figure 2-12**). Seven drainage subsheds would be created in Area A, with five located within the Auburn Ravine watershed and two within the Markham Ravine watershed. Stormwater would be collected and piped from developed areas within Area A and ultimately discharged into either Auburn Ravine or Markham Ravine. Specifically, two outfalls are proposed into Markham Ravine near the Regional Sports Park and four outfalls into Auburn Ravine at the southwest corner of Area A at Moore Road, from the detention basin at the southwest corner of Auburn Ravine Community Park, at the northeast corner of the Auburn Ravine Community Park, and the last from the land designated VLDR at Moore Road (across Auburn Ravine) as shown in Figure 2-12. A total of seven detention basins ranging in size from 1.5 acres to approximately six acres are proposed for Area A, as shown in Figure 2-12.

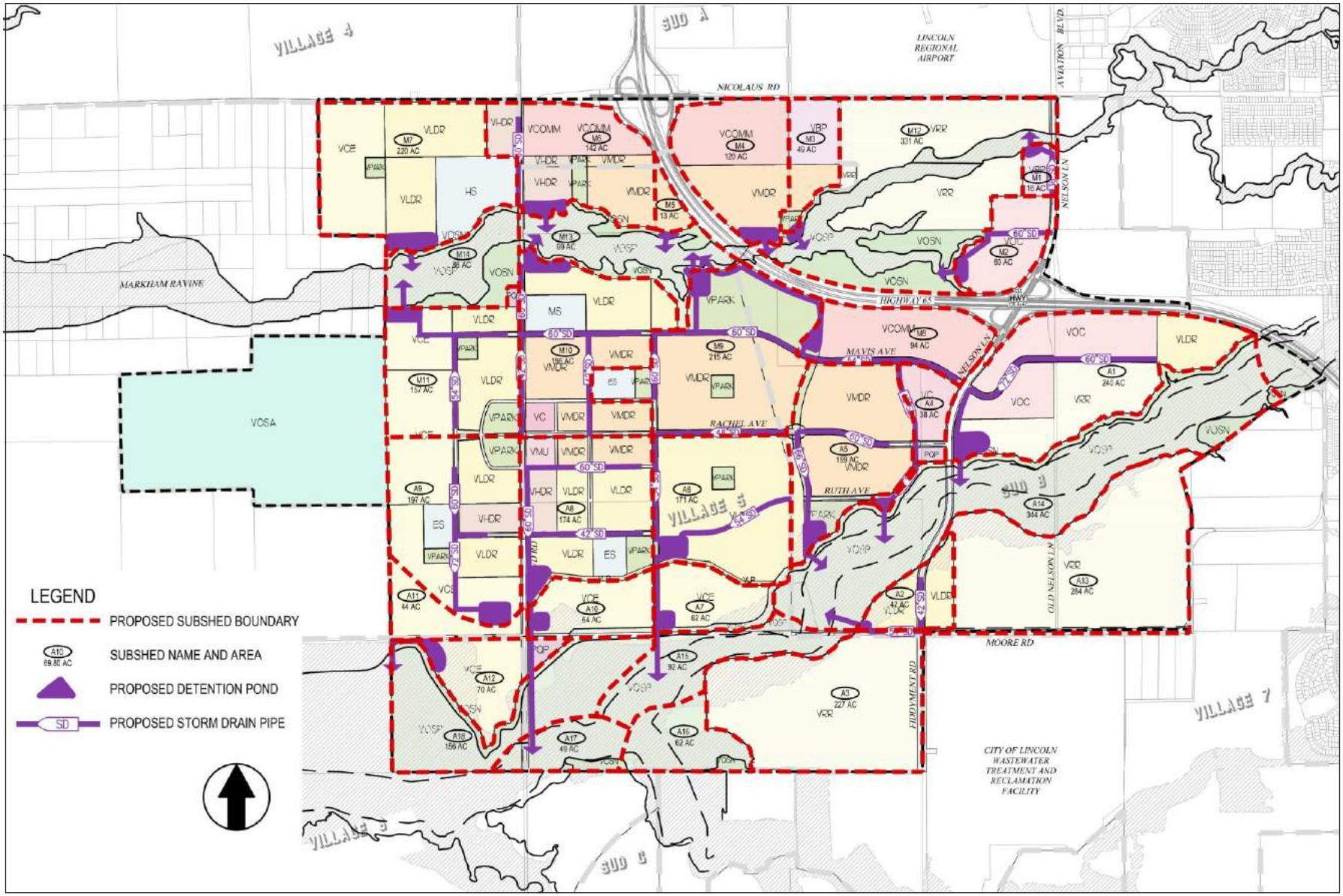
Electricity

Full Specific Plan

Pacific Gas and Electric Company (PG&E) would provide electricity service to the Plan Area. The proposed project would require the extension of PG&E's distribution system though the construction of new overhead and underground distribution lines, joint trench facilities, and street lights. An on-site substation would be required to accommodate the Plan Area growth; this substation would be accommodated in the 7.4-acre parcel that has been designated P/QP located at the southeast corner of Dowd Road and Moore Road. This substation would most likely be served from PG&E's 230kV lines in the vicinity of Rio Oso Substation on Hicks Road, 5.5 miles west of SR 65.

Area A

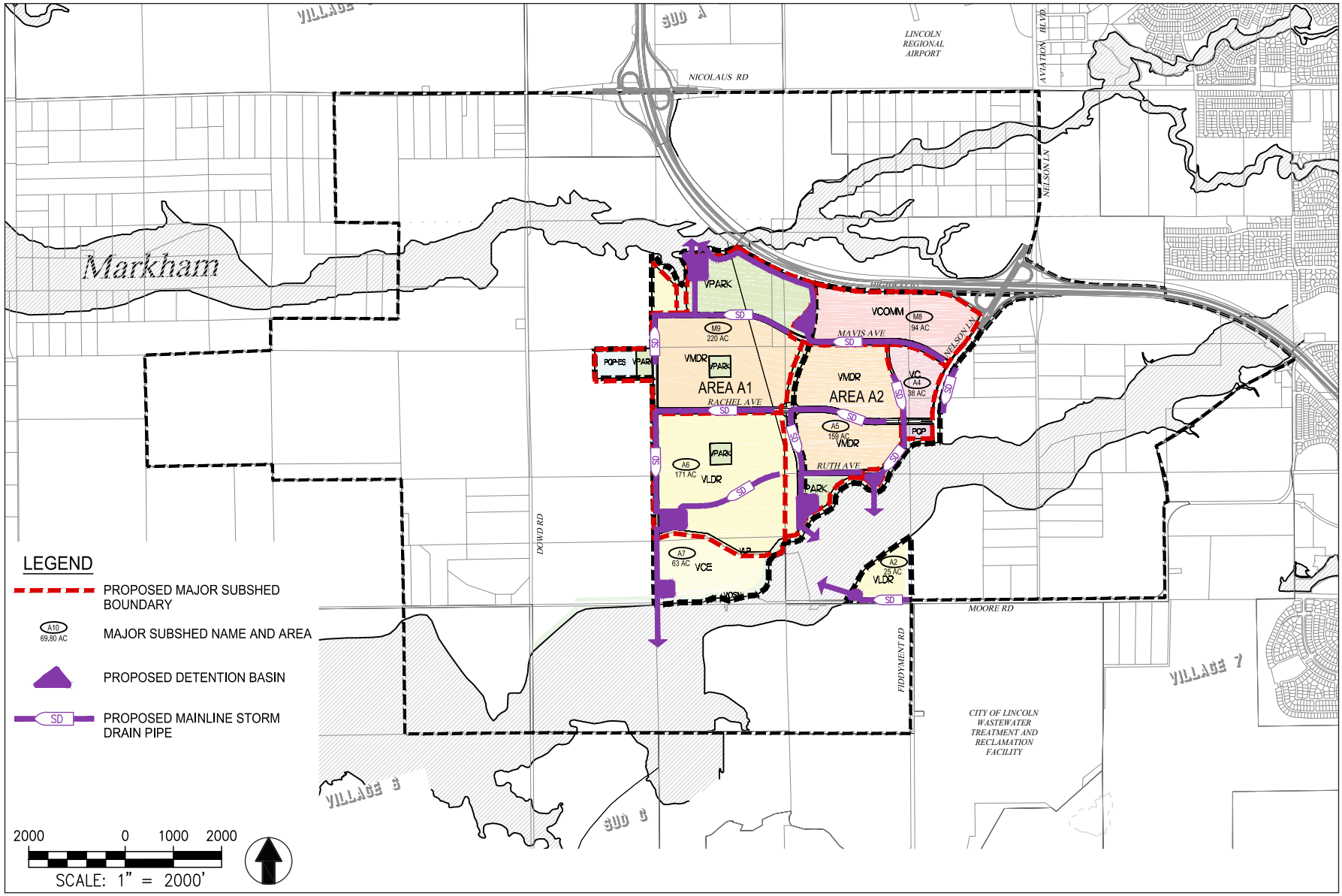
As described above, PG&E would serve Area A. Existing 12-kilovolt (kV) and 21-kV feeder lines would serve initial development in Area A until additional capacity or redundancy requires additional circuits. At buildout, PG&E's existing system would be extended and new overhead and underground distribution lines, joint trench facilities, and street lights would be constructed in Area A to serve proposed development.



SOURCE: City of Lincoln, 2016

Figure 2-11

Proposed rainage Infrastr ct re



SOURCE: C nning a Engineering, 2016

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Figure 2-12

Proposed Area A rainage Infrastr ct re

Natural Gas

Natural gas services would also be provided by PG&E, and the site improvements for natural gas provision would include the construction of a joint trench to accommodate all of the gas facilities within the boundaries of the Plan Area. A six-inch plastic transmission main runs west along Nicolaus Road to Teal Hollow Road South, just north of the Plan Area and near Lincoln Regional Airport. This gas distribution system emanates from the existing PG&E mains on the site periphery, and would be sufficient to serve the entire Plan Area.

Telecommunications

The Plan Area is within the service areas of the following companies: Consolidated Communications (formerly SureWest), AT&T, and Wave Broadband. Together these three companies would provide voice and data communication services to all development in the Plan Area. Existing infrastructure would extend distribution lines to individual parcels within the Plan Area as development occurs. Additionally, the appropriate providers would review the delivery and provision of telephone and cable television services to specific projects and areas within the Plan Area once subdivision improvement plans have been prepared. Telecommunication lines would be undergrounded and located within public utilities easements.

Electronic Message Center

An electronic message center is included as part of the proposed project. The electronic message center would be located on the site of the Regional Sports Park, situated on the north side of Mavis Avenue and adjacent to Markham Avenue and SR 65. The electronic message center would have one or two screens, oriented to be visible from vehicles traveling on SR 65.

Electronic message centers rely on light emitting diode (LED) technology to display colorful, changing, and sometimes animated messages on a display screen. Electronic message centers using LED technology are designed to make the message displays visible to motorists viewing the billboard from straight on. The LED cells are designed to be screened from oblique angles. An LED is at full brightness when viewed straight on — or from dead center. The level of brightness is cut in half by moving the viewing position to a 35- degree angle from dead center, and at a sufficient angle the LED lights are not visible.

The height and angle of the electronic message center would be designed to be seen from straight on by drivers in cars on nearby freeways. The height, alone, would ensure that no residents on ground level in backyards or in homes would see the signs from straight on. Depending on the orientation angle of the board faces, the visibility of the LED lights would be materially reduced or eliminated. The brightness of the LED display is subject to adjustment based on ambient conditions. The display, for example, is adjustable, so it may be brighter in the daytime than in darkness, and respond to changes in the ambient light conditions.

2.3.7 Phasing and Sequencing

The proposed project would provide a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. In general, the phasing/development sequencing plan would provide backbone infrastructure improvements in each phase that would support associated development in compliance with City policies and standards.

The proposed project is anticipated to be developed over a 15- to 25-year period. There are 10 planning subareas within the Plan Area, designated as Areas A through J (see Figure 2-3). The first planning subarea to be developed would be Area A due to its proximity to existing infrastructure, access from SR 65 and its centralized location. Windsor Cove, an approximately 90-acre rectangular lot located in the northeast corner of Fiddyment Road and Moore Road within Area J, may also develop early and concurrent with Area A due to its proximity to Moore Road and the current level of planning completed for the parcel. Development occurring in Areas B through J could occur independently and in any order after initiation of Area A, provided the parcels meet the public services requirements, the sequencing policies within the proposed project, and the requirements of the City of Lincoln Community Development and Public Works Departments. In order to facilitate initial development phases, Area A is described in full detail in the GDP, the SP, and this document, while the remaining areas (B-J) are discussed with a general level of detail and guidance. A complete description of the subsequent entitlement process, as well as the detailed phasing and Plan Area exhibit for the proposed project, is provided in Chapter 4, Implementation, of the GDP.

2.4 Regulatory Requirements and Approvals (Intended Uses of the EIR)

The proposed project would require the approval of a number of discretionary actions by the City Council, as well as responsible and trustee agencies (discussed below). This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed project.

2.4.1 The City of Lincoln

According to sections 15050 and 15367 of the CEQA Guidelines, the City of Lincoln is the Lead Agency for the project under CEQA. To implement the proposed project the City of Lincoln would need to certify this EIR, adopt CEQA Findings and a Statement of Overriding Considerations as well as approve or adopt the following discretionary entitlements:

- Village 5 Specific Plan;
- Village 5 General Development Plan for Area A, a portion of the Plan Area (Appendix B);
- General Plan Map Amendments;
- Prezoning and Zoning Text Amendments;

- Subdivision Maps;
- Development Agreement(s) for the Village 5 Specific Plan;
- Public Facilities Financing Plan;
- Water Supply Assessment;
- Annexation(s) and petition(s) for annexation by LAFCo;
- General Development Plans for Areas B through J;
- Site Plan Reviews;
- Operating Agreement for Electronic Message Center;
- Conditional Use Permits; and
- Memorandums of Understanding (MOUs) for parks.

2.4.2 Known Responsible and Trustee Agencies

This EIR would also be used by Responsible Agencies and Trustee Agencies having discretionary approval authority over elements of the Specific Plan implementation. The project applicant, as well as subsequent Plan Area developers and or builders would be required to obtain all permits, as required by law. Responsible agencies are public agencies other than the lead agency that have discretionary approval power of the V5SP or an aspect of the V5SP (14 CCR Section 15381). A trustee agency under CEQA is a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of State of California. The following agencies are Responsible and/or Trustee Agencies with discretionary authority over approval of certain project elements:

- Placer County Local Agency Formation Commission (LAFCo): approval of annexation of the Plan Area to the City of Lincoln
- California Department of Transportation (Caltrans): encroachment permits for alterations to SR 65 until such time as it is relinquished to the City; issuance and renewals of permits for messaging center under the Outdoor Advertising Act
- California Department of Fish and Wildlife (CDFW): Streambed Alteration Agreements (Section 1602 of the Fish and Game Code)
- Central Valley Regional Water Quality Control Board (CVRWQCB): Water Quality Certification (Section 401 of the Clean Water Act)
- Placer County Air Pollution Control District (PCAPCD): Authority to Construct; Permit to Operate stationary sources of air pollution (e.g., storm drain pump stations)
- Placer County Board of Supervisors: coverage under PCCP (if and when adopted)
- Placer County Water Agency (PCWA): provision of water supplies
- Nevada Irrigation District (NID): provision of water supplies

- Western Placer Unified School District (WPUSD): approval of school sites and approval of a mitigation agreement with the project applicant

Other Agencies

The following are federal agencies that would have jurisdiction, by law, over resources affected by the project:

- United States Army Corp of Engineers: Section 404 of the Clean Water Act
- United States Fish and Wildlife Service: authorizations pursuant to the federal Endangered Species Act, for effects related to federally-listed flora and fauna
- National Marine Fisheries Service/NOAA: authorizations pursuant to the federal Endangered Species Act, for effects on federally-listed anadromous fish that may be present in Auburn Ravine

Ministerial Approvals

The proposed project may require the following additional approvals from the City of Lincoln or other regional agencies: building permits, encroachment permits, improvement plan approvals, lot line adjustments, and other actions related to the proposed development of the residential and nonresidential uses within the proposed V5SP.

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3.1 Aesthetics and Visual Quality

This section addresses the potential effects of the proposed project related to aesthetics and the visual conditions within the Plan Area. This chapter describes the existing visual character of the area and the applicable federal, state, and local regulations and policies, and then discusses the changes to those conditions as a result of the proposed project.

There were no comments regarding aesthetics and visual quality received during the NOP public comment period.

The analysis provided in this section was developed based on data provided in the project application, draft Village 5 Specific Plan (V5SP or proposed project), the Village 5 General Development Plan (GDP), the Water Master Plan for V5SP, the Drainage System and Flood Control Analysis for V5SP, Bridge Replacements on Dowd Rd. and Moore Rd. Technical Memorandum, the City of Lincoln 2050 General Plan and the City of Lincoln 2050 General Plan Draft Environmental Impact Report. Additional information and photographs were also gained during multiple site visits.

3.1.1 Environmental Setting

Local Setting

The City of Lincoln is located in western Placer County, at the base of the Sierra Nevada foothills at the northeastern edge of the Sacramento Valley. The terrain ranges from flat, open land to gently rolling foothills. Numerous riparian corridors pass through the City, including Auburn Ravine, Markham Ravine, and Secret Ravine. Many of these corridors are easily visible from streets and highways.

The historic downtown Lincoln is a traditional grid pattern with flat terrain. The streets of the downtown core are generally two lanes and are mostly lined with mature trees. State Route (SR) 65's historic alignment cuts through downtown, but a bypass was constructed to avoid downtown. Structures along the historic alignment, now known as Lincoln Boulevard, include one- to three-story commercial buildings generally located close to the street. Building materials include stucco and brick. Moving out from Lincoln Boulevard in the historic downtown area, the structures are predominantly single-story homes surrounded by mature trees. Within the residential areas of the downtown area, only some roadway segments include sidewalks; in the absence of sidewalks, turf generally runs right to the curb.

Along the new alignment of SR 65 north of Lincoln Boulevard, there is a masonry soundwall along the western edge of the highway. The soundwall is approximately eight feet tall and terminates approximately 900 feet south of Auburn Ravine. A similar masonry soundwall along the east side of SR 65 begins north of the Ferrari Ranch Road on-ramp and extends for approximately three-quarter mile. The masonry soundwall along the eastern side begins again

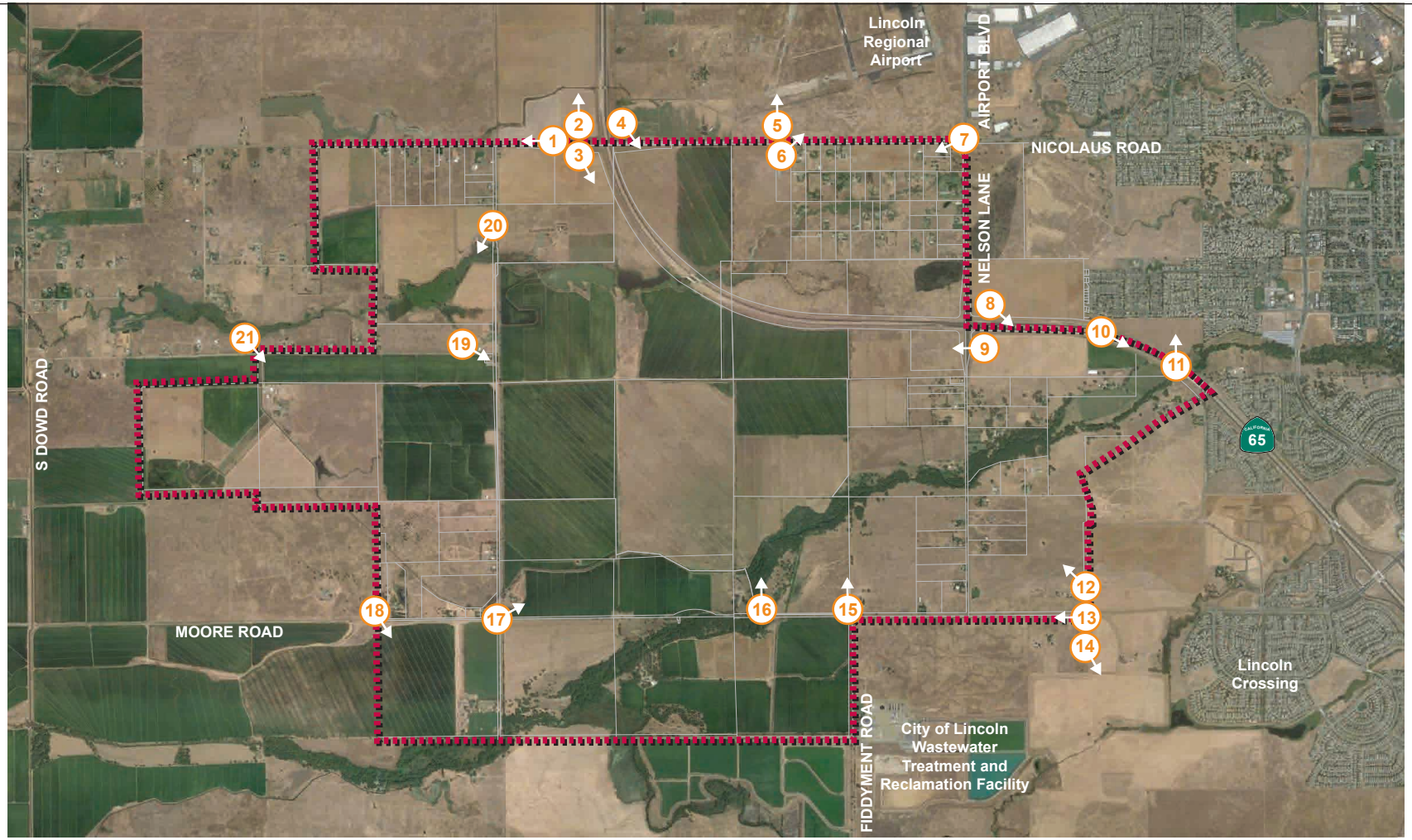
approximately 900 feet north of Auburn Ravine and extends approximately one-half mile. In areas between Lincoln Boulevard and Auburn Ravine where there is no masonry soundwall, views include one- and two-story homes at a density of approximately four units per acre. From SR 65, Auburn Ravine appears as a line of tightly clustered trees with little to no water visible due to the density of trees. Beyond Auburn Ravine, views from SR 65 are mostly open agricultural land and scattered single-story rural residences. East of SR 65 north of Auburn Ravine, a dense development of one- and two-story homes is visible before the soundwall. At the end of the soundwall, the area east of SR 65 is mostly flat and open, with a few scattered trees in the distance. Beyond Nelson Road, the views from SR 65 are mostly of open agricultural land.

The City of Lincoln has experienced increased urban development over the last decade, including new subdivisions at Lincoln Crossing, Sun City Lincoln Hills, and Twelve Bridges. These subdivisions generally include a variety of residential densities, with most residences being single-family units one- or two-stories tall. These large subdivisions include sidewalks, parks, and commercial centers. Commercial centers include large, stand-alone structures and long buildings generally housing multiple storefronts in a line. Most commercial structures are concrete tilt-up structures with a variety of architectural treatments to help blend their mass with the surrounding area. Unincorporated areas around the city are generally more rural in character.

The visual character surrounding the Plan Area ranges from the nearly-continuous line of densely-grouped trees indicating the riparian corridors and open agricultural land north, west, and south of the city, to more dense groupings of one- and two-story residential structures and large commercial centers beyond the open space south of the city toward the city of Roseville. East of the city of Lincoln, rural grasslands give way to rolling foothills. Undeveloped areas around the city are dominated by grasslands with tree canopies present generally only in riparian corridors. **Figure 3.1-1** shows the viewpoints of on-site and off-site photographs, while **Figures 3.1-2 through 3.1-12** show the photographs.

Regional Setting

The Sutter Buttes are located to the north of the City, but are visible from many locations within the City and the surrounding area. The Sierra Nevada mountain range is also visible from many locations and provides a visual backdrop to the east of the City. Thunder Valley Casino Resort is southeast of the Plan Area, and is a dominant visual element in the region as it can be seen from a far distance due to its height (17 stories) relative to the flat terrain (see Figure 3.1-8, Viewpoint 14). Thunder Valley Casino Resort includes a main 17-floor tower with a stucco exterior dominated by windows and a flat roofline. Adjacent to the tower is a parking garage with seven levels of parking, including open-air parking on the top floor of the garage. The casino facilities are also adjacent to the tower and are approximately two stories high with a stucco exterior and red tile roof and few windows. Paved parking lots surround the casino and tower.



SOURCE: C nning a Engineering, 2014; ESA, 2015

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Figure .1-1

Plan Area P oto Vie points

VIEWPOINT 1. Looking west along Nicolaus Road, just west of SR 65. The land south of Nicolaus Road (left side of photo) is within the Plan Area. The land north of Nicolaus Road (right side of photo) is outside the Plan Area.

VIEWPOINT 2. Looking north from Nicolaus Road, just west of SR 65. View is of land adjacent to the Plan Area.

SOURCE: ESA, 2015

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Figure .1-2

Plan Area P otograp s

VIEWPOINT 3. Looking southeast from Nicolaus Road, just west of SR 65. Much of this area is within the Plan Area.

VIEWPOINT 4. Looking southeast into the Plan Area from Nicolaus Road, just east of SR 65.

SOURCE: ESA, 2015

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Figure .1-
Plan Area P otograp s

VIEWPOINT 5. Looking north from Nicolaus Road to land adjacent to the Plan Area approximately 0.75 miles east of SR 65.

VIEWPOINT 6. Looking northeast from Nicolaus Road toward land adjacent to the Plan Area, including Lincoln Regional Airport and industrial development east of the airport along Aviation Boulevard.

SOURCE: ESA, 2015

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Figure .1-
Plan Area P otograp s

VIEWPOINT 7. Looking west-southwest into the Plan Area from the intersection of Nelson Lane and Nicolaus Road.

VIEWPOINT 8. Looking southeast from SR 65, just west of Nelson Lane. Land within the foreground is within the Plan Area.

SOURCE: ESA, 2015

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Figure .1-

Plan Area P otograp s

VIEWPOINT 9. Looking west from SR 65 into the Plan Area, just west of Nelson Lane.

VIEWPOINT 10. Looking east along SR 65 approximately 0.5 miles west of Nelson Lane. View toward overpass over Auburn Ravine. Land south of SR 65 (right side of photo) is within the Plan Area.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-
Plan Area P otograp s

VIEWPOINT 11. Looking north from SR 65 at Auburn Ravine. This area is adjacent to the Plan Area.

VIEWPOINT 12. Looking northwest into the Plan Area from intersection of Nelson Lane and Moore Road.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-

Plan Area P otograp s

VIEWPOINT 13. Looking east along Moore Road at intersection with Nelson Lane. The land north of Moore Road (right side of photo) is within the Plan Area. The land south of Moore Road (left side of photo) is outside the Plan Area.

VIEWPOINT 14. View of Thunder Valley Casino Resort looking south-southeast from the intersection of Nelson Lane and Moore Road. this viewpoint shows land outside the Plan Area.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-

Plan Area P otograp s

VIEWPOINT 15. View of rural residence and open space within the Plan Area, looking north from intersection of Moore Road and Fiddyment Road.

VIEWPOINT 16. View of Auburn Ravine at Moore Road within the Plan Area, approximately 0.4 miles west of Fiddyment Road.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-

Plan Area P otograp s

VIEWPOINT 17. Looking northeast within the Plan Area from intersection of Moore Road and Dowd Road.

VIEWPOINT 18. Looking southeast from Moore Road, approximately 0.5 miles west of Dowd Road. Land in the foreground is within the Plan Area. Distant views, including the trees, is outside the Plan Area.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-1

Plan Area P otograp s

VIEWPOINT 19. Looking southeast across the Plan Area from Dowd Road at intersection with William Lane.

VIEWPOINT 20. Markham Ravine at Dowd Road within the Plan Area.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-11

Plan Area P otograp s

VIEWPOINT 21. View across Lincoln High School farm at entrance on William Lane within the Plan Area.

SOURCE: ESA, 2015

Lincoln Village 5 EIR . 130368

Figure .1-12

Plan Area P otograp

Existing Plan Area

The Plan Area is generally flat with some minor undulating terrain. Much of the Plan Area is cultivated rice fields. Other areas within the Plan Area are open grasslands or the riparian corridors of Auburn Ravine and Markham Ravine. The riparian corridors are identified by the dense groupings of trees that traverse the site from the southwest toward the east.

SR 65 cuts through the northeastern portion of the Plan Area and is visible from many areas within the Plan Area (see Figure 3.1-3, Viewpoint 3). SR 65 within and along the Plan Area is a four-lane highway with bridges crossing Auburn and Markham Ravines (see Figure 3.1-6, Viewpoint 10). There is a stoplight-controlled intersection at SR 65 and Nelson Lane. Nicolaus Road is accessible via off-ramps from SR 65. Nicolaus Road forms the northern boundary of the Plan Area and is generally two lanes wide. Nicolaus Road includes a bridge that crosses above SR 65.

Views from SR 65 within and along the Plan Area are mostly of the open agricultural land, the trees of the riparian corridors, and the scattered one- and two-story existing rural residences. Most of the rural residences are sited on large parcels and open space is visible between dwellings. The Lincoln Regional Airport, located adjacent to the northeast corner of the Plan Area, is visible from SR 65 and from within the northern portion of the Plan Area.

The northeast corner of the Plan Area includes numerous rural residences. There are scattered trees in the area, and no streetlights. Figure 3.1-7, Viewpoint 7 looks toward the rural residences within the Plan Area from the intersection of Nelson Lane and Nicolaus Road.

Area A

Area A is located in the center of the Plan Area and would be the first area to be developed. Area A is generally flat and includes large open areas. Figure 3.1-6, Viewpoint 9 looks west across Area A from Nelson Lane. Much of Area A includes rice fields and extensive grasslands used for grazing cattle. SR 65 between Nelson Lane and Markham Ravine forms the northern boundary of Area A. In this area, SR 65 is four lanes wide with a flat, open center divide. Along the northern boundary of Area A, Markham Ravine consists of few trees and a flat, open area with water and vegetation that change seasonally. Auburn Ravine forms most of the southern boundary of Area A and is characterized by dense tree growth that obscures the waterway (see Figure 3.1-9, Viewpoint 16).

Views of the Plan Area from the Surrounding Environs

Given its elevation above the surrounding land, SR 65 has extensive views of the Plan Area, including portions of Area A, except where obstructed by trees generally associated with Auburn and Markham Ravines. Nicolaus Road forms the northern boundary of the Plan Area, and provides for travelers views of the Plan Area north of Markham Ravine. Fiddyment Road borders a portion of the Plan Area in the southeast area and provides travelers views of the open land and

scattered one- and two-story single-family homes on the Plan Area. Moore Road also borders the Plan Area in the southeastern portion and has similar views.

Light and Glare

Due to the existing very low density of homes and large expanses of open and agricultural land, there is very little nighttime light within or immediately adjacent to the Plan Area. The nighttime light that exists on the Plan Area includes lights from cars traveling on SR 65 and local roads, and lights on the scattered homes. The intersection of Nelson Lane and SR 65 includes a stoplight, and there are numerous streetlights in the area around this intersection. This is the only area within the Plan Area that includes streetlights and a stoplight.

At night, lights of the Thunder Valley Casino Resort are visible from many miles and appear as a tall, brightly lit structure from a distance. Thunder Valley Casino Resort is a prominent source of night glow in the area. Looking from the Plan Area toward downtown Lincoln, a nighttime glow is visible due to the amount of street lighting, home lighting, and lighting in parking lots and from commercial and retail signage.

Surrounding Areas

Directly adjacent to the northwest corner of the Plan Area are numerous rural residences. These single-family residences are generally one or two-stories with brick, wood, or stucco exteriors. Most of the lots in this area are approximately 10 acres or more, making for abundant open space between homes.

West of Dowd Road and north of Nicolaus Road, the area directly north of the Plan Area is generally flat and open with some small, scattered grouping of trees. Between Dowd Road and SR 65, the area north of Nicolaus Road is flat and currently planted with a large orchard (see Figure 3.1-2, Viewpoint 2).

East of SR 65 and north of Nicolaus Road, the area directly north of the Plan Area is generally flat and open with few trees. Figure 3.1-4, Viewpoints 5 and 6 show views of this area from the northern boundary of the Plan Area. Lincoln Regional Airport is located at the northwest corner of the intersection of Nelson Lane and Nicolaus Road along Nicolaus Road; the airport property is delineated by a six-foot tall chain link fence with multiple rows of barbed wire on top. The airport includes several metal buildings tall enough to accommodate aircraft.

The area east of Nelson Lane and north of SR 65 includes industrial uses as well as many residential subdivisions with associated commercial development. Most structures in this area are one or two-story in height. Several concrete tilt-up buildings are located east of Nelson Lane and north of Nicolaus Road, across from the airport. These buildings are no more than 50 feet tall and include areas landscaped with mature trees. Markham Ravine crosses under Nelson Lane just south of Nicolaus Road. At this location, Markham Ravine includes dense groupings of trees west of Nelson Lane, but fewer trees and views of the water (depending on water level) to the east.

South of Markham Ravine and east of Nelson Lane, the area is flat and open with only surface vegetation. Beyond the open areas, from the edge of the Plan Area, the tile roofs of the residential structures are visible in the distance. Residential structures in this area are low density with approximately four units per acre. Development continues to increase in density approaching downtown Lincoln. As discussed above, a masonry soundwall is located along the north/east side of SR 65 in this area and is shown in Figure 3.1-6, Viewpoint 10. Figure 3.1-7, Viewpoint 11 shows the residential development near the northeast area of the Plan Area.

Adjacent to the southeast corner of the Plan Area is the City of Lincoln Wastewater Treatment and Reclamation Facility property. The facility itself is located along Fiddyment Road, approximately one-third mile south of Moore Road. From Moore Road, a blue-roof structure, a cylindrical white tank, and trees are visible in the distance beyond the open grassland. From Fiddyment Road, a three to four foot masonry wall frames the main entrance of the wastewater treatment facility. Also visible from Fiddyment Road are numerous trees, green-roofed one and two-story structures, and white cylindrical tanks. Other small green-roofed structures and white pipes are also visible from Fiddyment Road. Trees generally shield much of the treatment facility site from view along Fiddyment Road, except for driveway areas.

Areas directly to the south and southwest of the Plan Area are generally open and flat agricultural land. Clusters of trees can be seen in the distance, generally indicating residential structures, agricultural buildings, or the Auburn Ravine riparian corridor. Residences in the area are scattered and only rooftops are visible from the Plan Area.

Flat, open land dominates the western portion of the Plan Area. The open areas are interspersed with groupings of trees that generally indicate residential structures or agricultural operations. Given the distance between the Plan Area and these structures, they are barely visible from the Plan Area.

Proposed Project

The proposed project would include up to 8,206 residential units of varying types and sizes, as well as up to 4.6 million square feet of employment-generating and commercial land uses, five schools, approximately 160 acres of parks (including a large Regional Sports Park with an electronic message center along SR 65) and approximately 1,700 acres of open space. The Plan Area is designed to build out over the course of between 15 and 25 years and would concentrate denser development on the interior of the Plan Area and more rural uses on the exterior. The proposed project would require corresponding infrastructure, including two above-ground water storage tanks to store a total of 11 million gallons, up to 21 detention basins varying in size, expanded and improved roadways (including bike lanes and dedicated neighborhood electric vehicle [NEV] lanes), a new interchange at Nicolaus Road and SR 65, two six-lane bridges (one new bridge along Nelson Lane over Markham Ravine and one expanded to six lanes along Nelson Lane over Auburn Ravine), one expanded four-lane bridge (along Dowd Road across Markham Ravine), one expanded four-lane bridge (along Dowd Road across Auburn Ravine),

one replacement two-lane bridge (along Moore Road across Auburn Ravine), as well as new public uses such as new fire stations.

The proposed project would also include a 65-foot tall electronic message center. Electronic message centers rely on light emitting diode (LED) technology to display colorful, changing, and sometimes animated messages on a display screen. The electronic message center proposed as part of the project would be located on the site of the Regional Sports Park, situated on the north side of Mavis Avenue and adjacent to Markham Avenue and SR 65 (see Figure 2-7 in Chapter 2, Project Description). The electronic message center would have one or two screens, oriented to be visible from vehicle traveling on SR 65. Electronic message centers using LED technology are designed to make the message displays visible to motorists viewing the billboard from straight on. The LED cells are designed to be screened from oblique angles. An LED is at full brightness when viewed straight on — or from dead center. The level of brightness is cut in half by moving the viewing position to a 35-degree angle from dead center, and at a sufficient angle the LED lights are not visible.

The height and angle of the electronic message center would be designed to be seen from straight on by drivers in cars on nearby freeways. The height, alone (up to 65 feet tall), would ensure that no residents on ground level in backyards or in homes would see the signs from straight on. Depending on the orientation angle of the billboard faces, the visibility of the LED lights would be materially reduced or eliminated. Some traditional billboards have been illuminated, and this is typically accomplished with the installation of stationary incandescent lights regulated by timers. Lighting levels are not subject to adjustment based on ambient conditions. The primary effect of these billboards is related to the brightness of the billboard background as seen from the viewer's perspective. The brightness of the LED display is subject to adjustment based on ambient conditions. The display, for example, is adjustable, so it may be brighter in the daytime than in darkness, and respond to changes in the ambient light conditions.

3.1.2 Regulatory Setting

Federal

Federal Highway Beautification Act

The Federal Highway Beautification Act (23 U.S. Code Section 131) provides that "the erection and maintenance of outdoor advertising signs, displays, and devices in areas adjacent to the Interstate System and the primary system should be controlled in order to protect the public investment in such highways, to promote the safety and recreational value of public travel, and to preserve natural beauty."

The Federal Highway Administration has entered into written agreements with various states as part of the implementation of the Highway Beautification Act. California has entered into two such agreements: one dated May 29, 1965, and a subsequent agreement dated February 15, 1968. The agreements generally provide that the State will control the construction of all outdoor

advertising signs, displays and devices within 660 feet of the interstate highway right-of-way. The agreements provide that such signs shall be erected only in commercial or industrial zones, and are subject to the following restrictions:

- No signs shall imitate or resemble any official traffic sign, signal or device, nor shall signs obstruct or interfere with official signs;
- No signs shall be erected on rocks or other natural features;
- Signs shall be no larger than 25 feet in height and 60 feet in width, excluding border, trim and supports;
- Signs on the same side of the freeway must be separated by at least 500 feet; and
- Signs shall not include flashing, intermittent or moving lights, and shall not emit light that could obstruct or impair the vision of any driver.

State

California State Scenic Highway Program

The California State Scenic Highway Program was created by the California Legislature in 1963 to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code.

A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development, but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program. County roads can also become part of the Scenic Highway System. To receive official designation, the county must follow the same process required for official designation of state scenic highways. There are no designated state scenic highways in or around the Plan Area.

Caltrans Outdoor Advertising Act

California regulates outdoor advertising in the Outdoor Advertising Act (Cal. Bus. & Prof. Code, Section 5200 et seq.) and the California Code of Regulations (CCR), Title 4, Division 6 (Section

2240 et seq.). The Outdoor Advertising Act prohibits displays within 660 feet of the edge of the right-of way, except in certain circumstances, including, when the display is a Message Center. "Message center" is defined in the statute as an advertising display where the message is changed more than once every two minutes, but no more than once every four seconds (Cal. Bus. & Prof. Code, Section 5216.4). Caltrans requires applicants for new outdoor lighted advertising to demonstrate that the owner of the parcel consents to the placement of the sign, that the parcel on which the sign would be located is zoned commercial or industrial, and that local building permits are obtained and complied with.

The Act prohibits signage along landscaped freeways (Cal. Bus. & Prof. Code, Section 5440). A landscaped freeway is defined as one that is now, or may in the future be, improved by the planting of lawns, trees, shrubs, flowers or other ornamental vegetation requiring reasonable maintenance on one or both sides of the freeway (Cal. Bus. & Prof. Code, Section 5216). Off-premise displays are not allowed along landscaped freeways except when approved as part of relocation agreements. SR 65 is not a landscaped freeway as defined in Cal. Bus. & Prof. Code, Section 5216.

Caltrans has interpreted these provisions as allowing new billboards along such freeway segments if a relocation agreement has been approved pursuant to Cal. Bus. & Prof. Code, Section 5412 of the Outdoor Advertising Act. The Outdoor Advertising Act contains a number of provisions relating to the construction and operation of billboards:

- The sign must be constructed to withstand a wind pressure of 20 pounds per square feet of exposed surface (Cal. Bus. & Prof. Code, Section 5401);
- No sign shall display any statements or words of an obscene, indecent or immoral character (Cal. Bus. & Prof. Code, Section 5402);
- No sign shall display flashing, intermittent or moving light or lights (Cal. Bus. & Prof. Code, Section 5403(h));
- Signs are restricted from areas within 300 feet of an intersection of highways or of highway and railroad right-of-ways, but a sign may be located at the point of interception, as long as a clear view is allowed for 300 feet, and no sign shall be installed that would prevent a traveler from obtaining a clear view of approaching vehicles for a distance of 500 feet along the highway (Cal. Bus. & Prof. Code, Section 5404); and
- Message center signs may not include any illumination or message change that is in motion or appears to be in motion or that change or expose a message for less than four seconds. No message center sign may be located within 500 feet of an existing billboard, or 1,000 feet of another message center display, on the same side of the highway (Cal. Bus. & Prof. Code, Section 5405).

Additional restrictions on outdoor signage are found in the California Vehicle Code. Section 21466.5 prohibits the placing of any light source "…of any color of such brilliance as to impair the vision of drivers upon the highway." Specific standards for measuring light sources are

provided. The restrictions may be enforced by Caltrans, the California Highway Patrol or local authorities.

The proposed electronic message center would require a license and a sign permit from the California Department of Transportation.

Title 24 Energy Efficiency Standards

The State of California regulates energy consumption under Title 24 of the CCR. The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission (CEC) and apply to energy consumed for lighting (as well as heating, cooling, ventilation, and water heating) in new residential and non-residential buildings. The CEC updates these standards periodically, with the most recent update enacted in the year 2013.

All projects that apply for a building permit after July 1, 2014 must adhere to the new 2013 Title 24 standards. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The 2013 standards also include updates to the energy efficiency divisions of the California Green Building Standards (CalGreen) Code (Title 24, Part 11). CalGreen: On January 12, 2010, the State Building Standards Commission unanimously adopted updates to CalGreen Code, which went into effect on January 1, 2011. CalGreen Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings.

Local

City of Lincoln 2050 General Plan

The City's 2050 General Plan was adopted in 2008. The General Plan specifically contemplates the build out of seven villages, including the proposed project, Village 5.

The following goals and policies from the 2050 General Plan are relevant to aesthetics and visual quality.

Goal LU-9 **To ensure high quality appearance and harmony between existing and new uses, while avoiding repetitive style, height, and mass.**

Policies

LU-9.3 **Spatial Attributes.** The City shall promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sight lines and important "gateways" into the city.

LU-9.7 **Visual Compatibility.** The City shall encourage development that is visually and functionally compatible with the surrounding neighborhoods by:

- Maintaining a height and density of development that is compatible with adjacent developed neighborhoods; and

- Accenting entrances to new neighborhoods with varied landscaping, hardscaping, and signage treatment.

LU-9.8 **Integrate Natural Features.** The City shall emphasize Lincoln's natural features as the visual framework for new development and redevelopment.

Goal LU-11 To encourage site design that is sensitive to residents' and businesses' needs for privacy, security, and buffering from other uses and activities.

Policies

LU-11.3 **Control of Light and Glare**. The City shall require that all outdoor light fixtures, including street lighting, externally illuminated signs, advertising displays, and billboards, use low energy, shielded light fixtures that direct light downward (i.e., lighting shall not emit higher than a horizontal level). Up-lighting of architectural features or landscaping can be allowed in compliance with the California Title 24 Energy Standards (as amended) and based on City design review. Additionally, the City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas. Where public safety would not be compromised, the City shall encourage the use of low intensity lighting for all outdoor light fixtures.

Goal LU-12 To enhance the urban form while maintaining visual and physical access to distinctive environmental features.

Policies

LU-12.3 **Open Space Views.** To enhance views of hillsides, open space, and other distinctive views within the community, proposed project designs will be expected to maintain some viewsheds by regulating building orientation, height, and mass.

LU-12.4 **Creek Natural Edges.** Where feasible, the City should preserve the existing natural edges along the city's creek system and wetland areas and restore impacted creeks by planting natural vegetation.

LU-12.6 **Visual Access to Creeks and Wetland Areas.** Wherever practical, the City will encourage new development to be oriented towards adjacent creeks and wetland areas and provide visual access to these areas.

The relationship of these 2050 General Plan policies to the V5SP is included in Chapter 5, General Plan Consistency.

Lincoln Sign Ordinance

In May 2015, the City of Lincoln enacted Ordinance 897B repealing and re-enacting Title 16 – Signs of the Lincoln Municipal Code. Digital freeway signs are specifically governed by Municipal Code Section 16.02.030. As described in Section 16.02.030(B), in no case shall a digital freeway sign exceed a maximum height of 65 feet as measured from the centerline of the nearest freeway to the top of the digital freeway sign structure. Subject to the limitations of the Municipal Code section, and notwithstanding the provisions of the applicable general development plans, digital freeway signs are a conditionally permitted use. The sign ordinance is intended to preserve and improve the appearance of the City by keeping the City beautiful and uncluttered. The ordinance also restricts signs that increase the probability of accidents by distracting attention or obstructing vision. A sign permit is required for all signs unless they fall within one of the exemptions. Certain types of signs, including animated or flashing signs, are

prohibited by the ordinance. Digital freeway signs, consisting of a digital display area and sign structure, may be permitted subject to size requirements, height and materials, and other provisions and requirements contained in the ordinance.

3.1.3 Analysis, Impacts, and Mitigation

Significance Criteria

The significance criteria for this analysis were developed from criteria presented in Appendix G, of the CEQA Guidelines and based on the professional judgment of the City of Lincoln and its consultants. The proposed project would result in a significant impact if it would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology and Assumptions

The description of the existing setting and site photographs were developed during site visits occurring between August 2014 and January 2015. The land use plan, the Specific Plan, the Water Master Plan for V5SP, and the Drainage System and Flood Control Analysis for V5SP were evaluated to determine the visual impacts to the Plan Area and surrounding environs.

The visual impacts of the proposed project are evaluated for the relative change from the existing visual character (primarily open space and rural residences) to the future visual character after development that would occur with implementation of the proposed project (primarily residential of varying density, commercial, and public use).

The assessment of visual quality is a subjective matter, and reasonable people can disagree as to whether alteration in the visual character would be adverse or beneficial. The City's General Plan envisioned Village 5 to be a suburban village with preservation of the ravine floodways, transition to agricultural uses to the west, and compatibility with the airport. For this analysis, consideration was given to:

- specific changes in the visual composition, character, and valued qualities of the existing setting;
- the visual context of the existing setting; and
- the extent to which the existing setting contains places or features that have been designated in plans and policies for protection or special consideration.

Impacts Not Analyzed Further in This EIR

- **Impacts to a state scenic highway.** The Plan Area and surrounding environs do not include any designated state scenic highways. While there are no designated state scenic highways within Placer County, SR 49, located more than 13 miles east of the Plan Area in the foothill community of Auburn, is the closest eligible highway. SR 49 is tucked away in the hillsides and has no views of the City of Lincoln. Therefore, project implementation would not adversely affect scenic resources within a state scenic highway and this issue is not evaluated further in this EIR.

Impacts and Mitigation Measures

Impact 3.1-1: Implementation of the proposed project would impact scenic vistas in the project area.

Full Specific Plan

A scenic vista can be defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The City's General Plan EIR identified scenic vistas as oak woodlands and riparian areas, particularly along the ravines and streams, and the gently rolling grasslands as viewed from SR 65.[1] Implementation of the proposed project would construct residential, commercial, and public uses on open existing gently rolling hills and agricultural land.

The riparian corridors of Auburn and Markham Ravines, which traverse the Plan Area, would be protected and preserved under the proposed project. As discussed above, the ravine corridors include dense groupings of trees with waterways that may or may not be visible depending on season and water level. Following buildout of the proposed Specific Plan, the riparian corridors would still be visible from SR 65, though distant views of these areas would be diminished by the construction of new structures between the viewer and the ravines. Along both Markham and Auburn Ravines, additional open space and parks areas would preserve some views of the corridors for motorists and others traveling on Plan Area roads, paths, and trails.

Five existing bridge crossings over Markham and Auburn Ravines would be replaced and/or expanded under the proposed project. The existing two-lane bridge on Nelson Lane across Auburn Ravine would be replaced by a six-lane bridge. The existing four-lane bridge on Nelson Lane across Markham Ravine would be expanded to a six-lane bridge. The existing two-lane bridge on Dowd Road across Markham Ravine would be expanded to a new four-lane bridge. The existing two-lane bridge on Dowd Road across Auburn Ravine would be expanded to a four-lane bridge. The existing two-lane bridge on Moore Road across Auburn Ravine would be replaced with a new two-lane bridge. All new bridges would include NEV/bike paths on along both directions of travel. The likely design of these bridges would not include any tall structures or features that would be highly visible from areas within or surrounding the Plan Area, although the

[1] City of Lincoln, 2006. City of Lincoln General Plan Update Draft Environmental Impact Report, SCH# 2005112003. October 2006, p. 7-29.

bridges would be visible from short-range areas within the Plan Area. The proposed bridges would be similar in character to other bridges in the vicinity of the Plan Area in that they would be concrete, cast-in-place structures with fairly low vertical profiles. Therefore, the proposed bridges would not adversely affect scenic vistas, and their impact would be less than significant.

The proposed project would also include up to two large water tanks designed to hold a total of 9.8 million gallons. The potential locations include the southeast corner of the intersection of Dowd Road and Moore Road, and the northeast corner of the intersection of B Street and Moore Road.[2] While the exact size and location of the tanks is unknown, it is foreseeable that the tanks would be between 20 and 30 feet tall, which would make them visible from a distance, both from within and outside of the Plan Area, even if landscaping is installed surrounding the tanks.

Notwithstanding the extensive preservation of open space and rural residential character of the exterior parts of Village 5, the overall character and views of the Plan Area would be substantially altered with development. Because implementation of the proposed project would substantially alter the scenic vistas, this impact would be **potentially significant**. Further, because there is no feasible mitigation to reduce this impact, the project impact to scenic vistas would be considered **significant and unavoidable**.

Area A

SR 65 and Markham Ravine form the northern border of Area A. Auburn Ravine cuts across the southeast corner and through Area A. The northwest corner of Area A would be predominated by the proposed Regional Sports Park and adjacent open space preserve and Markham Ravine. Tall light standards at the Regional Sports Park would be visible from areas within and outside of the Plan Area, particularly along the SR 65 corridor. Additionally, light emanating from the light standards would be visible from areas within and outside of the Plan Area, and night glow from the Regional Sports Park may be visible from long distances. Substantial night glow may affect nighttime views within and across the Plan Area.

Views from SR 65 of the Markham Ravine corridor would not be substantially altered because of the open space surrounding the corridor in that area. Views from SR 65 looking south across Area A toward Auburn Ravine would be altered by the construction of new commercial structures that could be up to 50 feet high and generally constructed of tilt-up concrete or stucco with large expanses of windows or architectural details. However, primary views of Auburn Ravine from SR 65 occur where the corridor intersects the highway, outside and to the east of Area A. Vehicles traveling at high rates of speed on SR 65 would only have fleeting views of the ravines. From within Area A, the Thunder Valley Casino Resort is prominently visible and provides a contrast to the smaller intervening buildings and open land around the casino property.

[2] Cunningham Engineering, 2016. Water Master Plan for Village 5 Specific Plan. February 5, 2016. Figure 2.

Figure 3.1-9, Viewpoint 15 shows the view from the intersection of Moore Road and Fiddyment Road at the southeast corner of Area A, looking north toward Auburn Ravine and the center of Area A. The trees lining Auburn Ravine are visible from this vantage point. Following buildout of Area A, views of the trees of Auburn Ravine would not be visible from this particular location due to new single-family homes that would be constructed between the intersection of Moore Road and Fiddyment Road and the Auburn Ravine corridor.

Although the ravine areas would be preserved, the scenic vistas in and around the site would be substantially altered. The proposed project would replace open agricultural and rural residential land with urban uses including new homes, schools, roads, parks, a multi-million gallon above-ground water tank, and commercial and retail shopping areas. Ultimately, the City's General Plan EIR identified the development of the village areas as a significant and unavoidable aesthetic impact. And despite the fact that the General Plan revised the land uses for the Plan Area to encourage development, the existing landscape and scenic vistas are of rolling agricultural areas. Accordingly, the proposed project would be considered to have a **potentially significant** impact on the scenic vistas of the Plan Area. Moreover, even though the Specific Plan and GDP would provide extensive aesthetic guidelines to govern development, there are no feasible mitigation measures to wholly reduce the impacts of developing the entire Village 5 area. As such, this impact would be considered a **significant and unavoidable impact**.

Mitigation Measure

None available.

Impact 3.1-2: Implementation of the proposed project would alter the existing visual character or quality of the Plan Area and its surroundings.

Construction

Site preparation activities would include demolition and removal of the existing structures, tree removal, and excavation. Construction of the proposed project would require grading, cut and fill work, trenching, the use and storage of construction equipment and building materials, installation of temporary security fencing, installation of various Best Management Practices for erosion control purposes, and other temporary visual disturbances associated with construction activities.

The proposed project would be constructed in multiple phases. The first area that would be constructed would be Area A, which would be located in the center of the Plan Area. Areas B through J could develop independently and in any order following Area A, provided the parcels could meet the public services requirements, the sequencing policies within the proposed project, and the requirements of the City of Lincoln Community Development and Public Works Departments.

Construction of Area A and the remainder of the Plan Area would not be screened and would therefore be visible from surrounding roadways, residences, and commercial uses. The view of new construction is a common experience in a growing urban area such as the City of Lincoln, and is not generally considered to be visually obtrusive since it is temporary in nature. Construction would be carried out in compliance with the requirements of the building permit(s) issued by the City for the proposed project and all applicable standards, including construction permits, full plan and design review, and energy compliance review, which would serve to reduce temporary, construction-related, visual impacts. All construction-related visual impacts would be temporary and would cease after buildout of each phase. This impact would be **less than significant**.

Full Specific Plan

As described above, the existing visual character of the Plan Area is primarily flat with cultivated agricultural land, scattered one- and two-story single-family homes, and riparian corridors identified by dense groupings of trees. The proposed project would replace much of the flat, open land with residential, commercial, and public uses. Residential units would generally be one-or two-story in height with exteriors a combination of wood, masonry, and stucco. The amount of open space between residential units would vary from attached units in the high-density areas to acres between homes in the rural residential areas. New commercial structures could be up to 50 feet high, and most would be made of tilt-up concrete or stucco with large expanses of windows or architectural details designed to help these structures blend with the scale and character of the surrounding residential units. Chapter 4 of the GDP includes design guidelines for the residential uses.

As discussed above, motorists traveling north toward the Plan Area on SR 65 see the masonry soundwalls associated with the Lincoln Crossing area. In breaks in the soundwalls, motorists see one- and two-story homes, local roadways, and large commercial and office buildings. North and east of Lincoln Crossing, views from SR 65 transition to open views of flat agricultural land, groupings of trees along the riparian corridors, and one- and two-story homes. During implementation of the proposed project, views from SR 65 in the project area would appear to be an extension of existing development south and east of the Plan Area with the exception of the riparian corridors which would be protected and preserved as areas characterized by dense groupings of trees and waterways that may or may not be visible, depending on tree cover and season. Development within the Plan Area along SR 65 would include residential, commercial, and parks. Residential structures would generally be one- or two-story structures with tile roofs and wood, stucco, or masonry exteriors.

The land use plan identifies that most of the commercial use within the Plan Area would be located to take advantage of access and visibility from SR 65. Commercial structures would be no taller than 50 feet and would be made of concrete tilt-up construction with stucco finished and masonry and glass details. Commercial uses could also include signs up to 25 feet tall.

At the northern boundary of the Plan Area along SR 65, commercial structures and signage within the Plan Area would give way again to flat, open space. The open space north of the Plan Area along SR 65 is part of SUD-A, an area within Lincoln's sphere of influence that is a special use district forecasted for eventual annexation and development.

Views in the area of the intersection of Nelson Road and Nicolaus Road would not change substantially as this area would maintain the existing rural residential structures. However, along these roads toward SR 65, development would change from existing open agricultural and rural residential land to commercial and residential uses.

From south of the Plan Area, the visual character would not change substantially because this southerly area would contain a large amount of rural and country estate residential development, which is not substantially different than existing conditions. Additionally, views from south of the Plan Area toward the dense center of the Plan Area would be obscured by the intervening Auburn Ravine riparian corridor. As the riparian corridor includes many trees, development north of the corridor would not be highly visible from the south.

However, views from properties west of the Plan Area would change substantially as existing agriculture and open space would transition to include residential and commercial structures. The Plan Area would include a large agricultural preserve in the western area, which would help views transition from the development of the specific plan to nearby open space and farmland. While the proposed project is designed to concentrate the most development around the core of the site with lessening intensity toward the western boundary, the proposed project would nonetheless introduce residential and commercial structures in an area currently characterized by sparse development. This would be a **potentially significant** impact.

Views of the riparian corridors associated with Auburn and Markham Ravines from outside of the Plan Area would be obscured by the development of the proposed project. These corridors would remain visible within the Plan Area and from roadways that cross the corridors (e.g., SR 65, Moore Road, and Nelson Lane), but visibility would be limited from beyond the Plan Area.

Within the Plan Area, views from existing residences and the Lincoln High School farm would change substantially as currently open, expansive views would be largely replaced with residential and commercial structures. The overall design theme of the Specific Plan would avoid visual monotony by incorporating a variety of building styles, architectural features, building materials, and colors. New buildings would not exceed 50 feet in height, in compliance with the City of Lincoln zoning code. The V5SP and GDP would include development standards designed to ensure that development within the Plan Area is consistent with the General Plan's overall vision and intent for the area and allow for transition areas between proposed urban development and adjacent on-and offsite agricultural operations. Still, extensive new development would be introduced into the area, substantially changing the existing visual character.

Upon full buildout of the specific plan, the new development would appear as an extension of current development. The existing tree canopies and waterways that define Markham and Auburn Ravines would remain, and adjacent recreation and open spaces would provide a visual buffer between the ravines and future residential and commercial structures. While implementation of the proposed project would be consistent with the vision of the City's General Plan for a suburban development in this area and the GDP would guide development to blend at the boundaries with existing features, the proposed project would result in a **potentially significant** impact. Moreover, even though the Specific Plan and GDP would provide extensive aesthetic guidelines, there are no feasible mitigation measures to wholly reduce the impacts of developing the entire Village 5 Plan Area. As such, this impact would be considered a **significant and unavoidable** impact.

Area A

Area A would be the first portion of the Plan Area to be developed in accordance with the SP GDP. Development in this area would replace open agricultural fields with residential, commercial, and park uses – including a large Regional Sports Park. As this area is directly adjacent to SR 65, the changes within Area A would be highly visible from the highway. Development of Area A would also be highly visible to drivers along Dowd Road due to the flat terrain and lack of trees within Area I between Dowd Road and Area A. The central portion of Area A would consist of VMDR, VLDR, and VCE uses, with the majority of those areas constructing residential units. The GDP specifies minimum structure setbacks, design principles, architectural design, building orientation, building massing and exterior design, and neighborhood connectivity that would ensure a cohesive community look and feel and enhance the community character.

Figure 3.1-9, Viewpoint 16 shows the view from Moore Road where it intersects Auburn Ravine. Looking north, this vantage point shows clear views of the waterway and riparian vegetation and trees that characterize Auburn Ravine. Because the ravine corridor and adjacent areas would be preserved as open space, the view from this vantage point would not be substantially altered by buildout of Area A. However, new or expanded bridges would cross both Markham and Auburn ravines, and would be visible from areas within and outside of Area A. The design of the bridges would be consistent and similar to the style of bridges that already exist in the Plan Area.

Area A would include a proposed electronic message center adjacent to SR 65 within the Regional Sports Park in the northwestern section of Area A, adjacent to SR 65, north of the proposed soccer fields, and south of open space areas preserved along the southern edge of Markham Ravine. While the exact placement and design for the electronic message center has not yet been determined, it would be required to comply with Section 16.02.030 of the Lincoln Municipal Code which defines and provides standards for digital signs. Municipal Code Section 16.02.030 does not establish minimum distances from proposed digital signs to residential uses or other potentially sensitive receptors. However, as required under the California Outdoor Advertising Act, signs on the same side of the freeway must be separated by at least 500 feet. The

electronic message center would be visible from the northern areas of Area A, and from the southern portions of Areas D, E, and F to the north and across SR 65. The electronic message board would introduce a new, tall, lighted structure to the area, resulting in **potentially significant** changes to the visual quality of the area.

The Regional Sports Park would have tall light standards, groomed soccer fields, paved parking lots, and other amenities important to a regional sports complex. Development of an active regional park would be out of character with the existing rural nature of the area and would result in a **potentially significant** impact to the area's visual character.

The commercial area that would be developed within Area A would be adjacent to SR 65 and west of Nelson Lane. New commercial structures could be up to 50 feet high, and most would be made of tilt-up concrete or stucco with large expanses of windows or architectural details designed to help these structures blend with the scale and character of the surrounding residential units. Chapter 5 of the GDP includes design guidelines for the Village Commercial designation. The GDP addresses design principles such as building orientation; building exteriors, finishes, materials, and architectural treatments; railing design and material; building massing, scale, and proportion; window sizing and treatment; and construction materials. Design principles identified in the GDP include creating a sense of place, developing human scale, connecting uses, providing transitions between uses, reducing vehicular impacts, planning for multimodal transportation opportunities, and maximizing open space. While the design of the commercial areas would adhere to the GDP, the change of Area A from open land to a developed commercial area would be **potentially significant**.

Although the ravine areas would be fully preserved, the overall visual character of the site would be significantly altered. The proposed project would replace open agricultural and rural residential land with urban uses including new homes, schools, roads, parks, two multi-million gallon above-ground water tanks, and commercial and retail shopping areas. Ultimately, the City's General Plan EIR identified the development of the village areas as a significant and unavoidable impact. And despite the fact that the General Plan revised the land uses for the Plan Area to encourage development, the existing landscape and scenic vistas are of rolling agricultural areas. Within the Plan Area, the GDP provides detailed design guidelines that have been developed to be consistent with applicable General Plan policies. Accordingly, the proposed project would be considered to have a **potentially significant** impact on the scenic vistas of the Plan Area. Moreover, even though the Specific Plan and GDP would provide extensive aesthetic guidelines, there are no feasible mitigation measures to wholly reduce the impacts of developing the entire Area A and the Village 5 area. As such, this impact would be considered a **significant and unavoidable impact**.

Mitigation Measure

None available.

Impact 3.1-3: The proposed electronic message center would alter the existing visual character or quality of the Plan Area and its surroundings.

Area A would include a proposed electronic message center adjacent to SR 65 within the Regional Sports Park in the northwestern section of Area A, adjacent to SR 65, north of the proposed soccer fields, and south of open space areas preserved along the southern edge of Markham Ravine. While the exact placement and design for the electronic message center has not yet been determined, it would be required to comply with Section 16.02.030 of the Lincoln Municipal Code which defines and provides standards for digital signs. Municipal Code Section 16.02.030 does not establish minimum distances from proposed digital signs to residential uses or other potentially sensitive receptors. However, as required under the California Outdoor Advertising Act, signs on the same side of the freeway must be separated by at least 500 feet.

Electronic message centers are designed to be visible and readable from roadways. Given the height, size, and lights of the electronic message center, it would likely be visible to new residential units within Area A as well as other phases within the Plan Area. Because the proposed electronic message center would be a prominent feature developed within the Plan Area, impacts related to changes in the existing visual character would be **potentially significant**. While the Specific Plan and GDP would provide extensive aesthetic guidelines, there are no feasible mitigation measures to wholly reduce the impacts of the proposed electronic message center. As such, this impact would be considered a **significant and unavoidable impact**.

Mitigation Measure

None available.

Impact 3.1-4: Implementation of the proposed project would introduce light and glare into the project area.

Full Specific Plan

Under existing nighttime conditions, the Plan Area is generally dark and does not generate any significant sources of light or glare. Sources of light include the rural residences within the Plan Area and streetlights. The only streetlights are located on Nelson Lane in the vicinity of SR 65. Because existing residential development is sparse, nighttime light is generally limited to within individual properties. Outside of the Plan Area, development within the City includes streetlights, landscape lighting, light spilling through windows of structures, and exterior signage. The nighttime lighting of streets, commercial centers, and other developed areas combine to create a skyglow effect over the developed portions of the City of Lincoln and the City of Roseville to the south. Additionally, Thunder Valley Casino Resort to the south of the Plan Area includes a

substantial amount of lighting, and creates a separate skyglow effect that is visible from SR 65 and surrounding properties.

Nighttime Lighting

Implementation of the proposed project would develop residential, commercial, and public structures in an area currently characterized by sparse development and mostly open agricultural land. As such, construction of new homes and commercial structures would introduce a significant amount of new nighttime light to the Plan Area. Parks and recreational areas would also introduce nighttime light into the Plan Area as they would include lighting for public safety and lighting sufficient to allow nighttime activities. Pursuant to General Plan Policy LU-11.3, parks and public spaces shall maintain lighting to support public safety. The Regional Sports Park, other parks, and the proposed high school would include tall light standards designed to illuminate sports fields, tennis courts, and/or other park amenities for nighttime activities. These tall light standards would be directed at the fields and targeted areas, but the intensity of the light is such that light pollution would impact nearby properties. Parking lot lighting for commercial centers would also be from tall light standards designed to provide illumination for large areas. Light from the Regional Sports Park, other parks, the proposed high school, and commercial centers could cause skyglow and would be visible from a substantial distance and could disrupt sleep other activities. However, the distance from the proposed lighted fields to the edge of the Plan Area is far enough such that light spillover from those facilities is not expected to extend beyond the Plan Area boundary.

As required by General Plan Policy LU-11.3, street lighting would utilize shielded light fixtures that direct light downward. However, the quantity of streetlights that would be added during implementation of the proposed project would combine with other nighttime light sources to create or intensify the skyglow effects. Additionally, light within residences would spill out through the windows of the structures, adding to the general light pollution of the area.

Lighting for signs would be covered by the City's newly-enacted sign ordinance (Ord. 897B). Specifically, City of Lincoln Zoning Code Section 16.01.070 indicates that flashing and animated signs are prohibited. The electronic message center operation would adhere to City Code. However, due to the size of the Plan Area, the amount of lighting anticipated, and special features such as the electronic message center and lit ball fields, light and skyglow impacts would be **potentially significant**.

Glare

Glare is caused by light reflections, particularly sunlight. Sources of glare include pavement, vehicles, and building materials. Other than SR 65, roadways within the Plan Area and vehicles traveling on those roadways currently produce a small amount of glare. Within the Plan Area, there are scattered rural residences and structures. The most significant source of glare within the Plan Area is SR 65 and vehicles traveling on that highway. While the sparse developments and streets within the Plan Area currently produce only a small amount of glare, overall glare within

the Plan Area is moderate because of the size and usage of SR 65. Looking outside of the Plan Area, glare is visible from the urban development east of SR 65 and southeast in Lincoln Crossing.

Implementation of the proposed project would introduce new structures and roadways into the Plan Area. Residential structures would not generate a substantial amount of glare because they would not include large expanses of reflective surfaces. Commercial and public use structures would be more likely to have large expanses of reflective materials such as large glass surfaces. Most of the commercial areas of the proposed project would be located along SR 65. Sunlight reflecting off the large buildings and glass of commercial structures could create a visual nuisance and source of glare to drivers along SR 65, and would be **potentially significant**.

Because the proposed project would result in a substantial increase in sources of light and glare within the Plan Area, this impact is considered **potentially significant**.

Area A

Area A would be the first area to be developed under the proposed project. Area A is flat and open with no sources of light and few sources of glare. Development of Area A would include a regional park and commercial uses along SR 65, which would create sources of light and glare. Residential, commercial, and other public uses within Area A would also add new sources of light and glare. The GDP includes requirements designed to limit glare related to residential (see GDP Section 4.4.11) and commercial (see GDP Section 5.4.14) exterior lighting. For both residential and commercial areas, the GDP provides guidance that exterior lighting should be carefully used and oriented or shielded to minimize glare and to enhance the overall design concept in an aesthetically and pleasing manor. Exterior landscape lighting should utilize low-voltage or similar non-glare direct task type fixtures and they should be as close to grade as is reasonably possible.

As with the overall Specific Plan, discussed above, Area A would include parks and recreational areas that would introduce nighttime light into Area A and other surrounding areas as they would include lighting for public safety and lighting sufficient to allow nighttime activities. Pursuant to General Plan Policy LU-11.3, parks and public spaces shall maintain lighting to support public safety. The Regional Sports Park located in the northwest corner of Area A would include tall light standards designed to illuminate sports fields for nighttime activities. The GDP provides guidance that exterior lighting standards be limited to between 50 and 75 feet tall. These tall light standards would be directed at the fields, but the intensity of the light is such that light pollution would impact nearby properties, particularly residential properties to the west and south, and possibly to VMDR uses to the north in Areas E and F. Parking lot lighting for the commercial centers in the northeast corner of Area A would also be from tall light standards designed to provide illumination for large areas. Additionally, development of Area A would include residential structures, from which interior lighting could spill out through windows, adding to the general light pollution of the area. Street lighting would also accompany residential development,

but General Plan Policy LU-11.3 requires street lighting to utilize shielded light fixtures that direct light downward. Increased light spillover from Area A, the Regional Sports Park, and the regional commercial centers in Area A would result in a **potentially significant** impact.

Glare from reflective materials such as glass could affect surrounding areas and motorists on SR 65. Large plate buildings, such as the proposed commercial center in Area A along SR 65, could introduce glare to the area. However, the GDP has specific provisions designed to limit glare. Examples include limitations on building materials and requirements that commercial structures use low-reflective glass. Therefore, impacts from glare would be **less than significant**.

Because these new sources would generate light and glare in an area of very little light and glare, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.1-4

During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:

a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.

b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.

c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.

d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. Sunday through Thursday, and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.

e) All light standards shall be the minimum height possible to achieve necessary lighting goals, subject to approval by the Public Services Director.

Impact Significance After Mitigation: Adherence to this mitigation measure would reduce light and glare impacts by requiring structures and lighting to be shielded, directed, or otherwise designed to reduce the potential for disturbance or nuisance. While new development in this area

to be annexed would result in new sources of light and glare within areas currently used for a variety of open space/agricultural activities, implementation of Mitigation Measure 3.1-4 listed above would reduce this impact but not to a level below significance. Therefore, implementation of the proposed project would result in **significant and unavoidable** impacts related to new sources of light and glare.

Impact 3.1-5: The proposed electronic message center would introduce light and glare into the project area.

The electronic message center proposed in Area A would have one or two screens, oriented to be visible from vehicles traveling on nearby SR 65 freeway segments. Electronic message centers using LED technology are designed to make the message displays visible to motorists viewing the billboard from straight on. The LED cells are designed to be screened from oblique angles. An LED is at full brightness when viewed straight on — or from dead center. The level of brightness is cut in half by moving the viewing position to a 35 degree angle from dead center, and at a sufficient angle the LED lights are not visible. The height and angle of the billboard would be designed to be seen from straight on by drivers in cars on SR 65. The height, alone, would ensure that no residents on ground level in backyards or in homes would see the signs from straight on. Depending on the orientation angle of the billboard faces, the visibility of the LED lights would be materially reduced or eliminated.

Caltrans addresses illumination generated by advertising displays by stating that displays may not "interfere with the effectiveness of, or obscure any official traffic sign, device, or signal… nor shall any advertising display cause beams or rays of light to be directed at the traveled ways if the light is of an intensity or brilliance as to cause glare or to impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle [Cal. Bus. & Prof. Code, Section 5408 (b)]." City Code Section 16.02.030 defines and sets standards for digital freeway signs. While both the City and Caltrans stress the importance of limiting light and glare for the safety of drivers, neither agency defines formal requirements regarding brightness or light intensity of advertising signs. Additionally, as mentioned above, the light levels emitted from the billboard would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime) as required by City Code Section 16.02.030(G).

Caltrans stipulates in Section 5405(d)(1) of the Outdoor Advertising Act that no message center display may include any illumination or message change that is in motion or appears to be in motion or that changes in intensity or exposes its message for less than four seconds. City of Lincoln Code Sections 16.02.030(A) and 16.02.030(E) restricts digital billboards to displays of series of still images, each of which must be displayed for at least eight seconds. In compliance with City Code and Cal. Bus. & Prof. Code, Section 5403(h), the still images may not move or present the appearance of motion and may not use flashing, scintillating, blinking, or traveling

lights or any other means not providing constant illumination. Transition or blank screen time between one still image and the next may not exceed one second.

The proposed project would comply with the requirements of City of Lincoln Municipal Code Section 16.02.030, the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code. These regulations set forth design standards for billboards with the primary purpose of minimizing traffic safety hazards. With compliance to these regulations, the proposed electronic message center within Area A would not create a new source of substantial light which would adversely affect day or nighttime views in the area. Therefore, this impact would be **less than significant**.

Mitigation Measure

None required.

Cumulative Impacts

The cumulative context for aesthetics impacts of the proposed project includes areas surrounding the Plan Area that can see and be seen from the Plan Area. The City's 2050 General Plan determined that cumulative aesthetics impacts from the general plan update would be cumulatively significant and unavoidable.[3]

Impact 3.1-6: Implementation of the proposed project would contribute to cumulative impacts on scenic vistas in the Plan Area.

As discussed in Impact 3.1-1, scenic vistas include oak woodlands and riparian areas, particularly along the ravines and streams, and the gently rolling grasslands as viewed from SR 65. As described in the City's 2050 General Plan EIR, overall buildout of the General Plan would result in several permanent changes to existing views associated with new village development in the western, northern, and eastern portions of the City's SOI. As this new development is proposed on land currently used for a variety of rural residential, agricultural, and open space uses, new development would alter the existing open space views of surrounding visible areas and contrast with the surrounding open space/agricultural environment at the edge of these new development areas. The City's 2050 General Plan EIR determined that cumulative aesthetics impacts from the general plan update would be cumulatively significant and unavoidable.[4] The proposed project's incremental contribution to this cumulatively significant impact would be cumulatively considerable because scenic vistas such as the views toward the riparian corridors of Auburn and Markham Ravines and other open space views on the western side of the City's SOI would be permanently altered from within and through the Plan Area. Notwithstanding the extensive preservation of open space and rural residential character of the exterior parts of Village 5, the

3 City of Lincoln, 2006. City of Lincoln General Plan Update Draft Environmental Impact Report. SCH# 2005112003. October 2006, p. 11-7.

4 Ibid.

overall character and views of the Plan Area would be substantially altered with development. Because implementation of the proposed project would substantially alter the scenic vistas, the proposed project's contribution would be cumulatively considerable, and the impact would be **cumulatively potentially significant**.

Mitigation Measure

None available.

Impact Significance After Mitigation: Although the V5SP would include design guidelines and principles for protecting scenic vistas and preserving views, the development of new development along the periphery of the existing City boundary would substantially degrade the scenic vistas in the City's SOI, and the project's contribution would be considerable. As a result, this impact remains **cumulatively significant and unavoidable.** No additional feasible mitigation is currently available.

Impact 3.1-7: Implementation of the proposed project would contribute to cumulative changes in the visual character of areas surrounding the Plan Area.

Historically, the visual character of the City of Lincoln and the surrounding unincorporated area has been dominated by open grassland or cropland, with distant views of rolling foothills, oak woodlands, and in the far distance, the Sierra Nevada Mountains. Over the last few decades, Lincoln has grown outward from the downtown core, converting open grasslands to suburban-style development. Buildout of the 2050 General Plan will continue the trend of converting open grassland and cropland to suburban-style development. The General Plan EIR recognized that this type of development would have a significant impact despite implementation of General Plan policies intended to protect views and visual resources. Similar residential, commercial, and industrial structures in the cities of Roseville and Rocklin and planned development in unincorporated areas of Placer County also contribute to the changing character of the visible landscape, with the visual character changing from open and rural to more urban and suburban. As such, the overall cumulative impact of increased urbanization on the visual character of the Lincoln area, including the Plan Area identified for development, would be a significant impact. The proposed project's contribution to this cumulative impact would be considerable because it would develop a significant portion of the City's SOI resulting in permanent changes to existing visual character on the western side of the City's SOI. As this new development is proposed on land currently used for a variety of rural residential, agricultural, and open space uses, new development would alter the existing open space views of surrounding visible areas and contrast with the surrounding open space/agricultural environment at the edge of these new development areas. Therefore, the cumulative impact is considered **cumulatively potentially significant**.

Mitigation Measure

None available.

Impact Significance After Mitigation: Although the V5SP would include design guidelines and principles for protecting the visual character of the area, the development of new development along the periphery of the existing City boundary would substantially and permanently alter the visual character within the City's SOI. As a result, this impact remains **cumulatively significant and unavoidable.** No additional feasible mitigation is currently available.

Impact 3.1-8: Implementation of the proposed project would contribute to a cumulative increase in light and glare in the vicinity of the Plan Area.

Increased urbanization contributes new sources of light and glare that would contribute to the substantial amount of new nuisance light or glare into the surrounding area. Increased urban lighting throughout the Plan Area, the City of Lincoln, and surrounding areas of western Placer County would contribute to a sky-glow effect, reducing the visibility of the nighttime sky. New structures, roadways, and vehicles in the Plan Area could create new glare impacts. This would be a significant cumulative impact. The proposed project's incremental contribution would be cumulatively considerable because project lighting would be visible to surrounding areas and would contribute to diminishing ability to view the night sky. Therefore, the impact as a result of increased light and glare would be a **cumulatively potentially significant** impact.

Mitigation Measure

Mitigation Measure 3.1-8

Implement Mitigation Measure 3.1-4.

Impact Significance After Mitigation: Adherence to Mitigation Measure 3.1-4 would reduce light and glare impacts by requiring structures and lighting to be shielded, directed, or otherwise designed to reduce the potential for disturbance or nuisance. However, when combined with nighttime light from other development in the area, the proposed project's incremental contribution would increase skyglow and reduce visibility of nighttime skies in the project area. Thus, even with mitigation, the proposed project's incremental contribution would be cumulatively considerable and this impact would remain **cumulatively significant and unavoidable**.

3.10 Hydrology, Drainage, and Water Quality

This section of the EIR evaluates potential environmental effects related to hydrology, drainage, and water quality that would result with implementation of the Lincoln Village 5 Specific Plan (V5SP or proposed project). The analysis addresses surface water, groundwater, flooding, storm water, and water quality. For a discussion of impacts on storm water volumes and associated effects on Markham Ravine and Auburn Ravine, please refer to Section 3.16, Utilities and Infrastructure.

Several comment letters received in response to the Notice of Preparation (NOP) addressed hydrology, drainage, and/or water quality. The Central Valley Regional Water Quality Control Board (CVRWQCB) specified that the project would require coverage under the following permits: the Construction Stormwater General Permit; Phase II Municipal Separate Storm Sewer System (MS4) Permit; the Industrial Stormwater General Permit; a Clean Water Act (CWA) Section 404 Permit; a CWA Section 401 Permit – Water Quality Certification; a Waste Discharge Requirement (WDR) Permit;[1] and a Low or Limited Threat General National Pollutant Discharge Elimination System (NPDES) Permit. The Central Valley Flood Protection Board (CVFPB) submitted a letter stating that the project is located within their jurisdiction and requires a permit related to potential flooding impacts to Auburn Ravine. The Placer County Flood Control and Water Conservation District requested that the increases in runoff volume and peak flow at downstream locations, potential for overloading of the actual or designed capacity of existing stormwater and flood conveyance facilities, and the alteration of the local 100-year floodplain boundary as a result of the proposed project be quantified as part of the impact analysis. The Planning Services Division of the Placer County Community Development Resource Agency would like the impact analysis to include a review of the consistency of the specific plan with the 2014 administrative draft of the Placer County Conservation Plan (PCCP), including the Placer County Aquatic Resources Program Strategy. A local resident expressed concern that the floodplain boundary on his property is inaccurate and asked when new boundaries would be drawn. Each of the issues raised in these comment letters is addressed in this chapter.

The analysis included in this section was developed based on project-specific construction and operational features and information from the Drainage System and Flood Control Analysis for V5SP; Western Region Climate Center; California's Groundwater, Bulletin 118; the Draft Groundwater Report for the City of Lincoln, January 1999; Natural Resource Conservation Service data; City of Lincoln 2010 Urban Water Management Plan; Phase I Environmental Site Assessment and Geotechnical Feasibility Report prepared for the project; Federal Emergency Management Agency flood maps; California Department of Water Resources (DWR) Best Available Maps website; the Water Quality Control Plan for the Sacramento River Basin and San

[1] This would apply only if a jurisdictional wetland delineation report determines that the site only contains non-jurisdictional waters. If so, then the project would be required to obtain a WDR permit from the Regional Water Quality Control Board.

Joaquin River Basin; and the Placer County Flood Control and Water Conservation District Stormwater Management Manual.

3.10.1 Environmental Setting

Surface Water

The 4,787-acre Plan Area is located within the Auburn Ravine Watershed and the Markham Ravine Watershed. The Auburn Ravine Watershed is approximately 76 square miles. About 36 square miles of the Auburn Ravine Watershed are upstream of the Plan Area. Auburn Ravine is a perennial stream that traverses the Plan Area from northeast to southwest. The smaller Markham Ravine Watershed includes approximately 32 square miles, with about 10 square miles located upstream of the Plan Area. Markham Ravine traverses the Plan Area from east to west. The Auburn Ravine and Markham Ravine watersheds drain west to the North Canal in Sutter County, approximately eight miles west of the Plan Area. The North Canal discharges to the Natomas Cross Canal, which drains to the Sacramento River.[2] **Figure 3.10-1** includes the Plan Area boundaries relative to the Auburn and Markham ravines, North Canal, and Natomas Cross Canal.

The annual precipitation in Sacramento (approximately 15 miles to the southwest) is 19.9 inches (with the wettest period during November through March), and average daily temperatures range from 47.7°F in December to 77.4°F in July.[3] Mean annual precipitation in Auburn (approximately 15 miles to the east)is 34.39 inches and 22.80 inches for Rocklin (approximately 9 miles to the southeast), with 89 percent occurring from November through April. Mean annual maximum temperature is 72.4 degrees Fahrenheit (°F) with the highest mean monthly maximum occurring in July (92.5°F). Mean annual minimum temperature is 48.3°F with the lowest mean monthly minimum occurring in January (36.6°F).[4]

Groundwater

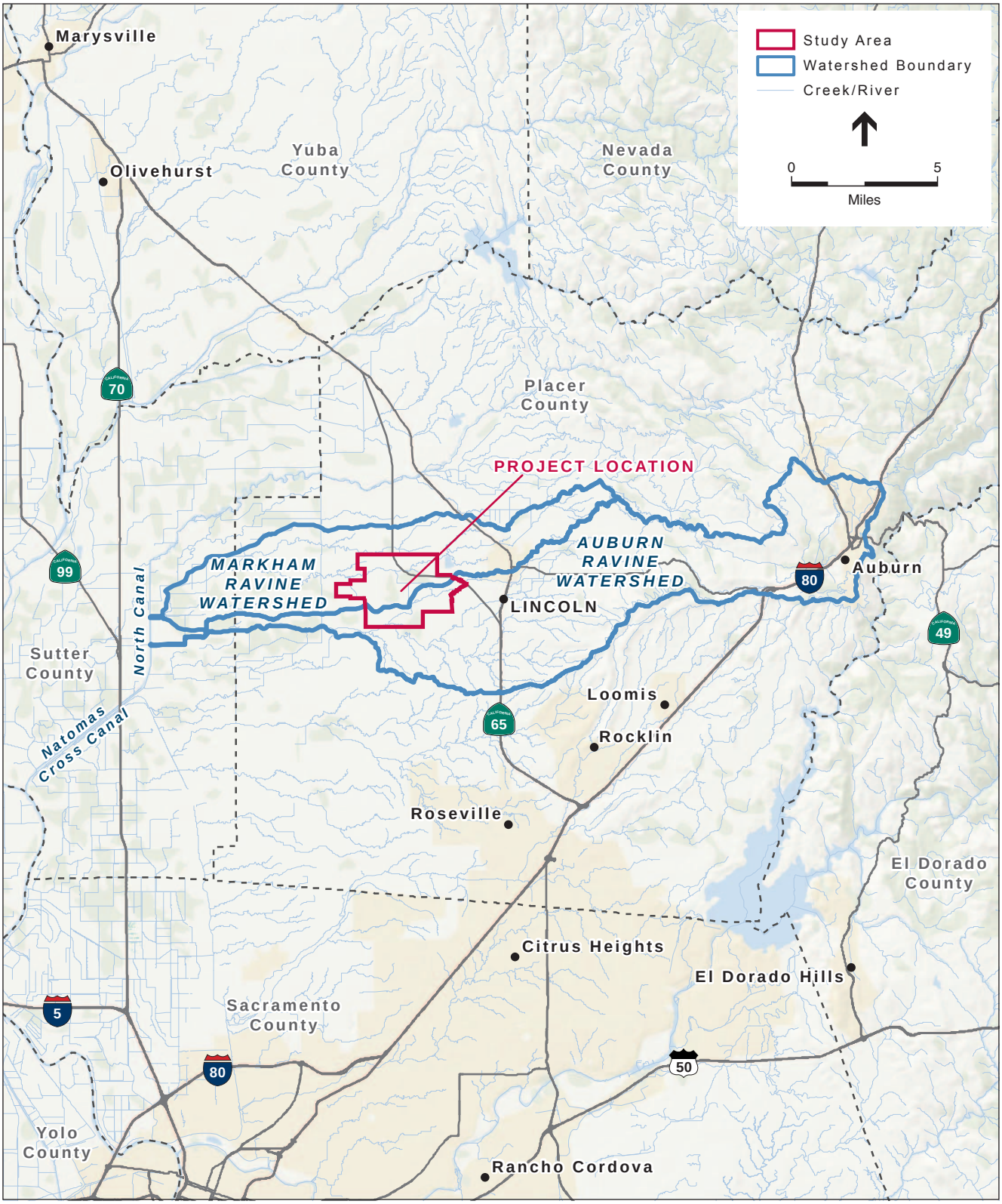
Groundwater Basin

The Plan Area is located within the Sacramento Valley Groundwater Basin, near the eastern boundary of the 351,000-acre North American Subbasin (DWR Basin Number 5-21.64). The North American Subbasin is bounded to the north, west, and south by the Bear, Feather, and Sacramento rivers, respectively. The eastern boundary is a line running north-south from the Bear River to Folsom Lake, passing approximately two miles east of Lincoln. The eastern boundary of

2 Cunningham Engineering, 2016. Drainage System and Flood Control Analysis for Village 5 Specific Plan. May 13, 2016.

3 National Oceanic and Atmospheric Administration, 2002. Climatography of the United States No. 81, Monthly Station Normals of Temperature, Precipitation, and Heating and Cooling Degree Days, 1971-2000, 04 California. NOAA, National Environmental Satellite, Data, and Information Service, National Climatic Data Center. Asheville, North Carolina.

4 Western Regional Climate Center, 2015. Auburn, California (040383), Period of Record Monthly Climate Summary, Period of Record: 01/01/1905 to 01/20/2015. Available: www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca0383. Accessed February 20, 2015.



SOURCE: ESRI, 2014; USGS, 2014; ESA, 2015

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Figure 3.10-1
Regional Hydrogeography

the subbasin is also the approximate edge of the alluvial basin, where the base of the Sierra Nevada result in little to no local groundwater exchange.

Regionally, groundwater flows west-southwest with an average grade of approximately five percent.[5]

Groundwater Recharge

Groundwater recharge areas for the aquifer system underlying Lincoln and the surrounding area are generally limited to the Auburn Ravine, Markham Ravine, Doty Ravine, Coon Creek, Ingram Slough, and Orchard Creek stream channels.[6] Estimated inflows include 83,800 acre-feet of natural recharge and 29,800 acre-feet of applied water recharge. There is no artificial recharge in region. Estimated outflows include 109,900 acre-feet of urban extraction and 289,100 acre-feet of agricultural extraction.[7]

The potential for local groundwater recharge by percolation of precipitation depends upon the surface soil infiltration conditions, including the soil and landscape propensity for contributing to runoff compared to infiltration. According to Natural Resources Conservation Service (NRCS) Soil Survey mapping, on the order of 70 percent of the soils in the Plan Area fall in Hydrologic Soil Group (HSG) D, with most of the remainder in HSG C. See **Figure 3.10-2** for the portions of the Plan Area dominated by each HSG. Soils in HSG A have a low runoff potential when thoroughly wet, and water is transmitted freely though the soil. HSG B soils have moderately low runoff potential when thoroughly wet, and water transmission through the soil is unimpeded. Soils in the HSG C have moderately high runoff potential when thoroughly wet, and water transmission through the soil is somewhat restricted. Last, HSG D soils have high runoff potential when thoroughly wet, and water movement through the soil is restricted or very restricted.[8] Given that the majority of the soils in the Plan Area have a moderately or high runoff potential, groundwater recharge within the Plan Area occurs primarily in the stream channels of Auburn and Markham ravines and very minimally in all other areas.

Groundwater Levels

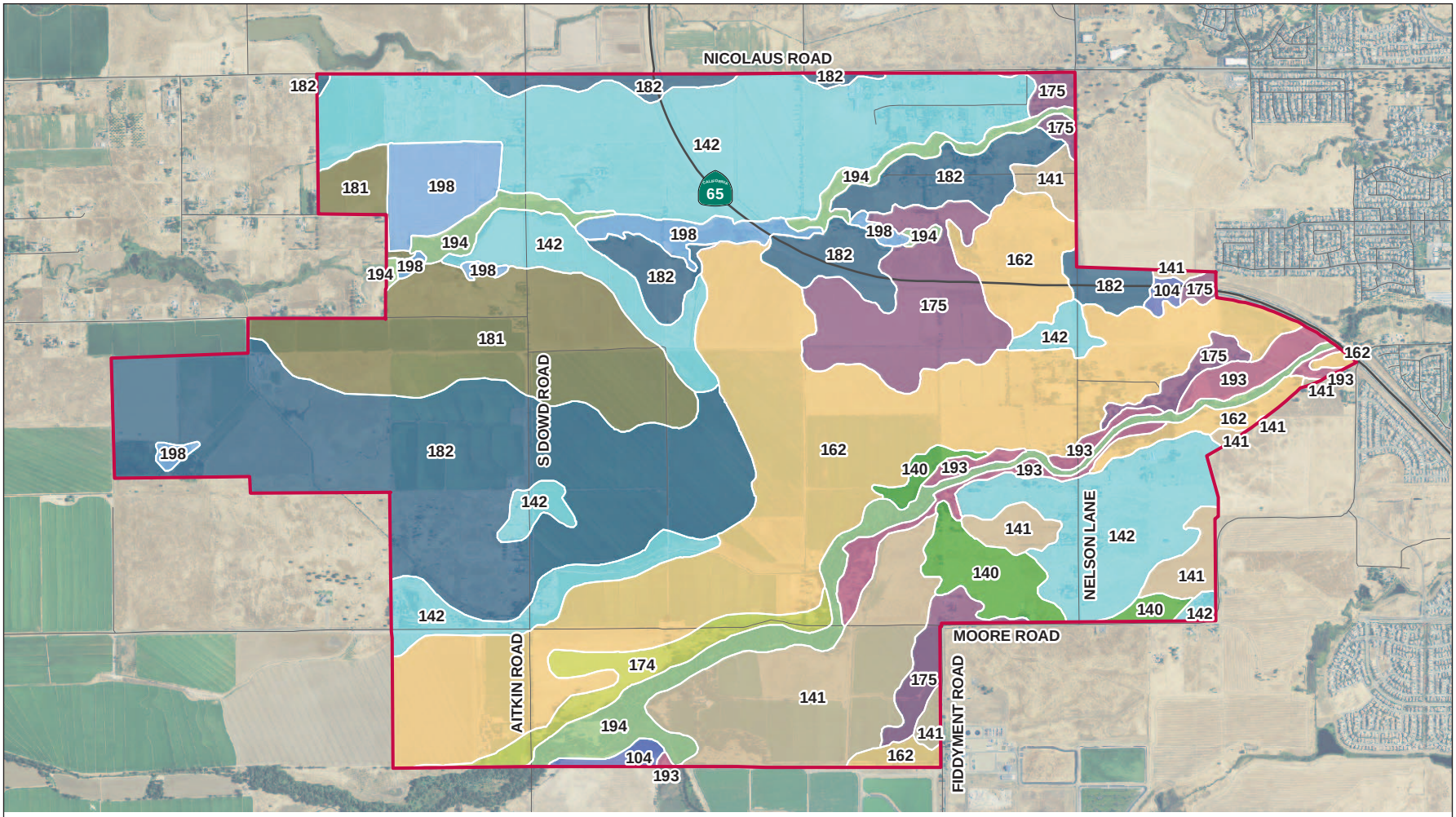
Groundwater levels in southwestern Placer County and northern Sacramento County have generally decreased over time, with many wells experiencing declines at a rate of approximately 1.5 feet per year for the last 40 years or more. Some of the largest decreases have occurred in the area of the former McClellan Air Force Base. Groundwater levels in Sutter and northern Placer

5 California Department of Water Resources, 2006. California's Groundwater, Bulletin 118, Sacramento Valley Groundwater Basin, North American Subbasin. January 20, 2006.

6 Spectrum Gasch Geophysics, 1999. Draft Groundwater Report for the City of Lincoln, as reported in the Addendum to the Lincoln General Plan Public Facilities Element EIR for the City of Lincoln Groundwater Wells Project, January 1999.

7 California Department of Water Resources, 2006. California's Groundwater, Bulletin 118, Sacramento Valley Groundwater Basin, North American Subbasin. January 20, 2006.

8 Natural Resources Conservation Service, 2007. Part 630, Hydrology, National Engineering Handbook, Chapter 7, Hydrologic Soil Groups. May 2007. p. 7-2.



SOURCE: USDA, 2012; NRCS, 2014; ESA, 2015

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Figure 3.10-2
Soil Types

Counties generally have remained stable, although some wells in southern Sutter County have experienced declines.[9] In and around the City of Lincoln, groundwater levels have been stable for the last 20-30 years.[10]

A Phase I Environmental Site Assessment was completed for a portion of the Plan Area that included documented local depth to groundwater. One mile north of the Plan Area, the depth to groundwater ranges from 35.75 to 48.71 feet and ranges from 37.73 to 52.03 one half mile north of the Plan Area.[11] Static groundwater below the Plan Area is expected to range from 40 to 55 feet.

Shallow perched water may be present in some areas after prolonged wet weather near Auburn and Markham ravines.[12]

Groundwater Quality

Many areas of good quality groundwater exist in the North American subbasin. In some portions of the basin groundwater quality is marginal. The three major groundwater types are: magnesium calcium bicarbonate or calcium magnesium bicarbonate; magnesium sodium bicarbonate or sodium magnesium bicarbonate; and sodium calcium bicarbonate or calcium sodium bicarbonate. Comparison of groundwater quality data with applicable water quality standards and guidelines for drinking and irrigation indicate elevated levels of total dissolved solids (TDS)/specific conductance, chloride, sodium, bicarbonate, boron, fluoride, nitrate, iron manganese, and arsenic may be of concern in some locations within the subbasin.[13]

Groundwater supplied by the City of Lincoln to water users has adequate quality typical of a basin with high concentrations of TDS and various minerals. Most customers prefer surface water for potable uses because it is of higher quality, and groundwater is used to supplement the surface water supply in normal water years. Potential issues with groundwater quality in the City of Lincoln include possible decreases in quality with increases in pumping rates as well as contamination from the Alpha Explosives site. The Alpha Explosives is about 5 miles north-northwest of the City and is responsible for nitrate and perchlorate contamination of underlying groundwater. The plume was reported in 1999 to have extended north and south of the Alpha Explosives site by 600 feet and west by 1,300 feet. With remediation and the path of the plume, it is not likely that this contamination will reach City wells. If City wells are found to have

9 California Department of Water Resources, 2006. California's Groundwater, Bulletin 118, Sacramento Valley Groundwater Basin, North American Subbasin. January 20, 2006.

10 City of Lincoln, 2016. 2015 Urban Water Management Plan. July 2016. p. 3-19.

11 ENGEO Incorporated, 2013. Phase I Environmental Site Assessment, Lincoln Village 5/Special Use District, Placer County, California. September 11, 2013. p. 1.

12 ENGEO Incorporated, 2013. Geotechnical Feasibility Report, Lincoln Village 5, Special Use District B, Placer County, California. August 19, 2013. p. 6.

13 California Department of Water Resources, 2006. California's Groundwater, Bulletin 118, Sacramento Valley Groundwater Basin, North American Subbasin. January 20, 2006.

contamination, then the water would either be treated or designated for non-potable use. The City continues to closely monitor the ongoing remediation activities.[14]

As stated above, a Phase I Environmental Site Assessment was completed for a portion of the Plan Area. No documentation or physical evidence of groundwater contamination was discovered during the records search and site reconnaissance associated with the Environmental Site Assessment.[15]

Background

In the past, during periods of heavy rains, several areas of the City of Lincoln experienced flooding from Auburn Ravine because of pass-through flows from outside of the City. When storm water runoff levels were high, existing bridges created barriers to flow, which resulted in flooding of lands east of State Route (SR) 65, flooding of SR 65, and overland flow to the west of SR 65. Areas historically subject to 100-year flooding effects (primarily from overtopping as a result of culvert capacity limitations) were located on the east side of SR 65 between Auburn Ravine and south of Ingram Slough. In recent years, both Placer County and the City of Lincoln are addressing flooding in the Cross Canal watershed within their jurisdictions by identifying and constructing drainage and flood control improvements to areas within the watershed.

These flood control improvements were identified in the South Lincoln Master Plan: Auburn Ravine, Ingram Slough, and Orchard Creek, Final Report (SLMP-AIO), prepared by the City of Lincoln, Montgomery Watson, and Civil Solutions in 1998, and subsequently amended in the Storm Drainage Master Plan Modified Analysis for the Revised Ferrari East/West Land Phase I Expansion Area of Lincoln Hills, prepared by Civil Solutions in May 2000.

Using Placer County Storm Water Management Manual (PCSWMM) criteria, the SLMP estimated existing and future peak flows and runoff volumes for the 2-, 5-, 10-, 25-, 50-, 100-, 200-, and 500-year storms based on land uses that were anticipated at the time the amended SLMP was prepared.[16] The SLMP-AIO included the Sun City Lincoln Hills project, Twelve Bridges development, Lincoln Crossing, and the 3D property. The Orchard Creek watershed includes part of the Twelve Bridges development, down gradient of the project site. The Village 1 Specific Plan project site is within the boundary of the primary study area assumed in the SLMP-AIO.

The SLMP-AIO was adopted by the City of Lincoln in 1998 and is the "Master Drainage Plan" for development in the City of Lincoln south of Auburn Ravine. Some of the projects identified in the SLMP-AIO have already been completed or are under construction; others have been

14 City of Lincoln, 2016. 2015 Urban Water Management Plan. July 2015. p. 3-16.

15 ENGEO Incorporated, 2013. Phase I Environmental Site Assessment, Lincoln Village 5/Special Use District, Placer County, California. September 11, 2013. p. 1.

16 City of Lincoln, 2000. Storm Drainage Master Plan Modified Analysis for the: Revised Ferrari East/West Land PHI Expansion Area, prepared by Civil Solutions. May 5, 2000. pp. 3–18 (Summary of Pre-Development and Post-Development Flows at Key Locations).

approved but are not yet constructed, or are in the design phase. The area subject to 100-year flooding east of SR 65 and south of Auburn Ravine has been greatly reduced, particularly at SR 65, as a result of these improvements.

The SLMP-AIO hydrologic analysis showed the total estimated peak flow response time of Auburn Ravine varies from six to 12 hours, and that Ingram Slough and Orchard Creek discharge their peak flow rates to Auburn Ravine one to three hours prior to the peak flow rates in Auburn Ravine. Certain improvements were identified in the SLMP for the Ingram Slough and Orchard Creek drainage systems to control peak flows by detaining them and delaying discharge to avoid peak flow periods.[17] To mitigate for the increases in peak flows at the confluence of Ingram Slough and Orchard Creek, and Orchard Creek at Auburn Ravine, the SLMP-AIO identified detention facilities for the Ingram Slough and Orchard Creek drainages, which have been constructed within the upper Orchard Creek watershed.[18] Locating detention in the Ingram Slough tributaries and lower Orchard Creek tributaries could cause peak events in Auburn Ravine to coincide and increase the risk of flooding.[19]

The current approach to minimizing the contribution of new developments to downstream flooding (pursuant to Lincoln General Plan Public Facilities Element [PFE] Policy 4-1[b]) considers the overall regional hydrology when optimizing the system to reduce peak flow rates to the extent practical. This approach is also consistent with PCFCWCD PCSWMM Policies II.C.1.a and VII.C.3, listed in "Regulatory Setting," below. These policies recognize the need to account for regional conditions so that downstream conditions are not worsened by the design and operation of detention systems in new development projects. Consistent with this approach, the models used for the May 2000 SLMP-AIO were subsequently refined to better characterize existing conditions and the effects of new development in the watershed.

The limited discharge capacity of the Natomas Cross Canal, when Sacramento River rises above a flood stage of 37.0 at the Verona Gage, results in flood conditions within the sump areas upstream of the canal in Sutter County. Local runoff conveyed by the streams and watersheds that are tributary to the Natomas Cross Canal could also contribute to flooding of these sump areas. The City of Lincoln collects a Public Facilities Fee to generate funds to build regional volumetric flow mitigation facilities. Currently, the City of Lincoln has a 350 acre-foot facility located at the Wastewater Treatment Facility at the confluence of Ingram Slough and Orchard Creek.

The overbank areas of Auburn Ravine, upstream of the project site, were modified by the Lincoln Hills Development to incorporate additional floodplain storage between SR 193 and SR 65. Downstream of SR 65, a similar project was performed in the overbank areas of Auburn Ravine

[17] Detention facilities are those that are able to contain stormwater flows for a short period of time to reduce overall flows conveyed in natural or artificial drainage channels.

[18] City of Lincoln, Montgomery Watson, and Civil Solutions, 1998. South Lincoln Master Drainage Plan: Auburn Ravine, Ingram Slough, and Orchard Creek, Final Report. August 1998. p. 56.

[19] Civil Solutions, 2002. Aitken Property, City of Lincoln, CA, Preliminary Hydrology Report. December 2002. p 15.

at the Lincoln Crossings development. Upstream of SR 65, it was discovered, during the 1995 and 2005 storm events, that Auburn Ravine had the potential to overtop its banks and divert water into Ingram Slough. This overtopping was shown to occur when flow rates exceed the estimated 10-year flow event. The Lincoln Hills and Lincoln Crossing development projects incorporated mitigation of this potential diversion of flows and downstream of this point, Ingram Slough is now designed to convey nearly 4,000 cubic feet per second (cfs) in a 100-year event.

Floodplain Management

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) and delineates areas subject to flood hazards on Flood Insurance Rate Maps (FIRMs) for each community participating in the NFIP. The FIRMs show the areas subject to inundation by a flood that has a one percent chance or greater of being equaled or exceeded in any given year. This type of flood is referred to as the 100-year or base flood. Areas on FIRMs are divided into geographic areas, or zones, that FEMA has defined according to varying levels of flood risk. **Table 3.10-1**, FEMA Flood Zone Designations, includes a description of the risk associated with each zone. As shown in **Figure 3.10-3**, FEMA Flood Zones, portions of the Plan Area are within Zone A along Auburn and Markham ravines.[20] No portion of the Plan Area is within the 500-year floodplain.[21]

Stormwater Drainage

The Plan Area is primarily agricultural, and it is estimated that two percent of the site is covered with impervious surfaces. The Plan Area generally slopes from east to west and is very flat with an average slope on the order of 0.002 ft/ft. Ground elevations range from approximately 125 feet above mean sea level (msl) near the eastern Plan Area boundary to approximately 85 feet above msl near the western Plan Area boundary. As described above, existing soils exhibit low infiltration potential.[22]

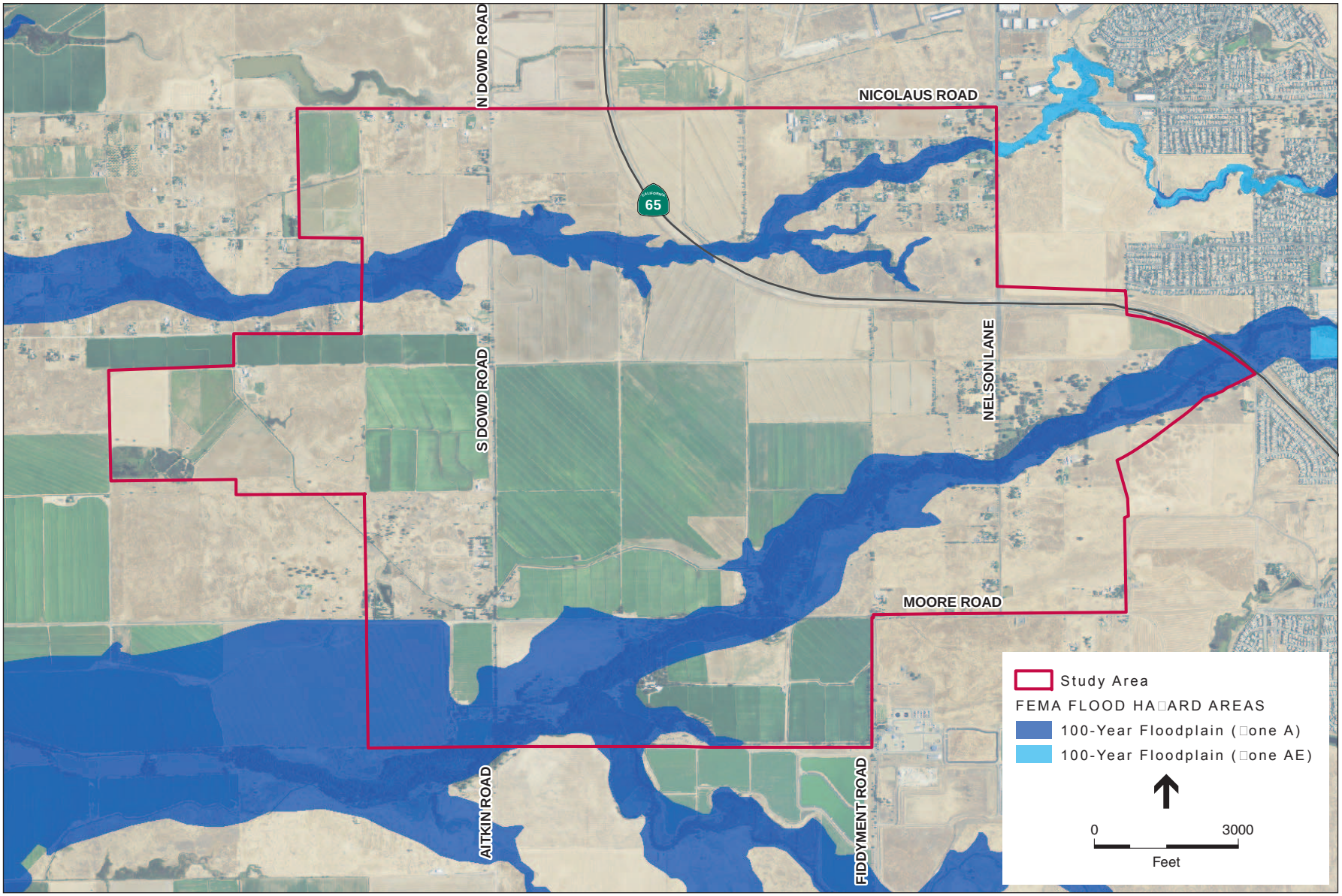
Within the Plan Area, Auburn Ravine crosses under bridges at Nelson Lane and Moore Road. Markham Ravine crosses under bridges at Nelson Lane, SR 65, and Dowd Road. All of the bridges in the Plan Area are currently comprised of two lanes. These crossings will remain through project buildout, except as noted under the following bullets:

- New six-lane bridge on Nelson Lane across Auburn Ravine
- Expanded six-lane bridge on Nelson Lane across Markham Ravine
- Expanded four-lane bridge on Dowd Road across Auburn Ravine

[20] Note that that the reach of Auburn Ravine through the Plan Area is in the process of being remapped by FEMA and could be updated to show a Zone AE for that reach but has not yet been released.

[21] California Department of Water Resources, 2015. Best Available Maps. Available: http://gis.bam.water.ca.gov/bam/. Accessed February 5, 2015.

[22] Cunningham Engineering, 2016. Drainage System and Flood Control Analysis for Village 5 Specific Plan. May 13, 2016.



SOURCE: FEMA, 1998; USDA, 2012; ESA, 2015

Lincoln Village 5 EIR . 130368

Figure 3.10-3
FEMA Flood Zones

TABLE 3.10-1.
FEMA FLOOD ZONE DESIGNATIONS

Zone	Description
Moderate to Low Risk Areas	
B and X (shaded)	Area of moderate flood ha□ard, usually the area between the limits of the 100-year and 500-year events. Are also used to designate base floodplains of lesser ha□ards, such as areas protected by levees from 100-year event, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 s□uare mile.
C and X (unshaded)	Area of minimal flood ha□ard, usually depicted on FIRMs as above the 500-year flood level.
High Risk Areas	
A	Areas with a 1□ annual chance of flooding and a 26□ chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these □ones.
AE	The base floodplain where base flood elevations are provided. AE □ones are now used on new format FIRMs instead of A1-A30 □ones.
A1-30	These are known as numbered A □ones (e.g., A7 or A14). This is the base floodplain where the FIRM shows a base flood elevation (BFE) (old format).
AH	Areas with a 1□ annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26□ chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these □ones.
AO	River or stream flood ha□ard areas, and areas with a 1□ or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26□ chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these □ones.
AR	Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase re□uirements will apply, but rates will not exceed the rates for unnumbered A □ones if the structure is built or restored in compliance with □one AR floodplain management regulations.
A99	Areas with a 1□ annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal re□uirements. No depths or base flood elevations are shown within these □ones.
Undetermined Risk Areas	
D	Areas with possible but undetermined flood ha□ards. No flood ha□ard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk.

SOURCE: Federal Emergency Management Agency, 2015.

- Expanded four-lane bridge on Dowd Road across Markham Ravine
- Replacement of the two-lane bridge on Moore Road across Auburn Ravine

At Plan buildout, approximately 2,100 developed acres (3.3 square miles) will drain to Auburn Ravine, representing just over four percent of the Auburn Ravine Watershed area. Approximately 1,600 developed acres (2.5 square miles), or close to eight percent of the Markham Ravine watershed area will drain to Markham Ravine after full buildout of the proposed project.[23]

[23] Ibid., p. F-1.

Water Quality

Regional Water Quality

Auburn Ravine was assessed for water quality impairments for inclusion on the 2008 to 2010 303(d) List of Water Quality Limited Segments Requiring Total Maximum Daily Load[24] (TMDLs). The assessment analyzed ammonia, specific conductivity (TDS), dissolved oxygen, (DO), and pH. The result of the assessment indicated that Auburn Ravine need not be included on the 303(d) list for ammonia, TDS, DO or pH. Markham Ravine has not been assessed for water quality impairments. The Natomas Cross Canal is listed as impaired by mercury. Portions of the Sacramento River (downstream of Knights Landing to the Delta) are listed as impaired by mercury as a result of mining; the pesticides Chlordane, DDT (dichlorodiphenyltrichloroethane), and Dieldrin from agriculture; and PCBs (polychlorinated biphenyls) and unknown toxicity from sources unknown. Diazinon impairment is currently being addressed by a U.S. Environmental Protection Agency (U.S. EPA)-approved TMDL.[25]

Pollutant loading is not uniform throughout the year. Local natural weather patterns include a long dry period from May to October. During this seasonal dry period, pollutants accumulate until precipitation during the early portion of the wet season (November to April) washes these pollutants into the stormwater runoff, which can result in elevated pollutant concentrations in the initial wet weather runoff.

Plan Area Water Quality

Surface water quality in the Plan Area is influenced by existing on-site, surrounding, and upstream land uses. The Plan Area currently includes agricultural and rural residential land uses. Runoff from agriculture and rural residential land uses, including the existing Plan Area, can contain bacteria from human and animal waste, nutrients from fertilizers and animal waste, sediment, some gross debris, and pesticides. The City of Lincoln is immediately upstream of the Plan Area with undeveloped land, rural residential, and agricultural uses further upstream. Constituents found in urban runoff generally include motor oil, gasoline, and heavy metals from vehicles; fertilizers, pesticides, and herbicides from landscaped areas; nutrients from animal waste; and trash. Runoff from undeveloped lands can contribute bacteria, gross debris, nutrients from decaying organic matter, and sediment to local waterways.

[24] A Total Maximum Daily Load, or TMDL, is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards; it is a regulatory requirement for meeting water quality standards.

[25] State Water Resources Control Board. Final California 2010 Integrated Report (303(d) List/305(b) Report), Supporting Information. Available: www.waterboards.ca.gov/water_issues/programs/tmdl/2010state_ir_reports/02228.shtml#9552. Accessed February 23, 2015.

3.10.2 Regulatory Setting

Federal

Clean Water Act

The CWA was enacted with the primary purpose of restoring and maintaining the chemical, physical, and biological integrity of the Nation's waters. The CWA directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. The U.S. EPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the NPDES Program, to California.

Responsibility for the protection of water quality in California rests with the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs). The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement Water Quality Control Plans that consider regional beneficial uses, water quality characteristics, and water quality problems. The project site is located within the Central Valley or Region 5 and is subject to CWA requirements.

Section 301 prohibits the discharge of any pollutant into the Nation's waters without a permit, Section 307 of the CWA describes the factors that U.S. EPA must consider in setting effluent limits for priority pollutants, and Section 402 of the CWA contains general requirements regarding NPDES permits.

Under Section 404 of the CWA, the U.S. Army Corps of Engineers (USACE) has the authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the U.S. Under Section 401, the CWA requires that an applicant for a Section 404 permit (to discharge dredged or fill material into waters of the U.S.) first obtain a certificate from the appropriate state agency stating that the fill is consistent with the state's water quality standards and criteria. In California, the authority to either grant certification or waive the requirement for permits is delegated by the SWRCB to the nine regional boards. Since the project site is located within the CVRWQCB's jurisdiction, the project must obtain water quality certification (401 permits) from the CVRWQCB.

Water Quality Standards

Section 303 of the federal CWA requires states to adopt water quality standards for all surface water of the U.S. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Section 303(d) requires that the states make a list of waters that are not attaining standards after the technology-based limits are put into place. For waters on this list (and where the U.S. EPA administrator deems they are

appropriate), the states are to develop total maximum daily loads or TMDLs established at the level necessary to implement the applicable water quality standards. Federal regulations require that an implementation plan be developed along with the TMDL and Section 303(d), 303(e), and their implementing regulations require that approved TMDLs be incorporated into water quality control plans. The U.S. EPA has established regulations (40 CFR 122) requiring that NPDES permits be revised to be consistent with any approved TMDL. Development in the Plan Area would be subject to the water quality standards set forth in the Water Quality Control Plan for the Sacramento and San Joaquin River Basins, which is described below under the 'Basin Plan' subheading.

National Pollutant Discharge Elimination System

Section 402 of the CWA regulates point-source discharges to surface waters through the NPDES program. In California, the SWRCB oversees the NPDES program, which is administered by the RWQCBs. The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits. The NPDES program covers municipalities, industrial activities, and construction activities. The NPDES program includes an industrial storm water permitting component that covers ten categories of industrial activity that require authorization under an NPDES industrial storm water permit for storm water discharges. Construction activities, also administered by the SWRCB, are discussed below. Section 402(p) of the federal CWA, as amended by the Water Quality Act of 1987, requires NPDES permits for storm water discharges from MS4s, storm water discharges associated with industrial activity (including construction activities), and designated storm water discharges, which are considered significant contributors of pollutants to waters of the U.S. On November 16, 1990, U.S. EPA published regulations (40 CFR Part 122), which prescribe permit application requirements for MS4s pursuant to CWA 402(p). On May 17, 1996, U.S. EPA published an Interpretive Policy Memorandum on Reapplication Requirements for Municipal Separate Storm Sewer Systems (MS4s), which provided guidance on permit application requirements for regulated MS4s, discussed below storm water.

Floodplain Regulations

As described above, FEMA administers the NFIP. Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations (CFR).[26] FEMA imposes building regulations on development within flood hazard areas depending upon the potential for flooding within each area. Building regulations are incorporated into the municipal code of jurisdictions participating in the NFIP. Title 15, Chapter 15.32, Floodplain Damage Prevention, of the Lincoln City Code includes requirements for compliance with Title 44, Part 60 of the CFR. FEMA allows non-residential development in the floodplain, provided it meets regulatory standards for that type of development.

[26] Code of Federal Regulations, 2002. Title 44, Emergency Management and Assistance, Part 60, Criteria for Land Management and Use. October 1, 2002.

State

The SWRCB and nine RWQCBs are responsible for ensuring implementation and compliance with the provisions of the federal CWA and California's Porter-Cologne Water Quality Control Act. Along with the SWRCB and RWQCB, water quality protection is the responsibility of numerous water supply and wastewater management agencies, as well as city and county governments, and requires the coordinated efforts of these various entities.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface water and groundwater) and directs the RWQCBs to develop regional Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative.

Basin Plan

The Central Valley RWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within its jurisdiction. Water quality standards for the Sacramento River and its tributaries are specified in Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin (Basin Plan) prepared by the CVRWQCB in compliance with the CWA and the State Porter-Cologne Water Quality Control Act. Because the project site is located within the Sacramento River Basin, all discharges are subject to the surface water and groundwater water quality standards set forth in the Basin Plan.

The principal elements of the Basin Plan are a statement of beneficial water uses protected under the plan; water quality objectives necessary to protect the designated beneficial water uses; and strategies and time schedules for achieving the water quality objectives. Beneficial uses and their associated water quality objectives, together, comprise the relevant water quality standards. The water quality objectives are achieved primarily through the establishment and enforcement of WDRs. WDRs may include effluent limitations or other requirements that are designed to implement applicable water quality control plans, including designated beneficial uses and the water quality objectives established to protect those uses and prevent the creation of nuisance conditions.

Auburn and Markham Ravines, as well as the Natomas Cross Canal, are tributaries to the Sacramento River. Generally speaking, the beneficial uses of the Sacramento River are assigned to its tributaries. The designated beneficial uses for the Sacramento River include: municipal and domestic supply; agricultural irrigation supply; water contact and non-contact water recreation; warm and cold freshwater habitat; wildlife habitat; warm and cold migration of aquatic organisms; warm and cold spawning, reproduction, and/or early development; and, navigation.

Designated beneficial uses or potential beneficial uses for groundwater include municipal and domestic supply; industrial process and service supply; and, agriculture.

In instances where water quality is better than that prescribed by the objectives, the state Anti-degradation Policy applies (State Board Resolution 68-16: Statement of Policy with Respect to Maintaining High Quality of Waters in California). This policy is aimed at protecting relatively uncontaminated aquatic systems where they exist and preventing further degradation. The state's Anti-degradation Policy is consistent with the federal Anti-degradation Policy, as interpreted by the SWRCB in State Board Order No. 86-17.

NPDES Storm Water Regulations

There are two applicable types of diffuse-source discharges[27] that are controlled by the NPDES program: discharges caused by general construction activities and storm water in municipal stormwater systems (either as part of a combined system or as a separate system in which runoff is carried through a developed conveyance system to specific discharge locations).

Construction

The SWRCB adopted a statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002) in September 2009. The Permit was subsequently amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ. Every construction project that disturbs one or more acres of land surface or that are part of a common plan of development or sale that disturbs more than one acre of land surface would require coverage under the Construction General Permit. Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation. The proposed project would be required to implement the construction permit requirements.

To obtain coverage under the Construction General Permit, the landowner or other applicable entity must file Permit Registration Documents (PRDs) prior to the commencement of construction activity, which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other documents required by the Construction General Permit.

The Construction General Permit requires specific minimum Best Management Practices (BMPs), depending upon the project sediment risk (Risk Level 1 through 3). Risk Level 1 projects are subject to minimum BMP and visual monitoring requirements; Risk Level 2 projects are subject to numeric actions levels (NALs) and some additional monitoring requirements; and Risk Level 3 projects are subject to numeric effluent limitations (NELs) (only for Active Treatment Systems) and more rigorous monitoring requirements, such as receiving water monitoring and, in some cases, bioassessment. The risk is a calculated value that is determined

[27] Diffuse sources originate over a wide area rather than from a definable point. Stormwater runoff is a diffuse source pollution regulated under the NPDES program because it is discharged at a discrete location through a conveyance system.

when the SWPPP is prepared. The SWPPP will identify the appropriate risk level and related BMPs and other requirements. The results of monitoring and corrective actions, if any, must be reported annually to the SWRCB. This permit also specifies minimum qualifications for SWPPP developers and construction site inspectors. All BMPs include a description of the action that must be taken to protect water quality, a schedule, details regarding maintenance and inspection, and the individual(s) or entity that are responsible for implementation of the measure.

Post-Construction

The applicable post-construction storm water quality regulation for Lincoln City is the Phase II Small Municipal Separate Storm Sewer System (MS4) Program.[28] It applies to smaller jurisdictions (under 100,000 people) such as the City of Lincoln, and establishes six minimum requirements: public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, new development and redevelopment, and municipal operations. Some typical types of outreach may include a storm water hotline, website, storm drain stenciling, and other programs. Public meetings and presentations, volunteer water quality monitoring groups, and community cleanup days are some of the elements of the public involvement component.

The most recent Phase II Small MS4 General Permit (WQ Order No. 2013-0001 DWQ) covers Phase II Permittees statewide. It was adopted on February 5, 2013 and became effective on July 1, 2013. The goal of the MS4 NPDES permits is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" (MEP)[29] through the use of best management practices (BMPs). The City of Lincoln, and thus, the proposed project would be subject to the requirements of the Phase II MS4 NPDES permit. The City implements the Phase II MS4 requirements through a Storm Water Management Plan (SWMP) and ordinances, which are described below under the heading Local.

Central Valley Flood Protection Board

The CVFPB works in close partnership with local agencies, DWR, and USACE to reduce the risk of catastrophic flooding in California's Central Valley. The geographic extent of CVFPB jurisdiction includes the Central Valley and all tributaries and distributaries of the Sacramento and San Joaquin Rivers and the Tulare and Buena Vista basins. Under California law, any modification to the federal/State flood control system, encroachment, or project on or near the Sacramento and San Joaquin Rivers or their tributaries must be approved by the CVFPB. The CVFPB and its staff make sure that there are no negative hydraulic, geotechnical, or other structural impacts associated with the approved alterations, encroachments, or projects. Title 23, Waters, Division 1, Central Valley Flood Protection Board, of the California Code of Regulations

[28] Water Quality Order No. 2013-0001-DWQ, NPDES General Permit No. CAS000004.

[29] BMPs are intended to reduce impacts to the Maximum Extent Practicable (MEP), a general standard created by Congress to allow regulators the flexibility necessary to tailor programs to the site-specific nature of municipal stormwater discharges. Regulations do not define a single MEP standard, but reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed.

(CCR) contain the regulations enforced by the CVFPB.[30] Within the Plan Area, Auburn Ravine is within CVFPB jurisdiction, while Markham Ravine is not.

Central Valley Flood Management Program

The Central Valley Flood Management Planning (CVFMP) Program was launched by DWR in 2008 to guide, manage, and implement integrated flood management actions for the Sacramento and San Joaquin valleys as required by Senate Bill (SB) 5, which was passed in 2007 (California Water Code Sections 9600 to 9651). Currently, the CVFMP is supporting the planning and coordination of major implementation actions of the 2012 Central Valley Flood Protection Plan (CVFPP), including State-led Basin-wide Feasibility Studies (BWFS), locally-led Regional Flood Management Planning, and the Central Valley Flood System Conservation Strategy. Each of these planning efforts will be incorporated into the next update of the CVFPP, which is scheduled for 2017. Implementation of CVFPP actions have already begun and will be expanded after the 2017 Plan is updated.

The passage of SB 5 effectively set a higher flood protection threshold for urban areas by requiring a minimum of 200-year protection by 2025.[31] The City must have a plan in place to achieve 200-year protection by July 2016. Beginning in July 2016, the City must also make an Urban Level of Flood Protection finding (ULOP finding) on projects when conditions outlined in the Urban Level of Flood Protection Criteria document are met.[32] The term urban level of flood protection is defined in California Government Code Section 65007(n):

> "Urban level of flood protection" means the level of protection that is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year using criteria consistent with, or developed by, the Department of Water Resources. "Urban level of flood protection" shall not mean shallow flooding or flooding from local drainage that meets the criteria of the national Federal Emergency Management Agency standard of flood protection.

DWR developed the Urban Level of Flood Protection Criteria. For affected land use decisions, cities and counties in specific locations within the Sacramento and San Joaquin river basins need to make a finding related to an urban level of flood protection based on substantial evidence in the record.

Affected Land Use Decisions

The Urban Level of Flood Protection Criteria was created to fulfill the requirements outlined in the 2007 California Flood Legislation and amended subsequently by California Government Code Section 65007(n). The first criteria to determine whether the City must make a finding related to an urban level of flood protection is whether the decision is an "affected land use

30 California Code of Regulations. Title, 23, Waters, Division 1, Central Valley Flood Protection Board.

31 California Water Code. Central Valley Flood Protection, Section 9600 – 9651.

32 California Department of Water Resources, 2013. Urban Level of Flood Protection Criteria. November 2013.

decision" (California Government Code Sections 65865.5, 65962, and 66474.5). The Affected Land Use Decisions criteria state that:

> DCN: Cities and counties shall make a finding related to an urban level of flood protection or the national FEMA standard of flood protection for any of the following pending land use decisions when located in the applicable geographic areas:
>
> - Entering into a Development Agreement for all types of property development. *This criterion applies to the proposed project.*
> - Approving a discretionary permit or other discretionary entitlement for all development projects. *This criterion applies to the proposed project.*
> - Approving a ministerial permit for all projects that would result in construction of a new residence. *This criterion applies to the proposed project.*
> - Approving a tentative map consistent with the Subdivision Map Act for all subdivisions. *This criterion applies to the proposed project.*
> - Approving a Parcel Map for which a tentative map is not required consistent with the Subdivision Map Act for all subdivisions. *This criterion applies to the proposed project.*

Applicable Location

The second set of criteria, Applicable Location, is used to determine whether a project site is located in an applicable geographic area and, therefore, subject to either the urban level of flood protection or national FEMA standard of flood protection requirements. The Applicable Location criteria state that:

> LOC-1: A property, development project, or subdivision located in the following geographic areas is subject to the requirement of making a finding related to an urban level of flood protection when <u>all</u> the following conditions apply:
>
> - It is located within an urban area that is a developed area, as defined by Code of Federal Regulations Title 44, Section 59.1, with 10,000 residents or more, or an urbanizing area that is a developed area that is planned or anticipated to have 10,000 residents or more within the next 10 years. *This criterion applies to the proposed project.*
> - It is located within a flood hazard zone that is mapped as either a special hazard area or an area of moderate hazard on FEMA's official (i.e., effective) Flood Insurance Rate Map (FIRM) for the NFIP. *This criterion applies to the proposed project.*
> - It is located within the Sacramento-San Joaquin Valley. *This criterion applies to the proposed project.*
> - It is located within an area with a potential flood depth above 3.0 feet from sources of flooding other than localized conditions that may occur anywhere in a community, such as localized rainfall, water from stormwater and drainage problems, and water from temporary water and wastewater distribution system failure.

*This criterion does not apply to the proposed project. The 200-year floodplain was mapped as part of the project design process and is shown on **Figure 3.10-4**, 200-year Floodplain Boundary. As shown in Figure 3.10-4, a portion of the 200-year floodplain of Markham Ravine extends into an area proposed for Village Medium Density Residential uses, and a portion of the Auburn Ravine 200-year floodplain extends into an area proposed for Village County Residential uses. The maximum calculated flood depth in both of these areas is less than one foot. The proposed project would include the placement of fill to elevate the area where the Village Medium Density Residential uses and 200-year floodplain of Markham Ravine overlap as well as modifications to the Markham Ravine channel to increase conveyance capacity. Within the mapped 200-year floodplain, but outside of the proposed project footprint, approximately 70 percent of the Markham Ravine floodplain has a depth of 3.0 feet or greater, and approximately 25 percent of the Auburn Ravine has a depth of 3.0 feet or greater.*

- It is located within a watershed with a contributing area of more than 10 square miles. *This criterion applies to the proposed project.*

As one of the LOC-1 criteria does not apply to the proposed project, a ULOP finding would not need to be made. The remainder of the criteria is listed below for the reader's information, but does not apply as discussed below.

LOC-2: A property, development project, or subdivision located in the applicable geographic areas is subject to the requirement of making a finding related to the national FEMA standard of flood protection when all the following conditions apply:

- It is located outside of an urban area or urbanizing area. *This criterion does not apply to the proposed project.*
- It is located within a flood hazard zone that is mapped as either a special hazard area or an area of moderate hazard on FEMA's official (i.e., effective) FIRM for the NFIP. *This criterion applies to the proposed project.*
- It is located within the Sacramento-San Joaquin Valley. *This criterion applies to the proposed project.*

Because the City of Lincoln is an urban area and will comply with the LOC-1 criteria, the City need not make a finding related to the national FEMA standard of flood protection. Additionally, the City of Lincoln does not intend to allow any development within the floodplain.

Local

City of Lincoln Stormwater Management Plan

Discharges of urban runoff in Lincoln are regulated under NPDES Phase II regulations applicable to smaller dischargers. The City developed an SWMP describing the City's program, which is based on the City of Sacramento's Stormwater Quality Guidance Manual. Ordinance No. 826B (adopted October 23, 2007) added Chapter 8.60 to the City's Municipal Code, implementing the SWMP requirements.

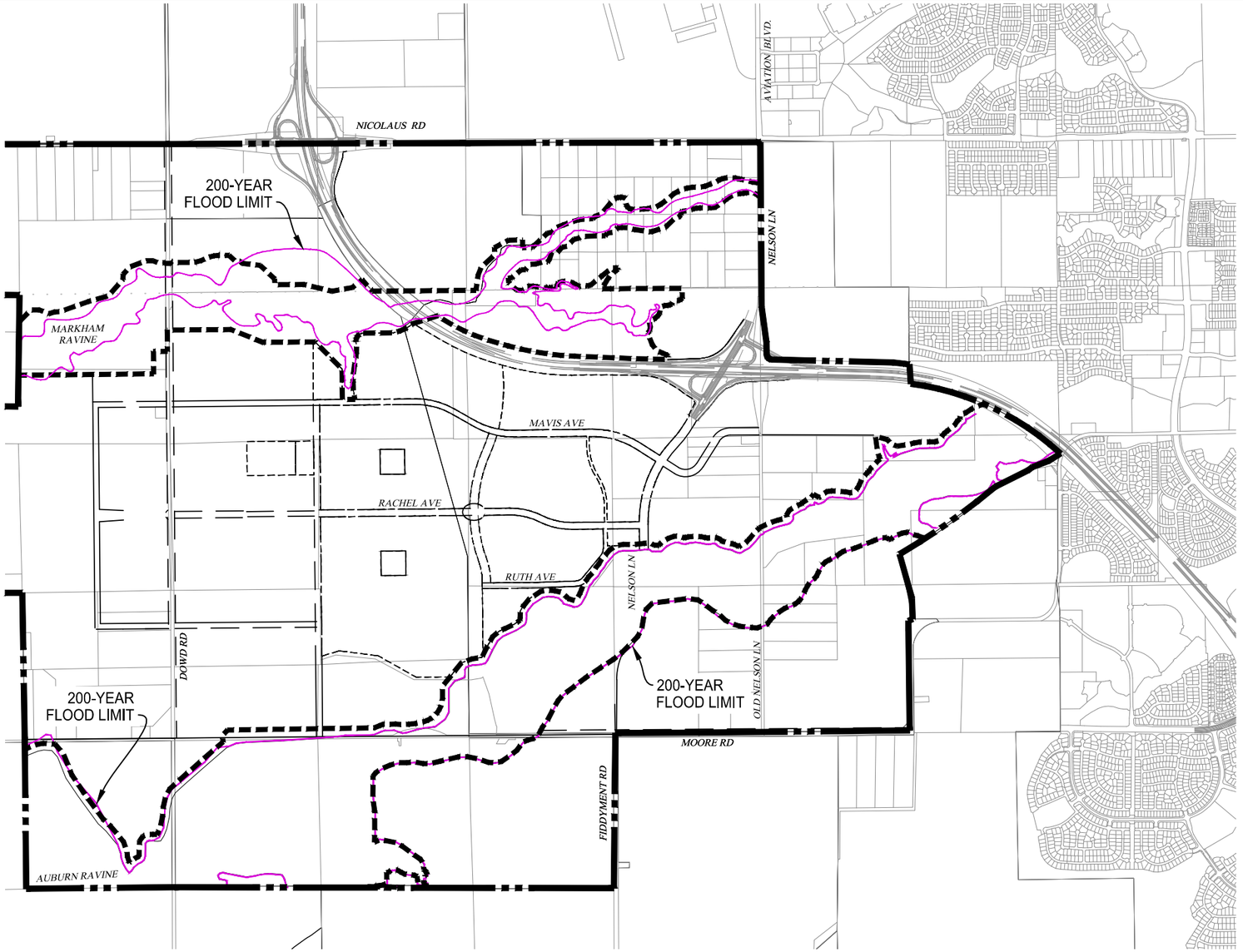
LEGEND

200 YEAR FLOOD LIMIT

LIMIT OF PLANNED DEVELOPABLE AREAS ABUTTING RAVINES

NOTES:

1. 200-YEAR FLOODPLAIN LIMITS FOR AUBURN RAVINE IS BASED ON HEC-RAS MODEL RECEIVED FROM CIVIL SOLUTIONS IN JULY 2013.
2. 200-YEAR FLOODPLAIN LIMITS FOR MARKHAM RAVINE IS BASED ON HEC-RAS MODEL DEBELOPED BY CEC, JULY, 2015.



2000 0 1000 2000

SCALE: 1" = 2000'

SOURCE: Cunningham Engineering, 2015

Lincoln Village 5 EIR . 130368

Figure 3.10-4

200-year Floodplain

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City of Lincoln Design Criteria and Procedures Manual

Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual (City of Lincoln Design Manual) defines acceptable drainage analysis and design criteria for development in the City of Lincoln. Any aspects of drainage analysis and design not covered in the City of Lincoln Design Manual must conform to the Placer County Flood Control and Water Conservation District's Stormwater Management Manual and good engineering practice.[33]

The City of Lincoln Design Manual calls for storm drains to be designed for the 10-year storm event. Additionally, it contains criteria for allowable street encroachments by surface runoff during various storm events, including the 10-year and 100-year storms. Specifically, the encroachment standards call for the traveled way to be dry for collectors and arterials in the 10-year storm. For the 100-year storm, the standards call for the center 12 feet of collectors to be clear of storm water, and for the center travel lanes of arterials to be clear. The standards also call for storm water to be contained within the right-of-way, subject to a maximum depth of six inches over sidewalk or curb in the 100-year event.

City of Lincoln Municipal Code

Post-Construction Storm Water Runoff Ordinance

This ordinance applies to all subdivision plans, which would include the proposed project. Section 8.60.400 (Design Standards) requires the City approve a site-specific SWMP that indicates how the design standards identified in Section 8.60.400(B)-(W) will be achieved. The plan must illustrate sufficient engineering analysis to show that the proposed storm water management measures are capable of controlling runoff from the site in compliance with a method deemed acceptable by the City. Among the many measures that are required, the applicant must demonstrate to the satisfaction of the City that: post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate for projects where the increased peak storm water discharge rate would result in increased potential for downstream erosion; development is designed in a manner that minimized to the maximum extent practicable the discharge of pollutants and non-stormwater discharges; development considers both treatment control and source control (with treatment control and design approved by the City); treatment facilities based on volume design are sized using the 85th percentile capture ratio volume or another method approved by the City; a Maintenance Plan must be submitted with the management plan that identifies long-term maintenance and operation to ensure effectiveness of the controls; and certification of the treatment facilities by a professional engineer upon completion of construction. Currently, Section 8.60.160, Development of a storm water design manual, of the City of Lincoln Municipal Code states that, "The city of Lincoln may furnish additional policy, criteria and information including specifications and standards, for the proper implementation of the requirements of this chapter and may provide such information in the form of a storm water design manual." The City has not developed a design manual to support the

[33] City of Lincoln, 2004. Design Criteria and Procedures Manual. June 2004.

development of site-specific SWMPs or maintenance plans, but intends to adopt the West Placer Stormwater Quality Design Manual (Design Manual). [34] The joint effort to prepare the Design Manual and approve it is anticipated to be completed by the end of 2016. The Design Manual outlines planning tools and requirements to reduce urban runoff pollution to the maximum extent practicable from new development and redevelopment projects. Following the Design Manual during development of site-specific storm water is not a requirement, but may be useful. The V5SP has been designed to comply with the Design Manual.

In addition, Implementation Measure 3.0 of the adopted Public Facilities and Services Element of the 2050 General Plan (Table 6-1) requires the City to incorporate low impact development (LID) alternatives for storm water quality control into development requirements. LID alternatives may include, but are not limited to, the following: (1) conserving natural areas and reducing imperviousness; (2) runoff storage, (3) hydromodification to mimic pre-development runoff volume and flow rate); and (4) public education.

Landscaping Regulations

Municipal Code Chapter 15.28 (Landscaping Regulations) includes requirements for landscape maintenance and water conservation, which would reduce the potential for pollution from landscape overspray and over-irrigation.

Placer County Flood Control and Water Conservation District

The Placer County Flood Control and Water Conservation District (PCFCWCD) was formed by SB 1312, effective August 23, 1984. In 1990, it developed the PCSWMM that presents policies, guidelines, and specific criteria for the development and management of facilities and infrastructure for storm water management, in addition to other natural resource management issues. The manual was revised in 1992, 1994, and in 1997. The following PCSWMM policies are considered in the analysis in this section:[35]

VI. Drainage Systems

VI.B.2 **Design storms.** All new development shall be planned and designed so that no damages occur to structures or improvements during the 100-year event and no inundation of private property occurs during the 10-year event.

VI.B.2.a **Local Drainage.** The 10-year event is the minimum design storm for new developments in all drainages, and all dedicated drainage facilities will be designed for this event.

VII. Storage Facilities

VII.C.3 **Avoiding Detrimental Effects.** No storage facility shall worsen conditions downstream. Any storage facility, especially a detention basin, has the potential for creating worse conditions downstream by altering the timing of peak flows in the stream and its tributaries. In order to avoid detrimental effects, the following alternative measures are suggested.

[34] Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Roseville, and Sacramento and Sacramento County, 2007. Stormwater Quality Design Manual for the Sacramento and South Placer Regions. May 2007.

[35] Placer County Flood Control and Water Conservation District. Stormwater Management Manual. September 1, 1990, with revisions through October 1997.

A hydrologic study of the watershed in which the basin would be sited. The downstream limit of the study would be the point beyond which changes in peak flows would not be measurable. Where they exist, watershed models supported by the local jurisdiction or the District should be used.

Construction of storage basins which limit outflows to the 2-year pre-development peak flow rate.

Construction of in-stream detention basins which result in reasonably the same outflow hydrographs as previously existed for the 2-, 10-, 25-, and 100-year events.

VII.D.1.a **Uncertainty in Pre-Development Flows.** When storage is to be used to mitigate downstream impacts due to increased flows generated by development of a site, the objective flow shall be taken as the estimated pre-development peak flow rate less 10% of the difference between the estimated pre-development and post-development peak flow rates from the site for all standard design storms ranging in frequency from the 2-year and up to and including 100-year. In no case, however, shall the objective flow be less than 90 percent of the estimated pre-development flow. Figure 7-1 [page VII-4 in the SWMM] presents this criterion graphically.

II. Goals and Policies

II.C.1.a **Design Criteria.** Storm drainage planning and design in western Placer County shall adhere to the criteria presented in this manual. However, none of the criteria or guidelines are intended to substitute for the sound application of fundamental engineering or scientific principles or to conflict with stated goals and policies.

City of Lincoln 2050 General Plan

The following goals and policies from the 2050 General Plan are relevant to hydrology, drainage, and water quality.

Goal OSC-4 To preserve and enhance local streams, creeks, and aquifers.

Policies

OSC-4.3 **Protect Surface Water and Groundwater.** The City shall ensure that new development projects do not degrade surface water and groundwater.

OSC-4.4 **Protection and Management of Flood Plains.** The City shall encourage the protection of 100 year floodplains and where appropriate, obtain public easements for purposes of flood protection, public safety, wildlife preservation, groundwater recharge, access and recreation.

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

OSC-4.6 **Best Management Practices.** 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 (SWPP) during construction activities for any improvement projects, new development and redevelopment projects for reducing pollutants to the maximum extent practicable.

Goal HS-6 To minimize the risk of life and property of the City's residents from flood hazards.

Policies

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

HS-6.4 **New Residential Construction.** The City shall require new residential construction to have its lowest habitable floor elevated above the base flood level elevation, determined by FEMA standards.

HS-6.5 **Stream Channels.** The City shall prohibit development along stream channels that would reduce the stream capacity, increase erosion, or cause deterioration of the channel.

Goal PFS-4 To ensure provision and sizing of adequate storm drainage facilities to accommodate existing and planned development.

Policies

PFS-4.1 **Adequate Storm Drainage Facilities.** The city will provide adequate storm drainage facilities with sufficient capacity to protect the public and private property from stormwater 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.)

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

PFS-4.6 **Pre-Project Conditions.** 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 percent 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.

PFS-4.7 **Stormwater Runoff.** The City shall require new development to provide stormwater-retention sufficient for the incremental runoff from an eight-day 100 year storm.

PFS-4.8 **Discharge of Urban Pollutants.** 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.

PFS-4.9 **100-year Floodplain.** The city will discourage development or major fill or structural improvements (except for flood control purposes) within the 100-year floodplain as regulated by FEMA. Requests for fill and improvements within the floodplain may be approved by the City based upon a detailed hydraulic volumetric analysis prepared to evaluate impacts and provide for any mitigation measures to be provided as a part of the development to the satisfaction of the City Engineer/Public Works Director. Recreational activities that do not conflict with habitat uses may be permitted within the floodplain.

PFS-4.10 **Erosion Control Measures.** The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.

PFS-4.11 **Stormwater Management Manual.** 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.

The relationship of these 2050 General Plan policies to the V5SP is included in Chapter 5, General Plan Consistency.

3.10.3 Analysis, Impacts, and Mitigation

Significance Criteria

Consistent with Appendix G of the CEQA Guidelines, the proposed project would result in a significant effect if it would:

(1) Violate any water quality standards or waste discharge requirements;

(2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

(3) 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;

(4) 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;

(5) Create or contribute runoff water which would provide substantial additional sources of polluted runoff;

(6) Otherwise substantially degrade water quality;

(7) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or within a 200-year floodplain;

(8) Place within a 100-year flood hazard area or 200-year floodplain structures which would impede or redirect flood flows;

(9) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

(10) Result in inundation by seiche, tsunami, or mudflow.

Methodology and Assumptions

The following impact analyses are qualitative and quantitative based on existing hydrologic and water quality information. The analysis assumes that all aspects of the proposed project would comply with all applicable laws, regulations, design standards, and plans. Impacts on water quality were evaluated by considering the type of pollutants the project would generate during construction and operation and whether meeting the requirements of applicable regulations would reduce potential impacts to a less-than-significant level. On-site drainage impacts were evaluated using information provided in the Drainage System and Flood Control Analysis for V5SP. Potential impacts related to flooding were analyzed by comparing the 100-year floodplain boundary as defined by FEMA with the location of the Plan Area and proposed land uses within

the portion of the Plan Area that is within the 100-year and 200-year floodplains. Additionally, the impact analysis considered the design of the proposed storm water system, contained in the Village 5 Specific Plan Stormwater Master Plan. Storm water flows were estimated via numerical storm water modeling for 2-year, 10-year, and 100-year design events, including peak stream flows in Markham Ravine and Auburn Ravine. The V5SP hydrologic analysis was performed using the HEC-HMS computer model, and was based upon the City's regional hydrologic models. (See the Stormwater Master Plan in Appendix F of the V5SP for storm water modeling details.) Impacts were assessed by comparing existing to anticipated peak flow rates, and comparing any potential increases to the identified thresholds. The analysis of impacts to groundwater considers how development of the project site would influence groundwater recharge based on increases in impervious surfaces, existing on-site soil types, locations where groundwater recharge currently occurs, and the existing and projected condition of the groundwater basin.

An analysis of the availability of groundwater supplies to help meet project water demand was evaluated in a Water Supply Assessment and is discussed in 3.16, Utilities and Infrastructure. Therefore, the portion of significance criterion (2) related to depletion of groundwater supply is addressed there as well.

There are no dams in the Auburn Ravine and Markham Ravine watersheds upstream of the Plan Area. No levees exist within the vicinity of the Plan Area. As such, significance criterion (9) is not addressed further.

The Plan Area is not located near a lake, ocean, or volcano. The site does not contain and is not located near any slopes where landslides or mudflows would occur. Therefore, impacts under significance criterion (10) are not analyzed below.

Impacts and Mitigation Measures

Impact 3.10-1: Implementation of the proposed project could violate water quality standards or waste discharge requirements.

Full Specific Plan

Construction

The delivery, handling, and storage of construction materials and wastes, as well as the use of construction equipment, could result in storm water contamination that could degrade water quality and result in the violation of a water quality standard. Spills or leaks from heavy equipment and machinery can result in oil and grease contamination, and some hydrocarbon compound pollution associated with oil and grease can be toxic to aquatic organisms at low concentrations. Staging areas or building sites can also be the source of pollution because of the use of paints, solvents, cleaning agents, and metals during construction. Impacts associated with metals in storm water include toxicity to aquatic organisms, such as bioaccumulation, and the potential contamination of drinking supplies. Pesticide use (including herbicides and fungicides)

during site preparation work (as opposed to pesticide use for landscaping) is another potential source of storm water contamination. Pesticide impacts to water quality include toxicity to aquatic species and bioaccumulation in larger species. Larger pollutants, such as trash, debris, and organic matter, are additional pollutants that could be associated with construction activities. Potential impacts include human health hazards and aquatic ecosystem damage.

Construction of the proposed project would require compliance with and coverage under the Construction General Permit. The Construction General Permit requires that specific minimum water quality BMPs be identified in a SWPPP. These BMPs typically include measures that require good site management, or "good housekeeping" for construction materials, appropriate waste management, dedicated areas for vehicle storage and maintenance, as well as measures to control air deposition from dust creation. Additional specific minimum BMPs are required for non-stormwater management, erosion control, sediment control, run-on and run-off control, and a construction site monitoring program. BMPs related to erosion and sediment control are discussed further in Section 3.8, Geology, Soils, and Seismicity. The in-water work associated with construction of the bridges would additionally be required to adhere to water quality requirements as part of the CWA Sections 404 and 401.

As described above under Regulatory Setting - the goal of the NPDES storm water regulations is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. Construction activities in California are regulated under the NPDES through compliance with the Construction General Permit. Compliance with Construction General Permit requirements would protect water quality during project construction. However, detail regarding the specific BMPs are unknown at this time; thus, the impact is considered **potentially significant**.

Operation

Development of the proposed project would result in the conversion of agricultural and rural residential land to urban uses including low-, medium-, and high-density residential, new rural residential, commercial, office, mixed use, open space, parks, schools, public and quasi-public uses, an agricultural preserve, roadways, and parking lots. These new land uses would result in new storm water pollutants being introduced to the Plan Area. Pollutants associated with the operational phase of the proposed project include nutrients, oil and grease, metals, organics, pesticides, sediment, pathogens, and trash and other debris. Nutrients that could be present in post-construction storm water include nitrogen and phosphorous resulting from fertilizers applied to landscaping and atmospheric deposition. Excess nutrients can affect water quality by promoting excessive and/or a rapid growth of aquatic vegetation, which reduces water clarity and results in oxygen depletion. Pesticides, which are toxic to aquatic organisms and can bioaccumulate in larger species such as birds and fish, can also enter storm water after application on landscaped areas of the proposed project. Oil and grease can enter storm water from vehicle leaks, traffic, and maintenance activities. Metals may enter storm water as surfaces corrode, decay, or leach. Clippings associated with landscape maintenance and street litter may be carried

into storm drains. Pathogens (from sanitary sewer overflows, spills and leaks from portable toilets, pets, wildlife, and human activities) can affect water contact recreation and non-contact water recreation.

Development of the proposed project could also increase the amount of polluted non-stormwater runoff (e.g., car wash water, other wash water, landscape irrigation runoff). This non-stormwater runoff could flow down sidewalks, parking areas, and streets, and pick up additional pollutants deposited on these impervious surfaces prior to discharge into the storm drain system and surface waters. Municipal Code Chapter 15.28 (Landscaping Regulations) includes requirements for landscape maintenance and water conservation, which would reduce the potential for pollution from landscape overspray and over-irrigation. However, the proposed project would still increase the potential for polluted non-stormwater runoff to surface waters.

There is the potential that urban runoff from the proposed project could contain levels of pollutants that could adversely affect water quality in Auburn and Markham ravines by increasing sediment loads or increasing the types or concentrations of chemical pollutants in storm water and non-stormwater runoff. Similarly, because Auburn and Markham ravines are a source of groundwater recharge in the Plan Area, contaminants could migrate to groundwater, thereby affecting groundwater quality.

As described above under Regulatory Setting, the City implements the Phase II MS4 requirements through a SWMP and the Post-Construction Stormwater Runoff Ordinance, and the proposed project would be required to implement post-construction storm water quality improvements. Although a Drainage and Flood Control Analysis has been prepared, the Drainage Master Plan for the Plan Area, which would include detailed design of storm water quality improvements specific to the Plan Area, has not been prepared. The Drainage Master Plan is the site-specific SWMP that is required under Section 8.60.40 of the Lincoln Municipal Code. The Proposed Drainage System is described and shown in figures in the proposed Specific Plan and includes some information on storm water quality features that would be incorporated into the drainage design. The Proposed Drainage System would include storm water quality design elements that are a combination of LID measures and standard treatment control BMPs based on the principles of incorporating at-source drainage management features, reducing new impervious areas, and disconnecting impervious surfaces with pervious areas. At-source management entails integration of small-scale distributed drainage management features. The Proposed Drainage System would include storm water planters at periodic intervals (500 feet, typically) along the parkway strips of proposed collector and arterial street sections. New impervious areas would be reduced with compact building footprints, alternative driveway layouts and/or materials, narrower roadway cross-sections, pervious pavement, and efficient parking layouts. Disconnection of new impervious areas would be accomplished through judicious site design that seeks to place pervious areas downstream of impervious surfaces with site grading/landscaping designs that provide for sheet flow from the impervious to pervious areas. Chapter 7, Public Utilities, of the proposed Specific Plan states that the planned BMPs “will include, but not be limited to,

vegetated swales, selective use of pervious pavements, and storm water planters/rain gardens. In addition, detention ponds will incorporate a water quality component to supplement the planned upland BMP installations."

Detailed design of storm water quality elements would be developed for Areas B through J as the Specific Plan is built out (Area A is addressed below). The Drainage Master Plans for Areas B through J, including the details of the design, function, and placement of storm water quality features would be subject to the City's design review process where compliance with the SWMP and local ordinances is verified. As described above, the applicant must demonstrate to the satisfaction of the City that: post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate for projects where the increased peak storm water discharge rate will result in increased potential for downstream erosion; development is designed in a manner that minimized to the maximum extent practicable the discharge of pollutants and non-stormwater discharges; development considers both treatment control and source control (with treatment control and design approved by the City); treatment facilities based on volume design are sized using the 85th percentile capture ratio volume or another method approved by the City; a Maintenance Plan must be submitted with the management plan that identifies long-term maintenance and operation to ensure effectiveness of the controls; and certification of the treatment facilities by a professional engineer upon completion of construction. Additionally, the requirements under Municipal Code Chapter 15.28 (Landscaping Regulations) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, PFS-4.8, PFS-4.10 would inform the City review of Drainage Master Plans for Areas B through J.

As described above under Regulatory Setting - the goal of the NPDES storm water regulations is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. Compliance with City of Lincoln Post-Construction Stormwater Runoff Ordinance requirements along with Municipal Code Chapter 15.28 (Landscaping Regulations) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, HS-6.5, PFS-4.8, PFS-4.10 would protect water quality during project operation. However, because the Drainage Master Plan has not been prepared, and details regarding the specific BMPs and storm water quality design features are unknown at this time, the impact is considered **potentially significant**.

Area A

Construction

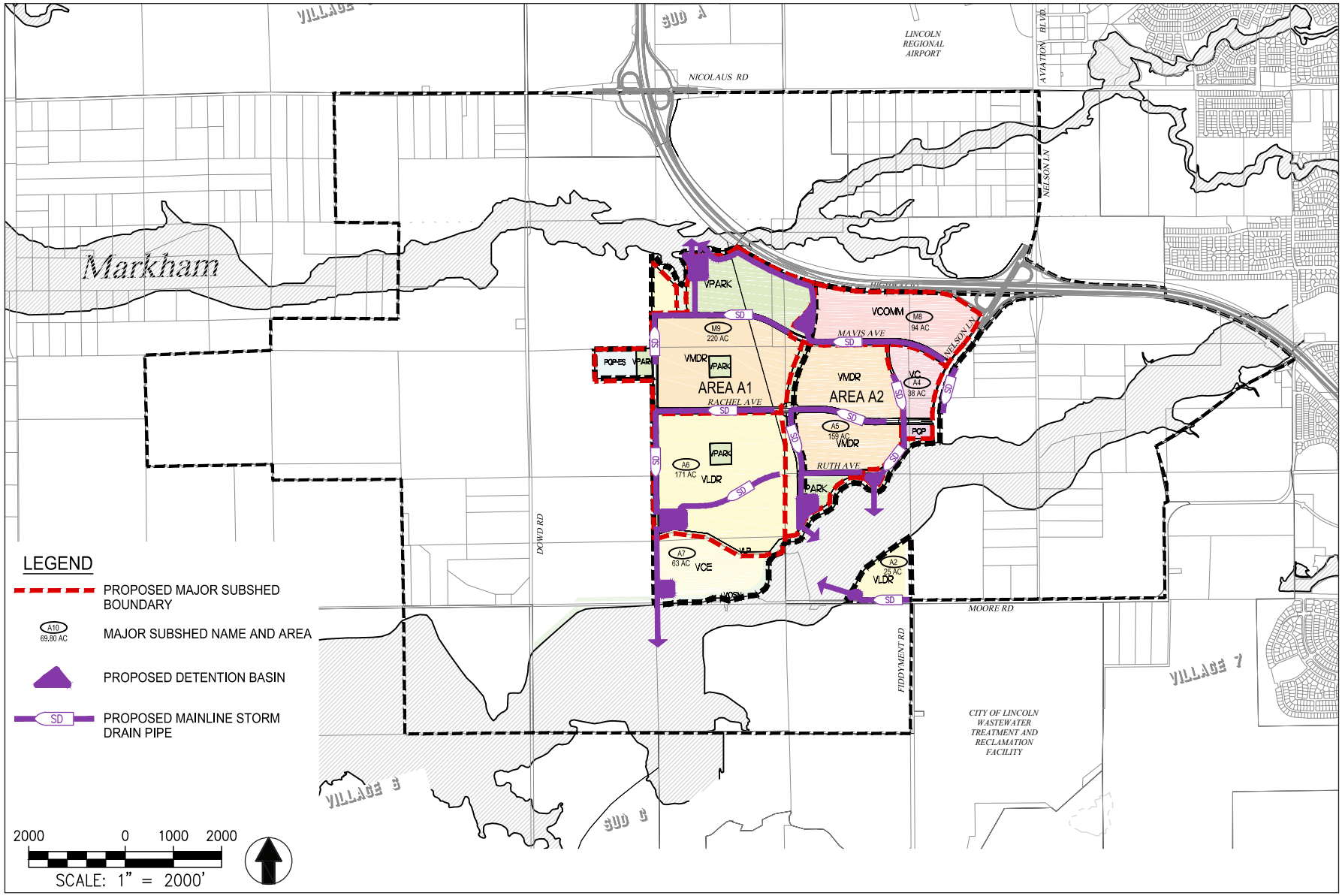
The description of pollutants that would be associated with construction activities during buildout of the full Specific Plan also applies to construction activities within Area A. Construction activities in Area A would also be subject to requirements of the Construction General Permit. To comply with the Construction General Permit, a SWPPP that includes BMPs specific to Area A would be prepared and implemented by qualified professionals. Specific BMPs for Area A have not yet been developed. The example measures provided in the analysis of construction activities during buildout of the full Specific Plan apply to Area A as well. The in-water work associated

with construction of the bridges would additionally be required to adhere to water quality requirements as part of the CWA Sections 404 and 401. As described above under Regulatory Setting - the goal of the NPDES storm water regulations is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. Construction activities in California are regulated under the NPDES through compliance with the Construction General Permit. Compliance with Construction General Permit requirements during construction of Area A would protect water quality during project construction. However, because details regarding the specific BMPs are unknown at this time, the impact is considered **potentially significant**.

Operation

Proposed land uses within Area A include an elementary school, various parks (including a Regional Soccer Complex), residential (e.g., Village Medium Density Residential, Village Low Density Residential,), and commercial (e.g., Village Commercial, Public/Quasi-Public, and Village Center). The proposed drainage system for Area A is shown in **Figure 3.10-5**, Proposed Drainage System - Area A. As shown in Figure 3.10-5, the Area A site abuts and would discharge to both Markham Ravine and Auburn Ravine. These proposed land uses would result in new storm water and new urban storm water pollutants being introduced to the Area A site. Pollutants associated with the operational phase of Area A would include nutrients from fertilizers, oil and grease, metals, organics, pesticides, sediment, pathogens, and trash and other debris. The sources of the pollutants within Area A would be the same as those described above under the analysis of operation of the full Specific Plan. There is the potential that urban runoff from Area A could contain levels of pollutants that could adversely affect water quality in Auburn and Markham ravines by increasing sediment loads or increasing the types or concentrations of chemical pollutants in storm water and non-stormwater runoff. Similarly, because Auburn and Markham ravines are a source of groundwater recharge in the project area, contaminants could migrate to groundwater, thereby affecting groundwater quality.

As described above under Regulatory Setting, the City implements the Phase II MS4 requirements through a SWMP and the Post-Construction Stormwater Runoff Ordinance, and the proposed project would be required to implement post-construction storm water quality improvements. Chapter 7, Public Utilities, of the proposed Specific Plan states that the planned BMPs "will include, but not be limited to, vegetated swales, selective use of pervious pavements, and storm water planters/rain gardens. In addition, detention ponds will incorporate a water quality component to supplement the planned upland BMP installations." The Preliminary Drainage Plan for Area A, shown in Figure 3.10-5, includes proposed detention basins within Area A. Two proposed detention basins would discharge to Markham Ravine, and the remaining would discharge to Auburn Ravine. A Drainage Master Plan, the site-specific SWMP that is required under Section 8.60.400 of the Lincoln Municipal Code, would be prepared for Area A. The Drainage Master Plan for Area A, including the details of the design, function, and placement of storm water quality features would be subject to the City's design review process where compliance with the SWMP and local ordinances is verified. As described above, the applicant



SOURCE: C nning a Engineering, 2016

Lincoln Village 5 EIR . 130368

Figure .1 -
Proposed rainage Syste Area A

must demonstrate to the satisfaction of the City that: post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate for projects where the increased peak storm water discharge rate will result in increased potential for downstream erosion; development is designed in a manner that minimized to the maximum extent practicable the discharge of pollutants and non-stormwater discharges; development considers both treatment control and source control (with treatment control and design approved by the City); treatment facilities based on volume design are sized using the 85th percentile capture ratio volume or another method approved by the City; a Maintenance Plan must be submitted with the management plan that identifies long-term maintenance and operation to ensure effectiveness of the controls; and certification of the treatment facilities by a professional engineer upon completion of construction. Additionally, the requirements under Municipal Code Chapter 15.28 (Landscaping Regulations) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, PFS-4.8, PFS-4.10 would inform the City review of Drainage Master Plans for Areas B through J.

As described above under Regulatory Setting - the goal of the NPDES storm water regulations is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. Compliance with City of Lincoln Post-Construction Stormwater Runoff Ordinance requirements along with Municipal Code Chapter 15.28 (Landscaping Regulations) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, PFS-4.8, PFS-4.10 would protect water quality during project operation. However, as the Drainage Master Plan has not been prepared, and detail regarding the specific BMPs and storm water quality design features are unknown at this time, the impact is considered **potentially significant**.

Mitigation Measures

Mitigation Measure 3.10-1 (a) Storm Water Pollution Prevention Plan – Project Construction (Full Specific Plan and Area A)

Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.

Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.

i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during

construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.

ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.

iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.

iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.

v. Prior to approval of a grading or building permit, the applicant shall cause a the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.

vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.

Mitigation Measure 3.10-1(b) Water Quality BMPs – Project Operation (Full Specific Plan and Area A)

Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below.

i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for storm water quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.

ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.

iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.

iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual[36] *adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) storm water runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.*

[36] Note that the City of Lincoln intends to adopt the West Placer design manual but at the time of this writing has not yet been finalized.

v. *To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.*

vi. *Storm water runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*

Impact Significance After Mitigation: Implementation of these mitigation measures would ensure BMPs specific to the land uses in the proposed project are implemented and are monitored for their effectiveness in reducing urban pollutants in runoff so that Basin Plan objectives and water quality standards are not violated, and to ensure consistency with NPDES Phase II requirements and City ordinances. Further, these mitigation measures would ensure that water quality improvements would be operated and maintained into the future, consistent with local, state and federal requirements. This would reduce potential operational water quality effects from urban runoff to a **less-than-significant** level.

Impact 3.10-2: Construction of the proposed project could substantially deplete groundwater supplies or interfere substantially with groundwater recharge due to increases in impervious surface area, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Full Specific Plan

For a discussion of potential effects of the proposed project on groundwater as relevant to water supply, please refer to Section 3.16, Utilities and Infrastructure.

Construction

Proposed construction activities would not include site dewatering or other forms of groundwater extraction. Soil compaction and placement of equipment and construction materials on the site

during construction may temporarily interfere with groundwater recharge. Temporary soil compaction and placement of construction materials on the site would not be of a sufficient scale to result in a net deficit in aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater recharge during project construction would be **less than significant**.

Operation

Groundwater supply is partly dependent on recharge by percolation of rainwater through permeable surfaces. When impermeable surfaces (e.g., houses and roads) are constructed, groundwater recharge can be reduced. The majority of the Plan Area is planted with rice fields, used for grazing or is rural residential and provides extensive unpaved surfaces; approximately two percent of the total existing Plan Area is covered with impervious surfaces.[37] Proposed surface improvements would result in post-development impervious ground coverage ranging from about 15 percent (rural residential areas) to 90 percent impervious (commercial/business park areas), with an estimated average of 38 percent for the project as a whole. As explained above in the Environmental Setting section, groundwater recharge in the Plan Area occurs primarily along and within the Auburn Ravine and Markham Ravine stream channels and soils within the rest of the Plan Area have low permeability. In the areas where soil permeability is low, infiltration is low as a result, thereby limiting groundwater recharge. While infiltration is limited due to the soils on-site, percolation of water into the soil does occur. As shown in Figure 2-4, Land Use Plan, in Chapter 2, Project Description, the areas along Auburn Ravine and Markham Ravine would include land use types where the majority of the area would remain pervious – Village Rural Residential (85% pervious area), Natural Open Space (98%), Park (98%), Village Low Density Residential (60%), and Village Country Estate (75%). The 21 proposed detention basins along Auburn and Markham ravines (see Figure 2-11, Proposed Drainage Infrastructure) may also allow for some infiltration during large storm event flows because they would be designed to detain water and allow it to infiltrate to the extent that the underlying soils will allow. Increased runoff from the new impervious surfaces would be collected and diverted through the storm drain system and released to Auburn Ravine and Markham Ravine where the vast majority of groundwater recharge within the Plan Area takes place. As groundwater recharge within and along Auburn Ravine and Markham Ravine would not be impeded, impacts on groundwater recharge during project operation would be **less than significant**.

Area A

Construction

Construction activities within Area A would not include site dewatering or other forms of groundwater extraction. Soil compaction and placement of equipment and construction materials on the site during construction may temporarily interfere with groundwater recharge. Construction activities are temporary and Area A is a small area relative to the aquifer.

[37] Cunningham Engineering, 2016. Drainage System and Flood Control Analysis for Village 5 Specific Plan. May 13, 2016.

Temporary soil compaction and placement of construction materials on the Area A site would not be of a sufficient scale to result in a net deficit in aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater recharge during Area A construction would be **less than significant**.

Operation

Groundwater supply is partly dependent on recharge by percolation of rainwater through permeable surfaces. When impermeable surfaces (e.g., houses and roads) are constructed, groundwater recharge can be reduced. Area A is consistent with the rest of the Plan Area – it is in irrigated agriculture, grazing and rural residential and is currently pervious, with approximately two percent of the total area covered with impervious surfaces. As explained above in the Environmental Setting section, groundwater recharge in the Plan Area occurs primarily along and within the Auburn Ravine and Markham Ravine stream channels and soils within the rest of the Plan Area have low permeability. In the areas where soil permeability is low, infiltration is low as a result, thereby limiting groundwater recharge. While infiltration is limited due to the soils on-site, percolation of water into the soil does occur. As shown in Figure 2-4, Land Use Plan, the areas along Auburn Ravine and Markham Ravine would primarily include land use types where the majority of the area would remain pervious – Park (98%), Village Low Density Residential (60%), and Village Country Estate (75%). Village Medium Density Residential is proposed along a portion of Auburn Ravine and would be 50 percent pervious. The seven proposed detention basins within Area A would also allow for infiltration of large storm event flows because they would be designed to retain water and allow it to infiltrate. Increased runoff from the new impervious surfaces would be collected and diverted through the storm drain system and released to Auburn Ravine and Markham Ravine where the vast majority of groundwater recharge within the Plan Area takes place. As groundwater recharge within and along Auburn Ravine and Markham Ravine would not be impeded, impacts on groundwater recharge during operation of Area A would be **less than significant**.

Mitigation Measure

None required.

Impact 3.10-3: Implementation of the proposed 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.

Full Specific Plan and Area A

Construction

The proposed project would include construction activities such as clearing and grubbing, structure demolition, pavement laying, excavation and trenching for foundations and utilities, soil

compaction, cut and fill activities, and grading, all of which would temporarily disturb soils and alter existing drainage patterns. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport from the site. Erosion and sedimentation affects water quality through interference with photosynthesis, oxygen exchange, and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported downstream, which could contribute to degradation of water quality.

As noted in the Construction General Permit, during construction, sediment loads can increase from two to 40,000 times over pre-construction levels (erosion effects). Most of this sediment is delivered to stream channels during large, episodic rain events. This increased sediment load leads to an initial aggradation phase, where stream depths may decrease as sediment fills the channel, leading to a decrease in channel capacity and increase in flooding and overbank deposition (siltation effects).

As described above in Impact 3.10-1, a SWPPP would be prepared in compliance with the NPDES Construction General Permit. The SWPPP must include specific minimum erosion and sediment control BMPs for activities associated with construction. Erosion and sediment controls are the structural and non-structural practices used during the construction process to keep sediment in place (erosion control) and to capture any sediment that is moved, usually by storm water, before it leaves the site (sediment control). The general methods of erosion control include: minimizing disturbed area; phasing construction activities; controlling storm water flowing onto and through the project site; stabilizing soils promptly after disturbance; and protecting slopes. General sediment control methods include: protecting storm drain inlets; establishing perimeter controls; retaining sediment onsite; establishing stabilized construction exits; and inspecting and maintaining controls. The measures that would be most appropriate and most effective for the Plan Area would be determined and included in the SWPPP. The SWPPP must be prepared and implemented by qualified professionals. The Construction General Permit also requires stabilization of disturbed surfaces following construction activities.

In addition, any in water work associated with activities such as bridge construction would be required to adhere to CWA Sections 401 and 404 permit requirements, as applicable, that would include measures to ensure that disturbance to soils and sediments is minimized and contained such that offsite sedimentation does not occur in a substantive manner.

As described above under Regulatory Setting - the goal of the NPDES storm water regulations as well as CWA Sections 401 and 404 requirements is to improve the quality of storm water discharged to receiving waters to the “maximum extent practicable” through the use of BMPs. Construction activities in California are regulated under the NPDES through compliance with the Construction General Permit. Compliance with Construction General Permit and Section 401 and 404 permit requirements during project construction would protect water quality during project

construction. However, as detail regarding the specific BMPs is unknown at this time, the impact is considered **potentially significant**.

Full Specific Plan

Operation

High flow rates and exposed soils scan cause erosion and siltation. Drainage within the Plan Area would be modified through the replacement of the existing agricultural drainage network with the proposed storm drain system shown in Figure 2-11, Proposed Drainage Infrastructure. While the drainage network within the Plan Area would be altered, site runoff would be discharged to the same receiving waters – Auburn Ravine and Markham Ravine, which drain to the North Canal and then to the Natomas Cross Canal. Storm water would be collected in 21 on-site detention basins such that runoff storm events from the 2-year storm up to the 100-year storm[38] would be detained and then discharged to Auburn Ravine and Markham Ravine. The drainage system for the entire Plan Area would be included into a Master Drainage Plan which has not yet been finalized; however a preliminary Drainage System and Flood Control Analysis has been conducted for use in estimating sizing of the drainage system elements.

As described above under Regulatory Setting, the City implements the Phase II MS4 General Permit requirements through a SWMP and the Post-Construction Stormwater Runoff Ordinance. In order to meet these MS4 permit requirements and the City's SWMP, the project would be required to demonstrate to the satisfaction of the City that: post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate for projects where the increased peak storm water discharge rate will result in increased potential for downstream erosion; development is designed in a manner that minimizes to the maximum extent practicable the discharge of pollutants and non-stormwater discharges; development considers both treatment control and source control (with treatment control and design approved by the City); treatment facilities based on volume design are sized using the 85th percentile capture ratio volume or another method approved by the City; a Maintenance Plan must be submitted with the management plan that identifies long-term maintenance and operation to ensure effectiveness of the controls; and certification of the treatment facilities by a professional engineer upon completion of construction. Along with the Post-Construction Stormwater Runoff Ordinance, Section 17.28.330, Lot drainage and erosion control, of Chapter 17.28, Design Standards, of the City of Lincoln Municipal Code requires proper erosion control, including the prevention of sedimentation or damage to off-site property, thereby limiting the potential for on-site upland erosion and off-site siltation. These City of Lincoln Municipal Code requirements would be addressed through a site specific water quality management plan (WQMP) that details how the proposed drainage system improvements would protect water quality through treatment control measures as described and required above by Mitigation Measure 3.10-1b.

[38] The 2-year storm is that which has a 0.02 (2 divided by 100) percent chance of occurring in any given year. Similarly, the 100-year storm is that which has a 1 in 100 chance of occurring in any given year.

The WQMP would include detailed design of storm water quality improvements. The calculations would be refined as the Drainage Master Plan is developed and further details of site development are determined. The proposed drainage system is described and shown in Figure 7-15 of the proposed Specific Plan and includes some information on storm water quality features that would be incorporated into the drainage design. The proposed drainage system includes storm water quality design elements that are a combination of LID measures and standard treatment control BMPs based on the principles of incorporating at-source drainage management features, reducing new impervious areas, and disconnecting impervious surfaces with pervious areas. At-source management entails integration of small-scale distributed drainage management features. Detailed design of storm water quality elements that prevent erosion and siltation would be developed for Areas B through J as the Specific Plan is built out (Area A is addressed below) and would become part of the WQMP. The drainage plans for Areas B through J, including the details of the design, function, and placement of storm water quality features would be subject to the City's design review process where compliance with the City's SWMP and local ordinances is verified.

As described above under Regulatory Setting - the goal of the NPDES storm water regulations is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. Compliance with City of Lincoln Post-Construction Stormwater Runoff Ordinance requirements along with Municipal Code Section 17.28.330 (Lot drainage and erosion control) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, HS-6.5, PFS-4.8, PFS-4.10 would protect water quality during project operation. However, as the Master Drainage nor the site specific WQMP plans have not yet been prepared, and details regarding the specific BMPs and storm water quality design features are unknown at this time, the impact is considered **potentially significant**.

Area A

Operation

Drainage within Area A would be modified through the replacement of the existing agricultural drainage network with the proposed storm drain system shown in Figure 3.10-5. While the drainage network within Area A would be modified, site runoff would be discharged to the same receiving waters – Auburn Ravine and Markham Ravine, which drain to the North Canal and then to the Natomas Cross Canal. The proposed drainage plan includes seven detention basins within Area A. Two proposed detention basins would discharge to Markham Ravine, and the remaining five proposed detention basins would discharge to Auburn Ravine. Runoff from storm events from the 2-year storm up to the 100-year storm would be detained within the basins.

As described above under Regulatory Setting, the City implements the Phase II MS4 requirements through a SWMP and the Post-Construction Stormwater Runoff Ordinance, and the proposed project would be required to implement post-construction storm water quality improvements in accordance with the most recent MS4 requirements for Area A. A site-specific water quality management plan that is required under Section 8.60.400 of the Lincoln Municipal

Code, would be prepared for Area A. The plan would include the details of the design, function, and placement of storm water quality features and would be subject to the City's design review process once City staff has verified compliance with the City's SWMP and local ordinances. The plan would apply to all proposed improvements including linear projects such as pipelines, roads, and bridges as well as structures. As described above, the applicant must demonstrate to the satisfaction of the City that: post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate for projects where the increased peak storm water discharge rate will result in increased potential for downstream erosion; development is designed in a manner that minimized to the maximum extent practicable the discharge of pollutants and non-stormwater discharges; development considers both treatment control and source control (with treatment control and design approved by the City); treatment facilities based on volume design are sized using the 85th percentile capture ratio volume or another method approved by the City; a Maintenance Plan must be submitted with the management plan that identifies long-term maintenance and operation to ensure effectiveness of the controls; and certification of the treatment facilities by a professional engineer upon completion of construction. Additionally, the requirements under Municipal Code Chapter 15.28 (Landscaping Regulations) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, PFS-4.8, PFS-4.10 would inform the City review of Master Drainage Plans for Areas B through J.

As described above under Regulatory Setting - the goal of the NPDES storm water regulations is to improve the quality of storm water discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. Compliance with City of Lincoln Post-Construction Stormwater Runoff Ordinance requirements along with Municipal Code Section 17.28.330 (Lot drainage and erosion control) and General Plan policies OSC-4.3, OSC-4.6, HS-6.3, HS-6.5, PFS-4.8, PFS-4.10 would protect water quality during project operation. However, as the Master Drainage nor WQMP plans have not been prepared, and details regarding the specific BMPs and storm water quality design features are unknown at this time, the impact is considered **potentially significant**.

Mitigation Measure

Mitigation Measure 3.10-3 (Full Specific Plan and Area A)

The project applicant shall implement Mitigation Measure 3.10-1.

Impact Significance After Mitigation: With the implementation of Mitigation Measure 3.10-1 listed above, this impact would be reduced to a **less-than-significant** level. Implementation of these mitigation measures would ensure BMPs specific to the land uses in the proposed project are implemented and are monitored for their effectiveness in reducing urban pollutants in runoff so that Basin Plan objectives and water quality standards are not violated, and to ensure consistency with NPDES Phase II requirements and City ordinances. Further, this mitigation measure would ensure that water quality improvements would be operated and maintained into

the future. This would reduce potential operational water quality effects from urban runoff to a **less-than-significant** level.

Impact 3.10-4: Implementation of the proposed project would 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 could result in flooding on- or off-site.

Full Specific Plan

Construction

As described under Impacts 3.10-1 and 3.10-3, above, the project is subject to the General Construction Permit, and a SWPPP would be prepared and implemented by qualified professionals. During project construction, BMPs outlined in the SWPPP and implemented in compliance with the General Construction Permit must control the rate or amount of surface runoff from the project site such that on- or off-site erosion and siltation is minimized to the maximum extent practicable. As described above under Impact 3.10-3, the general methods of erosion and sediment control include controlling storm water flowing onto and through the project site, which would also prevent flooding on- or off-site during construction activities. Compliance with Construction General Permit through implementation of a site-specific SWPPP would protect against on- and off-site flooding impacts during project construction. However, as detail regarding the specific BMPs are unknown at this time, the impact is considered **potentially significant**.

Operation

The proposed project would substantially alter the existing drainage pattern of the project site through implementation of the Drainage Master Plan and detailed storm water system designs for each drainage subshed within the Plan Area.

Existing storm water flows for the proposed project were computed using City-furnished regional hydrology models, as discussed in detail in the Stormwater Master Plan. According to the results of this study, the storm water unit flow rates shown in **Table 3.10-2** are indicative of existing undeveloped watershed in the Plan Area. These existing-conditions unit flow rates were used in the Stormwater Master Plan as the basis for developing initial target outflow rates for the project's proposed detention basins. Based on the assumed impervious surface area coverage factors by land use category shown in **Table 3.10-3**, the regional HEC-HMS models were used to compute the anticipated peak streamflows in Markham Ravine and Auburn Ravine shown in **Table 3.10-4 and Table 3.10-5**.

TABLE 3.10-2.
EXISTING STORMFLOW CONDITIONS BY SUBWATERSHED (CFS/ACRE)*

SubWatershed	2-Year Event	100-Year Event
A10AB	0.19	0.79
564	0.11	0.77
MA2C14	0.12	0.67
MA3	0.12	0.61
Average	**0.14**	**0.71**

NOTE:

 Chart summari es the volume of peak storm water contributed per watershed acre under existing conditions. cfs cubic feet per second.

Source: Cunningham Engineering, 2016. Stormwater Master Plan, May 19, 2016.Table 1

TABLE 3.10-3.
IMPERVIOUS SURFACE COVER FOR PROPOSED LAND USES (PERCENT)

Land Use	Percent Impervious Area (%)
Rural Residential	15
County Estate	25
Low Density	40
Medium Density	50
High Density	80
Commercial and Employment	90
Public Facilities	50
Schools	50
Parks and Open Space	2

Source: Cunningham Engineering, 2016. Stormwater Master Plan, May 19, 2016.Table 2

TABLE 3.10-4.
EXISTING AND PROPOSED MARKHAM RAVINE STREAMFLOWS (CFS)

Analysis Point	Nr. Dowd Rd., Existing	Nr. Dowd Rd., Project with Detention	Change with Project	Nr. Pleasant Grove Rd., Existing	Nr. Pleasant Grove Rd., with Detention	Change with Project
2-year	621	598	-23	1,977	1,911	-66
10-year	1,132	1,057	-75	4,245	4,084	-161
100-year	2,028	1,951	-77	7,392	6,861	-531

Source: Cunningham Engineering, 2016. Stormwater Master Plan, May 19, 2016. Tables 4a, 4b, and 4c.

TABLE 3.10-5.
EXISTING AND PROPOSED AUBURN RAVINE STREAMFLOWS (CFS)

Analysis Point	Upstream of Orchard Ck, Existing	Upstream of Orchard Ck, Project Detention	Change with Project	Downstream of Orchard Ck, Existing	Downstream of Orchard Ck, Project Detention	Change with Project	Nr. Pleasant Grove Rd, Existing	Nr. Pleasant Grove Rd., Project Detention	Change with Project
2-year	1,188	1,204	16	1,518	1,542	24	1,526	1,564	38
10-year	3,766	3,794	28	4,957	4,995	38	4,482	4,562	80
100-year	7,256	7,278	22	11,298	11,338	40	10,737	10,801	64

Source: Cunningham Engineering, 2016. Stormwater Master Plan, May 19, 2016, Tables 6a, 6b, and 6c.

As described in Chapter 2.0, Project Description, proposed storm water improvements would include a combination of surface and subsurface drainage systems, including swales and pipe conveyance systems, along culverts and/or bridges over waterway crossings. Detention and retention facilities are also included with the goal of reducing post-project impacts, including measures intended to mitigate for on-site drainage modification impacts. To the extent feasible, proposed drainage patterns would largely follow the existing east-to-west topographic trend, with major internal conveyances typically routed along new and existing street corridors. The majority of the Plan Area is currently pervious, with approximately two percent of the total area covered with impervious surfaces. Proposed surface improvements would result in post-development impervious ground coverage ranging from about 15 percent (rural residential areas) to 90 percent impervious (commercial/business park areas), with an estimated average of 38 percent for the project as a whole. The proposed drainage system would carry runoff from the developed areas to proposed detention basins (see Figure 2-11), which would discharge to either Auburn Ravine or Markham Ravine.[39]

As shown in Table 3.10-4, the proposed detention basins would be sufficient to reduce Markham Ravine streamflows relative to existing conditions. As shown in Table 3.10-5, the proposed detention basins would also manage post-project flows from discharging from the project site to the Auburn Ravine. As noted in the Stormwater Master Plan, the hydrologic modeling indicates a minor increase in post-project peak streamflows in Auburn Ravine. However, the hydraulic response of Auburn Ravine to the post-project change in streamflows was reviewed for sensitivity to changes in peak flow. The 100-year peak streamflow increase was estimated to be on the order of 0.6 percent. For that flow increase, the HEC-RAS hydraulic model for Auburn Ravine reported corresponding increments in computed peak water surface elevations (WSEs) on the order of 0.01 feet. It is likely that this is within the expected accuracy of the hydrology and hydraulics methods, and in practical terms, not discernable in the field. In short, locations downstream of the Plan Area would experience a less than one-eighth of an inch increase in 100-year peak flow depth in

[39] Cunningham Engineering, 2015. Drainage System and Flood Control Analysis for Village 5 Specific Plan. August 7, 2015.

Auburn Ravine during a 100-year event. Increases during smaller events would be larger on a percentagewise basis, but flows would remain well below flood stage, and therefore, would not contribute to flooding downstream.

City of Lincoln drainage requirements in the Post-Construction Storm Water Runoff Ordinance call for attenuation of post-project peak flows using the design criterion of reducing post-development peak outflows to existing levels minus 10 percent of the difference between existing and proposed. Per these requirements, the lower limit of post-project peak (attenuated) outflows for storm water system design was targeted as 90 percent of the existing peak flows. Attenuation of the 2-year post-project peak flow would provide mitigation for the modifications to on-site drainage. Attenuation of the 100-year post-project peak flow is intended to provide mitigation for flooding impacts during a 100-year storm event. As part of the initial sizing process for the proposed detention basins, the existing and post-project peak flows for the 100-year event were calculated for each of the drainage subsheds within the Plan Area. The drainage subshed boundaries are shown in Figure 3.10-3, and the calculated peak flows are provided in **Table 3.10-6**. These are preliminary calculations that are likely to be refined through the design process of the various phases of Plan Area development. They are included here to illustrate that the design of the detention basins is based on complying with the City drainage requirements and that the Plan Area is partitioned into smaller drainage areas (or subsheds) in the design.

Peak Auburn Ravine and Markham Ravine streamflows were also calculated to determine the potential for offsite flooding. The results are provided in **Table 3.10-7**. Changes in the 2-year and 100-year streamflows are very minor and are not of a sufficient magnitude to cause flooding off-site.

Detailed design of storm water elements would be developed for Areas B through J (Area A is discussed below) as the Specific Plan is built out. The storm water systems for each area would meet the City of Lincoln requirement for attenuation of post-project peak flows. The storm water systems would also meet the remainder of the requirements of the Post-Construction Storm Water Runoff Ordinance as well as the requirements of the City of Lincoln Design Manual and PCSWMM. Specifically, the project would be required to include storm drains designed to the 10-year event such that no damages occur to structures or improvements during the 100-year event and no inundation of private property occurs during the 10-year event. Additionally, the project must meet criteria for allowable street encroachments by surface runoff during various storm events. The encroachment standards call for the traveled way to be dry for collectors and arterials in the 10-year storm. For the 100-year storm, the standards call for the center 12 feet of collectors to be clear of storm water, and for the center travel lanes of arterials to be clear. The standards also call for storm water to be contained within the right-of-way, subject to a maximum depth of six inches over sidewalk or curb in the 100-year event. During the design process, City of Lincoln engineers will ensure that the applicable standards related to on- and off-site flooding are met and that the project is implemented as designed. As a result, the proposed storm water infrastructure would be sufficient to manage storm flows created by the project, and this impact would be considered **less than significant.**

TABLE 3.10-6.
EXISTING AND POST-PROJECT ON-SITE PEAK FLOWS

Subshed ID	Subshed Area (acres)	100-year Basin Inflow	100-year Basin Outflow
A1	230.0	456	248
A2	46.8	96	20
A4[1]	38.2	116	32
A5	147.0	292	229
A6	171.0	320	214
A7	62.0	107	77
A8	166.0	380	120
A9	205.0	348	238
A10	63.9	144	43
A11/12	113.5	370	265
M1	30.3	85	18
M2	54.3	161	27
M3	48.9	135	29
M4	120.0	223	71
M5	13.3	34	5
M6	142.4	339	86
M7	220.0	318	120
M8	94.3	190	56
M9	215.0	144	108
M10	196.7	321	116
M11	156.8	182	89

NOTES:
1. There is no A3 subshed.

SOURCE: Cunningham Engineering. Drainage System and Flood Control Analysis for Village 5 Specific Plan. May 13, 2016. pp F-10, F-12.

TABLE 3.10-7.
EXISTING AND POST-PROJECT PEAK STREAMFLOWS

Analysis Point	2-year Pre-Project Flow (cfs)[1]	2-year Post-Project Flow (cfs)	100-year Pre-Project Flow (cfs)	100-year Post-Project Flow (cfs)
Auburn Ravine				
Upstream of Orchard Creek	1,188	1,204	7,256	7,278
Downstream of Orchard Creek	1,518	1,542	11,298	11,338
Near Pleasant Grove Road	1,526	1,564	6,578	10,801
Markham Ravine				
Near Dowd Road	621	598	2,028	1,951
Near Pleasant Grove Road	1,977	1,911	7,392	6,861

NOTES:
1. cubic feet per second

SOURCE: Cunningham Engineering. Drainage System and Flood Control Analysis for Village 5 Specific Plan. May 13, 2016. pp. F-11, F-13.

Area A

Construction

As described under Impacts 3.10-1 and 3.10-3, above, the project, including Area A, is subject to the General Construction Permit, and a SWPPP would be prepared and implemented by qualified professionals. During construction of Area A, BMPs outlined in a site-specific SWPPP and implemented in compliance with the General Construction Permit must control the rate or amount of surface runoff from the project site such that on- or off-site erosion and siltation is minimized to the maximum extent practicable. As described above under Impact 3.10-3, the general methods of erosion and sediment control include controlling storm water flowing onto and through the project site, which would also prevent flooding on- or off-site during construction activities. Compliance with Construction General Permit through implementation of a site-specific SWPPP would protect against on- and off-site flooding impacts during project construction. However, as detail regarding the specific BMPs are unknown at this time, the impact is considered **potentially significant**.

Operation

Implementation of Area A would substantially alter the existing drainage pattern of the Area A site through implementation of a site-specific Drainage Master Plan. The Preliminary Drainage Plan for Area A is shown in Figure 3.10-5. Proposed storm water improvements would include a combination of surface and subsurface drainage systems, including detention basins and pipe conveyance systems.

With only Area A developed, the pre- and post- stream flows for Markham and Auburn Ravines would be as shown in **Tables 3.10-8** and **3.10-9**.

TABLE 3.10-8.
AREA A ONLY: EXISTING AND PROPOSED MARKHAM RAVINE STREAMFLOWS (CFS)

Analysis Point	Nr. Dowd Rd., Existing	Nr. Dowd Rd., Project with Detention	Change with Project	Nr. Pleasant Grove Rd., Existing	Nr. Pleasant Grove Rd., with Detention	Change with Project
2-year	621	636	15	1,977	1,865	-112
10-year	1,132	1,157	25	4,245	3,997	-248
100-year	2,028	2,085	57	7,392	6,775	-617

Source: Cunningham Engineering, 2016. Stormwater Master Plan, May 19, 2016. Table 10.

TABLE 3.10-9.
AREA A ONLY: EXISTING AND PROPOSED AUBURN RAVINE STREAMFLOWS (CFS)

Analysis Point	Upstream of Orchard Ck, Existing	Upstream of Orchard Ck, Project Detention	Change with Project	Downstream of Orchard Ck, Existing	Downstream of Orchard Ck, Project Detention	Change with Project	Nr. Pleasant Grove Rd, Existing	Nr. Pleasant Grove Rd., Project Detention	Change with Project
2-year	1,188	1,197	9	1,518	1,534	16	1,526	1,537	11
10-year	3,766	3,783	17	4,957	4,987	30	4,482	4,504	22
100-year	7,256	7,274	18	11,298	11,338	40	10,737	10,732	-5

Source: Cunningham Engineering, 2016. Stormwater Master Plan, May 19, 2016. Table 11.

The Preliminary Drainage Plan for Area A includes seven proposed detention basins. Two proposed detention basins would discharge to Markham Ravine, and the remaining five proposed detention basins would discharge to Auburn Ravine. To the extent feasible, proposed drainage patterns would largely follow the existing east-to-west topographic trend, with major internal conveyances typically routed along new and existing street corridors. The majority of the Area A is currently pervious, with approximately two percent of the total area covered with impervious surfaces. Proposed surface improvements would result in post-development impervious ground coverage ranging from about 15 percent (rural residential areas) to 90 percent impervious (commercial/business park areas), with an estimated average of 39 percent for Area A as a whole.

To summarize, the proposed storm water management systems, including detention basins for Area A, would be sufficient to manage anticipated changes in flows to within a few percent of existing conditions. While flows along Markham Ravine near Dowd Road would increase by 2.2 percent (10-year event) to 2.8 percent (100-year event), these increases would be more than offset by reduced storm water flows downstream, which would account for a 5.7 percent (2-year flows) to 8.3 percent (100-year flows) reduction in Markham Ravine flows downstream near Pleasant Grove Road (Table 3.10-8). Along Auburn Ravine, all post-construction 100-year storm water peak flows (with 40% detention) would result in no greater than a 0.4 percent increase in storm water flows. As discussed for the proposed project (above), this level of change is considered to be within the modeling error of the HEC-RAS model, which computes this change to be equivalent to an increase in water depth of 0.01 foot, or 0.12 inch. Based on the foregoing, any minimal increase in storm water runoff into Auburn Ravine during a 100-year storm event would not be discernable and thus, would be unlikely to cause any downstream flooding. Increases in flow during a 2-year event could reach 1.1 percent; however, these would occur during periods of lower flow in comparison to the 100-year event, and therefore, would not be anticipated to contribute to flooding downstream.

The Drainage System and Flood Control Analysis for Village 5 Specific Plan includes preliminary pre- and post-project stream flows for Area A, provided in Table 3.10-8 and 3.10-9, above. As with the analysis of the full Specific Plan buildout above, the preliminary calculations

are provided to illustrate that the design of the proposed detention basins is based on complying with the City drainage requirements and that Area A is partitioned into smaller drainage areas (or subsheds) in the design.

Development in Area A would include necessary storm water infrastructure so as to not contribute to flooding downstream, and the storm drainage system in Area A would be subject to the same requirements and engineering design review process as the rest of the proposed Specific Plan. Through adherence to the City of Lincoln requirements as confirmed through the design review process, on- and off-site flooding impacts would be **less than significant**.

Mitigation Measure

3.10-4 (Full Specific Plan and Area A)

The project applicant(s) shall implement Mitigation Measure 3.10-1and demonstrate that the final design of the onsite drainage improvements will comply with the requirements established in the V5 Drainage Master Plan.

Impact Significance After Mitigation: With the implementation of **Mitigation Measure 3.10-4** listed above, would be reduced to a **less-than-significant** level. More specifically, the Storm Water Masterplan Analysis for Village 5 provides sufficient analysis to anticipate a combination of Low Impact Development (LID) measures, detention basin design, outlet structures, operational parameters will be able to meet the necessary flow rate reductions outlined in the Drainage Master Plan and consistent with the intent of the Phase II MS4 permit and PCSWMM. Implementation of these mitigation measures would ensure discharge flowrates and BMPs specific to the land uses in the Village 5 Specific Plan Area and Area A are implemented and are monitored for their effectiveness in preventing on- and off-site flooding. This would reduce potential construction flooding effects to a **less-than-significant** level.

Impact 3.10-5: Implementation of the proposed project could create or contribute runoff water which would provide substantial additional sources of polluted runoff.

Full Specific Plan

Construction

As discussed above under Impacts 3.10-1 and 3.10-3, the proposed project could result in accidental spills of pollutants or increase erosion and siltation during construction, resulting in additional sources of polluted runoff. The proposed project would be required to comply with the General Construction Permit, as well as the City's MS4 permit. The Construction General Permit requires that specific minimum water quality BMPs be identified in a SWPPP. As such, the proposed project is not expected to result in new substantial sources of polluted runoff. However, as detail regarding the specific BMPs are unknown at this time, the impact is considered **potentially significant**.

Operation

Per the analyses under Impacts 3.10-1 and 3.10-3, the proposed project would include water quality and erosion and sedimentation control BMPs and LID measures that would protect against the degradation of water quality and on- and off-site flooding. As such, project operation is not expected to result in substantial additional sources of polluted runoff. However, as the Drainage Master Plan has not been prepared, and detail regarding the specific BMPs and storm water quality design features are unknown at this time, the impact is considered **potentially significant**.

Area A

Construction

As discussed above under Impacts 3.10-1 and 3.10-3, Area A would be required to comply with the General Construction Permit as well as the City's MS4 permit. The Construction General Permit requires that specific minimum water quality BMPs be identified in a SWPPP. Measures in the SWPPP would also prevent on- and off-site flooding, as described above. As such, construction of Area A is not expected to result in new substantial sources of polluted runoff. However, as detail regarding the specific BMPs are unknown at this time, the impact is considered **potentially significant**.

Operation

Per the analyses under Impacts 3.10-1 and 3.10-3, Area A would include water quality and erosion and sedimentation control BMPs and LID measures that would prevent the degradation of water quality and on- and off-site flooding. As such, operation of Area A is not expected to result in substantial additional sources of polluted runoff. However, as the Drainage Master Plan has not been prepared, and detail regarding the specific BMPs and storm water quality design features are unknown at this time, the impact is considered **potentially significant**.

Mitigation Measure

Mitigation Measure 3.10-5 (Full Specific Plan and Area A)

The project applicant shall implement Mitigation Measure 3.10-1.

Impact Significance After Mitigation: Implementation of these mitigation measures would ensure BMPs specific to the land uses in the proposed project are implemented and are monitored for their effectiveness in reducing urban pollutants in runoff so that Basin Plan objectives and water quality standards are not violated, and to ensure consistency with NPDES Phase II requirements and City ordinances. Further, these mitigation measures would ensure that water quality improvements would be operated and maintained into the future. This would reduce potential operational water quality effects from urban runoff to a **less-than-significant** level.

Impact 3.10-6: Implementation of the proposed project could otherwise substantially degrade water quality.

Full Specific Plan

Construction

As described under the analysis of Impact 3.10-1 and 3.10-3, above, the proposed project would comply with the Construction General Permit during all construction phases. There are no aspects to the construction of the proposed Specific Plan that would otherwise substantially degrade water quality. The impact would be **less than significant**.

Operation

Per the analyses under Impacts 3.10-1 and 3.10-3, and 3.10-5, the proposed project would incorporate water quality and erosion and sedimentation control BMPs and LID measures that would prevent the degradation of water quality. There are no aspects to the operation of the proposed Specific Plan that would otherwise substantially degrade water quality. The impact would be **less than significant**.

Area A

Construction

As described under the analysis of Impact 3.10-1 and 3.10-3, above, Area A would comply with the Construction General Permit during all construction phases and implement Mitigation Measure 3.10-1. There are no aspects to the construction of Area A that would otherwise substantially degrade water quality. The impact would be **less than significant**.

Operation

Per the analyses under Impacts 3.10-1, 3.10-3, and 3.10-5, Area A would incorporate erosion and sedimentation control BMPs and LID measures that would prevent the degradation of water quality. There are no aspects to the operation of Area A that would otherwise substantially degrade water quality. The impact would be **less than significant**.

Mitigation Measure

None required.

Impact 3.10-7: Implementation of the proposed project could place within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.

Full Specific Plan and Area A

Operation

The only structures proposed that would be located within the 100-year flood zone are the storm drain outfalls and the three bridges (Dowd Road, Nelson Lane, and Nicolaus Road) to connect the Plan Area to land uses further north. The storm drain outfalls would be in the range of 36 to 66 inches in diameter and designed such that they would be unlikely to impede or redirect flood flows because they would be required to meet the City's adopted Stormwater Management Manual. However, as these features have not yet been designed, this impact is considered **potentially significant**.

The initial design of the new Nelson Lane Bridge includes 16 piers with three columns per pier. Each of the 48 columns would be 24-inches in diameter. While the preliminary design gives some indication of how the new Nelson Lane Bridge and other bridge piers may influence flood flows, detailed design of the bridges has not been developed. It is possible that the proposed bridges could impede or redirect flood flows, depending on the specific characteristics of the bridge design. The CVFPB requires that the project be permitted and that, if necessary, mitigation measures to avoid decreasing floodway channel capacity be implemented. (CCR title 23, Section 128.) Additionally, compliance with the requirements included in Title 15, Chapter 15.32, Floodplain Damage Prevention, of the City of Lincoln Municipal Code would prohibit the bridge design from impeding or redirecting flood flows. However, until specific bridge designs can be evaluated, impacts of the proposed project related to impeding or redirecting flood flows remain **potentially significant**. The mitigation measure is listed below.

As shown in Figure 3.10-4, a portion of the 200-year floodplain of Markham Ravine extends into an area proposed for Village Medium Density Residential uses, and a portion of the Auburn Ravine 200-year floodplain extends into an area proposed for Village Country Residential uses. The maximum calculated flood depth in both of these areas is less than one foot. The proposed project would include the placement of fill to elevate above the flood depth the area where the Village Medium Density Residential uses and 200-year floodplain of Markham Ravine overlap.

Modifications to the Markham Ravine channel would also be made to increase conveyance capacity. The area where the 200-year floodplain and proposed Village Country Residential overlap would not contain proposed structures. As the areas where the 200-year floodplain and the proposed Village Medium Density Residential and Village Country Residential uses overlap would either not contain structures or would be elevated above the flood depth, impacts would be **less than significant**.

Mitigation Measure

Mitigation Measure 3.10-7 (Full Specific Plan and Area A)

Prior to the issuance of a grading permit, the project applicant shall demonstrate to the City of Lincoln that it has received an encroachment permit from the Central Valley Flood Protection Board (CVFPB) for construction to be located within the 100-year and 200-year flood zone, and any other necessary state or federal permits. As part of the CVFPB permit process, the project applicant must demonstrate that the proposed improvements including storm drain outfalls and bridge supports will not result in an increase in water surface elevation consistent with CVFPB requirements as described in the California Code of Regulations, Title 23, Waters, Division 1, Central Valley Flood Protection Board, Article 8 Standards, including Sections 113 and 128, Bridges. Also, prior to the issuance of a grading permit, the City Engineer shall review plans for compliance with Chapter 15.32, Flood Damage Prevention, of the Lincoln Municipal Code and the City of Lincoln, Department of Public Works, Design Criteria and Procedures Manual, to confirm that proposed bridges, as designed, would not substantially impede or redirect flood flows. The City Engineer shall confirm that any proposed bridge is constructed in accordance with the approved plans.

Impact Significance After Mitigation: With the implementation of Mitigation Measure 3.10-7, this impact would be reduced to a **less-than-significant** level. The impact would be reduced to less-than-significant because through the CVFPB permit and City of Lincoln design review processes, the design of any proposed improvement located within the 100-year or 200-year flood zone would be evaluated and revised, if necessary, to ensure that it does not result in the impediment or redirection of flood flows.

Cumulative Impacts

Potential cumulative impacts on hydrology and water quality are attributed to development not only within the City of Lincoln, but in the watershed areas outside of the City limits. As shown in Figure 3.10-1, the City of Lincoln is located within the Markham Ravine and Auburn Ravine watersheds, and a portion of the City of Auburn is located within the Auburn Ravine Watershed. Therefore, the context for the evaluation of potential cumulative impacts on water quality and flood conditions is urban development within the cities of Lincoln and Auburn located within the same watersheds as the Plan Area. Future projects in the City of Auburn include one proposed 20-unit duplex development and a 725-unit residential and mixed-use project. No other land use changes are proposed or planned for at this time.[40] Future projects in the City of Lincoln include those discussed in the City's 2050 General Plan. The following cumulative impact analysis determines whether a cumulative impact would occur, and if so, whether the contribution of the

[40] Reg Murray, Senior Planner, City of Auburn, personal communication.

proposed Specific Plan as a whole or Area A alone would have a cumulatively considerable contribution to the identified impact.

Impact 3.10-8: Implementation of the proposed project could contribute to cumulative violations of water quality standards or waste discharge requirements by increasing runoff, providing additional sources of polluted runoff, or otherwise degrading water quality.

Cumulative urban development in the cities of Lincoln and Auburn would involve soil-disturbing construction activities such as vegetation removal, grading, and excavation. These soil disturbances would expose soil to wind- and water-generated erosion, possibly at accelerated rates. Therefore, surface runoff could carry increased sediment loads. Along with sediment loading, construction activities can also introduce chemical pollutants to local waterways via site runoff, as described above. All development that disturbs one or more acres of land surface or is part of a larger development or land sale that would result in one or more acres of land disturbance would be subject to requirements of the Construction General Permit. The Construction General Permit has been prepared to be protective of water quality. The Construction General Permit requires specific minimum BMPs for control of pollutants that may be transported in construction site runoff, including erosion and sediment controls. Along with the City of Lincoln, the City of Auburn regulates storm water quality and erosion and sedimentation through local ordinances; specifically, through the City of Auburn Municipal Code, Chapter 53, Stormwater Management and Discharge Control, and Chapter 155, Grading, Erosion, and Sediment Control. Further, CCR Title 24, Part 2, of the California Building Code (CBC), provides minimum standards for building design in the State and Appendix J includes (but is not limited to) grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 & J110). Cumulative projects would also be subject to the Placer County Stormwater Management Manual (PCSWMM) that presents policies, guidelines, and specific criteria for the development and management of facilities and infrastructure for storm water management, in addition to other natural resource management issues. Therefore, all existing and future cumulative projects, even smaller construction sites, would not contribute substantially to erosion and off-site sediment transport. Through implementation of the existing regulations described above, cumulative water quality impacts related to construction activities would be **less than significant**.

Urban development introduces impervious surfaces, which contribute to higher runoff flow rates and volumes. New impervious surfaces also result in more surface area that accumulates pollutants readily available for transport in runoff. Changes in land use also affect the type and amount of pollutants in runoff. The primary sources of water pollution from urban development include runoff from roadways, parking lots, landscaped areas, industrial activities (including wastewater treatment plants), non-stormwater connections to the drainage system, accidental spills and illegal dumping. Runoff from roadways and parking lots could contain levels of oil, grease, and heavy metals. Runoff from landscaped areas could contain concentrations of pesticides and nutrients from fertilizers and decaying vegetation.

Stormwater quality in the City of Auburn is regulated according to NPDES requirements through the Placer County Stormwater Quality Program and Chapter 53, Stormwater Management and Discharge Control, of the City of Auburn Municipal Code. Cumulative development within the cities of Lincoln and Auburn would be subject to the Phase II General Permit requirements for post-construction water quality protection. Permittees (such as the City of Lincoln and Placer County) must require that long-term post-construction BMPs that protect water quality and control runoff be incorporated into development and significant redevelopment projects to the maximum extent practicable.

In accordance with Attachment 4 of the Phase II MS4 Permit, all discretionary development and redevelopment projects that fall into one of the following categories are subject to design standards because they have greater potential for contributing to water quality degradation: single-family hillside residences; 100,000 square foot commercial developments; automotive repair shops; retail gasoline outlets; restaurants; home subdivisions with 10 or more housing units; and, parking lots 5,000 square feet or more or with 25 or more parking spaces and potentially exposed to storm water runoff. Development that falls within one or more of these categories is required to implement BMPs to reduce pollutants in stormwater runoff. Placer County currently has established procedures for applying and enforcing post-construction storm water pollution controls, including site plan reviews, requiring post-construction (locally called 'permanent') BMPs, inspections, and enforcement of violations. These occur per the County's Grading and Erosion Prevention Ordinance (County Code Chapter 29), the County Land Development Manual, and environmental review processes.

In addition, development elsewhere in southern Placer County also implements the measures identified in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Design Manual) to comply with state and federal regulatory urban runoff standards. However, compliance with Attachment 4 requirements is not standardized, and acceptable BMPs are not yet identified for all the foreseeable projects in the area, including the proposed project. As such, this cumulative impact is considered **significant** and the project would make a cumulatively considerable contribution to this impact.

The full Specific Plan as well as Area A alone would comply with all applicable regulations and implement water quality BMPs and LID measures to reduce project-generated water pollutants to the maximum extent practicable. However, as described under Impact 3.10-1, above, the details of the BMPs and LID measures have not yet been developed. Therefore, the project contribution to the cumulative impact is considerable without mitigation. Therefore, the cumulative impact is **potentially significant.**

Mitigation Measures

Mitigation Measure 3.10-8 (Full Specific Plan and Area A)

The project applicant shall implement Mitigation Measure 3.10-1.

Impact Significance After Mitigation: With the implementation of Mitigation Measures 3.10-1, the project contribution to this cumulatively considerable impact would be **less-than-considerable** level by providing water quality BMPs during construction and operation as well as water quality features in the project drainage design. Thus, the cumulative impact would be rendered **less than significant**.

Impact 3.10-9: Implementation of the proposed project could contribute to cumulative substantial interference with groundwater recharge.

Construction activities in the cities of Lincoln and Auburn could temporarily interfere with groundwater recharge through temporary soil compaction and placement of construction materials on project sites. Development in the City of Lincoln would result in the creation of new impervious surfaces by converting undeveloped, primarily grazing land to urban uses. Conversion of these non-irrigated lands would not substantially reduce the groundwater recharge because irrigation water does not recharge groundwater in this area and groundwater recharge occurs primarily along the stream channels in the Auburn Ravine and Markham Ravine watersheds. Moreover, under natural conditions, less than five percent of total recharge to the Sacramento Valley Groundwater Basin is attributable to Placer County. Much of western Placer County, including the proposed project, consists of Hydrologic Group D soils, which are characterized by high runoff and low infiltration potential. The major geologic formations that underlie western Placer County (Riverbank, Turlock Lake, and Mehrten, for example) also impede infiltration of rainwater and irrigation water. Other areas in the City of Lincoln and western Placer County are situated on soil and rock units similar to the project site, and do not have water-intensive irrigation uses. As such, cumulative effects on recharge would be **less than significant**.

Mitigation Measure

None required.

Impact 3.10-10: Implementation of the proposed project could contribute to cumulative substantial alteration of 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.

Cumulative urban development in the cities of Lincoln and Auburn would involve soil-disturbing construction activities such as vegetation removal, grading, and excavation. These soil disturbances would expose soil to wind- and water-generated erosion, possibly at accelerated rates. Therefore, surface runoff could carry increased sediment loads. All development that disturbs one or more acres of land surface or is part of a larger development or land sale that would result in one or more acres of land disturbance would be subject to requirements of the

Construction General Permit. The Construction General Permit has been prepared to be protective of water quality. The Construction General Permit requires specific minimum BMPs for control of pollutants that may be transported in construction site runoff, including erosion and sediment controls. Along with the City of Lincoln, the City of Auburn regulates erosion and sedimentation through local ordinances, specifically, through the City of Auburn Municipal Code, Chapter 155, Grading, Erosion, and Sediment Control. Further, CCR, Title 24, Part 2, of the CBC, provides minimum standards for building design in the State and Appendix J includes (but is not limited to) grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 & J110). Therefore, even smaller construction sites would not contribute substantially to erosion and off-site sediment transport. Through implementation of the existing regulations described above, the cumulative impact would be **less than significant**.

Urban development results in increased impervious surfaces, which increase the rate and volume of runoff. Increased runoff for smaller storm events (e.g., up to the 10-year storm event) can affect stream channel morphology and bed and bank erosion, and siltation. The majority of development within the cities of Lincoln and Auburn would be subject to the Phase II MS4 permit; however, requirements for post-construction storm water quality BMPs are not explicitly defined and no hydrograph modification management standard has been identified. In accordance with the MS4 Permit, runoff reduction controls would be required for the 85th percentile storm event for projects with one or more acre of land disturbance and drainage density requirements would apply for sites more than two acres. This would help minimize potential creek erosion and siltation effects for the smallest runoff events, but may not be sufficient for larger storm events, such as the 10-year storm event. As described in Impact 3.10-1, the project would incorporate LID practices, but the specific measures have not yet been identified. Therefore, the project contribution to the cumulative impact is considerable without mitigation, and the impact is **potentially significant**.

Mitigation Measure

Mitigation Measure 3.10-10 (Full Specific Plan and Area A)

The project applicant shall implement Mitigation Measure 3.10-1.

Impact Significance After Mitigation: With the implementation of Mitigation Measure 3.10-1, the project contribution to this cumulative impact would be **less-than-considerable** level by providing erosion and siltation BMPs during construction and operation as well as water quality features, including those that protect against erosion and siltation, in the project drainage design. Thus, the cumulative impact would be rendered **less than significant**.

Impact 3.10-11: Implementation of the proposed project could contribute to cumulative substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or by placing development within a 100-year or 200-year floodplain, or through substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Construction activities within the cities of Lincoln and Auburn would temporarily alter the drainage characteristics of project sites, and on- or off-site flooding could result. There are no major projects proposed in western Placer County and as such, that area is not considered in this cumulative impact analysis. As described above, projects within the cities of Lincoln and Auburn would be subject to the requirements of the Construction General Permit. As described above under Impact 3.10-3, the general methods of erosion and sediment control during construction include controlling storm water flowing onto and through the project site, which would also prevent flooding on- or off-site during construction activities. Compliance with Construction General Permit through implementation of a site-specific SWPPP would ensure that on- and off-site flooding impacts during construction activities for projects in Lincoln and Auburn would not occur, and the cumulative impact would be **less-than-significant**.

After construction, cumulative development in the cities of Lincoln and Auburn would increase the amount of impervious surface cover and alter landscape drainage conditions. Increased impervious cover and altered drainage conditions would increase storm water runoff, resulting in higher peak flow rates and flow volumes in downstream receiving waters. Planned flood control structures have been discussed in detail in the SLMP. However, if flood control structures are not operational at the time of cumulative development, or if actual cumulative development was not entirely accounted for in the sizing of flood control structures, cumulative development runoff could result in potentially significant cumulative impacts.

As discussed above under Impact 3.10-4, storm water systems for each area within the Specific Plan, including Area A alone, would meet the City of Lincoln requirement for attenuation of post-project peak flows. The storm water systems would also meet the remainder of the requirements of the Post-Construction Stormwater Runoff Ordinance as well as the requirements of the City of Lincoln Design Manual and PCSWMM. During the design review process, City of Lincoln engineers would ensure that the applicable standards related to on- and off-site flooding are met and that the project is implemented as designed. Therefore, the contribution of full Specific Plan buildout, as well as Area A alone, to the cumulative impact would not be cumulatively considerable, and the impact would be **less than significant**.

Mitigation Measure

None required.

Impact 3.10-12: Implementation of the proposed project could contribute to cumulative placement of housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.

Consistent with Senate Bill 5 regarding improving flood management and strengthening the linkage between local land use planning decisions and flood management practices, the City takes steps to limit development in floodplains. City of Lincoln annually reviews floodplain mapping databases available from local, regional, state, and federal agencies, and update the General Plan Policy Document and Background Report, as appropriate, to reflect any changes and ensure that the best available flood risk mapping information is used, in compliance with General Plan policy LU-8.4. The City discourages development or major fill or structural improvements (except for flood control purposes) within the 200-year floodplain and applies open space designations to all lands located within the 100-year floodway as shown on the FIRM panel or as determined by a project drainage plan and approved by the City Engineer. The City encourages the protection of 100- and 200-year floodplains and where appropriate, obtain public easements for purposes of flood protection, public safety, wildlife preservation, groundwater recharge, access and recreation. New development or modification of existing development located within a potential or identified flood hazard zone must demonstrate that 200-year flood protection is provided consistent with the Urban Level of Protection criteria. In addition, the proposed project does not propose any development (except for bridge pilings) within the 100-year floodplain. There is no development proposed within the 200-year floodplain. Therefore, the cumulative impact of placing housing within 100- or 200-year floodplains would be **less than significant**.

Mitigation Measure

None required.

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3.11 Land Use and Planning

This section describes the existing environmental conditions of the project site and surrounding area, analyzes the proposed project's compatibility with existing and proposed land uses, including the Lincoln Regional Airport, and addresses consistency with applicable City of Lincoln land use goals and policies and zoning. As the proposed project would also include annexation into the City of Lincoln, this section also examines Placer County Local Agency Formation Commission (LAFCO) policies concerning annexation.

Comments received regarding the Notice of Preparation (NOP) concerned consistency with the airport land use plan and airport use, interfaces and buffers between existing farming operations and proposed land uses, impacts to the Lincoln High School Farm property, and overall land use compatibility.

The analysis provided in this section was developed based on data provided in the City of Lincoln 2050 General Plan, the City of Lincoln 2050 General Plan Draft Environmental Impact Report, and Placer County Airport Land Use Compatibility Plan (2014).

3.11.1 Environmental Setting

The Plan Area is located adjacent to the western edge of the City of Lincoln. Lincoln is located in western Placer County, in the State Route (SR) 65 corridor, north of the cities of Rocklin and Roseville, and south of the City of Wheatland.

Existing Uses

Project Site

The proposed project encompasses approximately 4,787 acres in western Placer County, adjacent to the western city limits of the City of Lincoln. The Plan Area is within the City's sphere of influence (SOI). The Plan Area is comprised of mostly agricultural lands and rural residences.

Nicolaus Road is a two-lane roadway, which runs east to west and forms the northern boundary of the Plan Area. Moore Road is also a two-lane road, which runs east to west, and forms a portion of the southern boundary and transects the southernmost portion of the Plan Area. Other roadways that traverse the Plan Area include Dowd Road and Nelson Road. SR 65 transects the site in the northeastern area of the site. Other than a portion of Nelson Road between SR 65 and Nicolaus Road, most roadways within the Plan Area are two-lane roadways.

Markham Ravine transects the Plan Area from west to east roughly parallel to the northern boundary of the project site. Auburn Ravine runs from the southwest toward the eastern edge of the Plan Area. Roadways crossings over these features include signage identifying the sensitive habitat nature of the ravines.

Uses within the Plan Area are primarily agricultural in nature, including grazing and farming. Rural residential lots are generally a minimum of five acres with a wide variety of sizes throughout the project site. During a visit of the project area on January 7, 2015, grazing cattle and other livestock were observed on many parcels throughout the project site. Additionally, many parcels appear to support grazing and rice farming.

Near the intersection of Nelson Road and Nicolaus Road, there are numerous rural residential homes with lots ranging from five acres to 10 acres. Between this cluster of residences and SR 65 is the Ross Hay Ranch. The Ross Hay Ranch includes fields for growing hay, as well as numerous buildings.

Garcia's Hunting Preserves operates multiple private hunting areas within and near the Plan Area with entrances off Nicolaus Road east of SR 65 and Dowd Road south of Nicolaus Road (just south of Markham Ravine).

The Lincoln High School Farm is a 280-acre working agricultural education site located on William Lane, west of Dowd Road within the Plan Area. Current agricultural activities at the Lincoln High School Farm include hay production, cattle and other livestock, waterfowl and wetland habitat, a fruit orchard, cold water aquaculture for raising trout, and a mechanics shop.[1] A portion of the farm site is subject to a conservation easement for use as mitigation property for impacts of previously approved projects affecting wetlands and associated habitats and species in western Placer County.

Hellenic Park is an approximately 160-acre private property owned by the Hellenic Orthodox Education & Cultural Center. Hellenic Park is located southeast of the intersection of Dowd Road and Moore Road. Hellenic Park is used periodically by the group for outdoor events.[2]

An aircraft landing strip easement, approximately one mile in length and 60 feet in width, is located approximately one-half mile east of Dowd Road and extends south from Markham Ravine. The landing strip is primarily used as a dirt roadway for agricultural vehicles, but it also supports small aircraft used for agricultural operations such as crop dusting a few times per year. The location of the easement is shown in **Figure 3.11-1**.

Area A

Area A is in the center of the Plan Area and is located adjacent to SR 65. Area A extends north to Markham Ravine, south to Auburn Ravine, west to Dowd Road, and east to Nelson Lane. The land within Area A is currently used for rural residences and agriculture. As shown in Figure 3.2-1 in Section 3.2, Agriculture and Forestry Resources, Area A consists primarily of grassland and rice crops. The aircraft landing strip easement shown in Figure 3.11-1 is within Area A.

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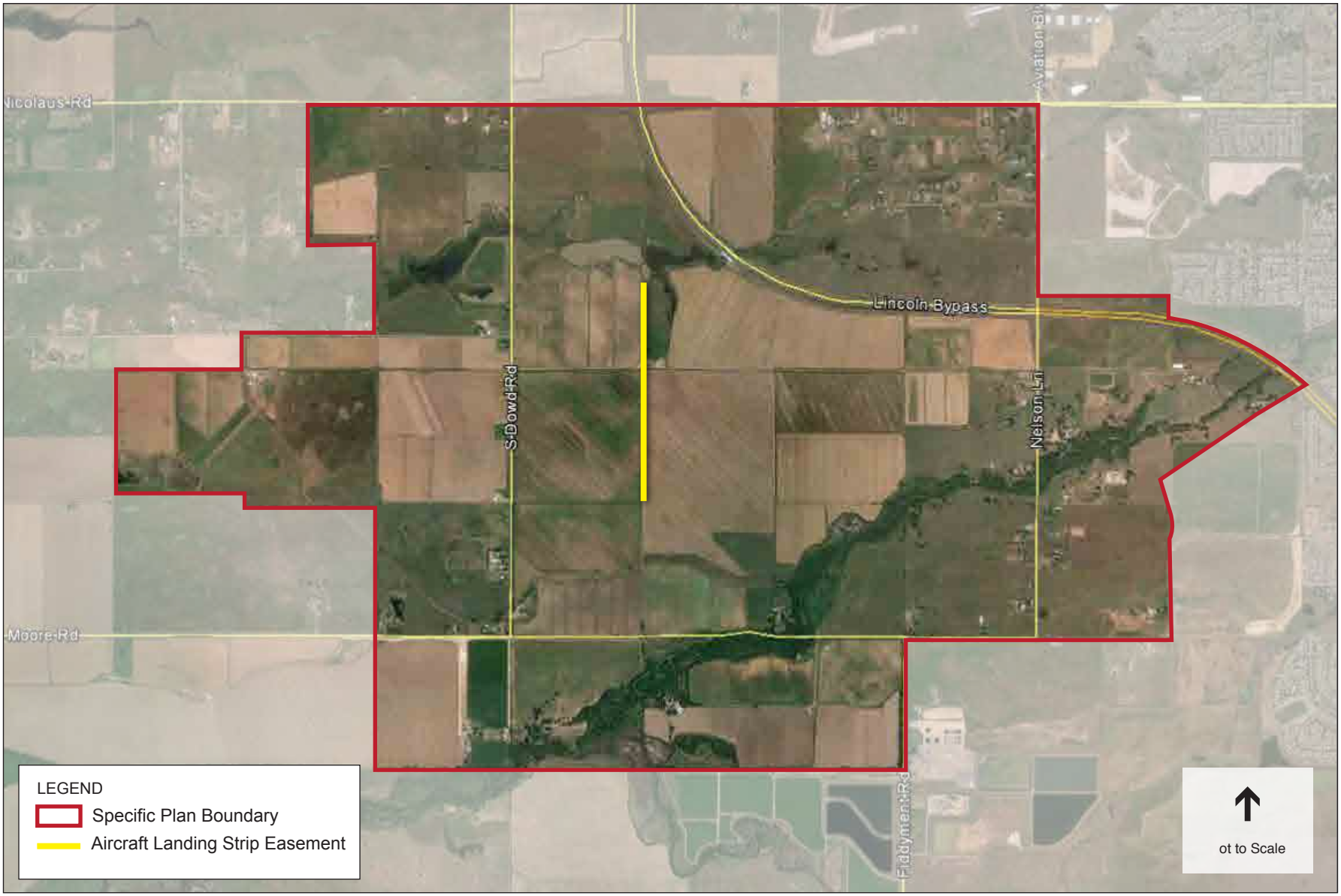
1 Lincoln High School, Agriculture Department. Current Agricultural Enterprises. Available: https://sites.google.com/site/lincolnagdepartment/activities/current-agricultural-enterprises. Accessed January 8, 2015.

2 Hellenic Orthodox Education and Cultural Center. Available: http://hellenicpark.org/, Accessed January 8, 2015.



SOURCE: C nning a Engineering, 2015

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Figure .11-1
Landing Strip Ease ent

Aircraft use of the landing strip is infrequent, (approximately two times per year) and the landing strip is most often used by vehicles as part of the current agricultural operations.

Surrounding Uses

The Lincoln Regional Airport is located directly adjacent to the northern side of the Plan Area near the intersection of Nicolaus Road and Nelson Road. The Airport is approximately 775 acres and contains a single 6,001-foot runway capable of serving most corporate jet aircraft.

Areas east of the Plan Area are generally developed with a mix of low-density residential and commercial uses, particularly the Lincoln Crossing and Sorrento communities. Further east of SR 65 is additional urban development, including downtown Lincoln, Del Webb's Sun City Lincoln Hills, and the Twelve Bridges community.

The City of Lincoln Wastewater Treatment and Reclamation Facility is located adjacent to the southeast corner of the Plan Area, southeast of the intersection of Moore Road and Fiddyment Road.

The Western Regional Sanitary Landfill is located approximately one mile south of the Plan Area, southeast of the intersection of Fiddyment Road and Athens Avenue. The one-mile buffer around the landfill extends to the southernmost boundary of the Plan Area.

Areas to the northwest, west, and southwest of the Plan Area are predominantly agricultural with scattered rural residences. A 410-acre communications annex site operated by Beale Air Force Base is located along Moore Road approximately three-quarter miles west of Dowd Road. The site includes a large radio tower, antennas, and associated maintenance structures. The site is adjacent to the southern border of the Lincoln High School Farm site.

As noted above, Markham Ravine transects the Plan Area on the north (flowing from east to west) and Auburn Ravine transects the Plan Area in the east and south (flowing from east to west) providing two natural open space areas with riparian habitat in the Plan Area.

Area A

Area A is in the center of the Plan Area and is bordered on the north by Markham Ravine and SR 65, on the south by Moore Road, and on the east and west by agricultural land and rural residences. Uses surrounding Area A are predominantly agricultural fields and scattered rural residences. Land adjacent to the western side of Area A along Markham Ravine includes a hunting preserve and rice fields. Land southwest of Area A includes the private Hellenic Park property. Uses east of Area A are mostly rural residential. Further east of SR 65, which forms a portion of the northern boundary of Area A, uses are mostly rural residences with some agricultural fields.

2050 Lincoln General Plan Land Use Designations

The Plan Area is located adjacent to the incorporated boundaries of the City of Lincoln, and is within the City's SOI.

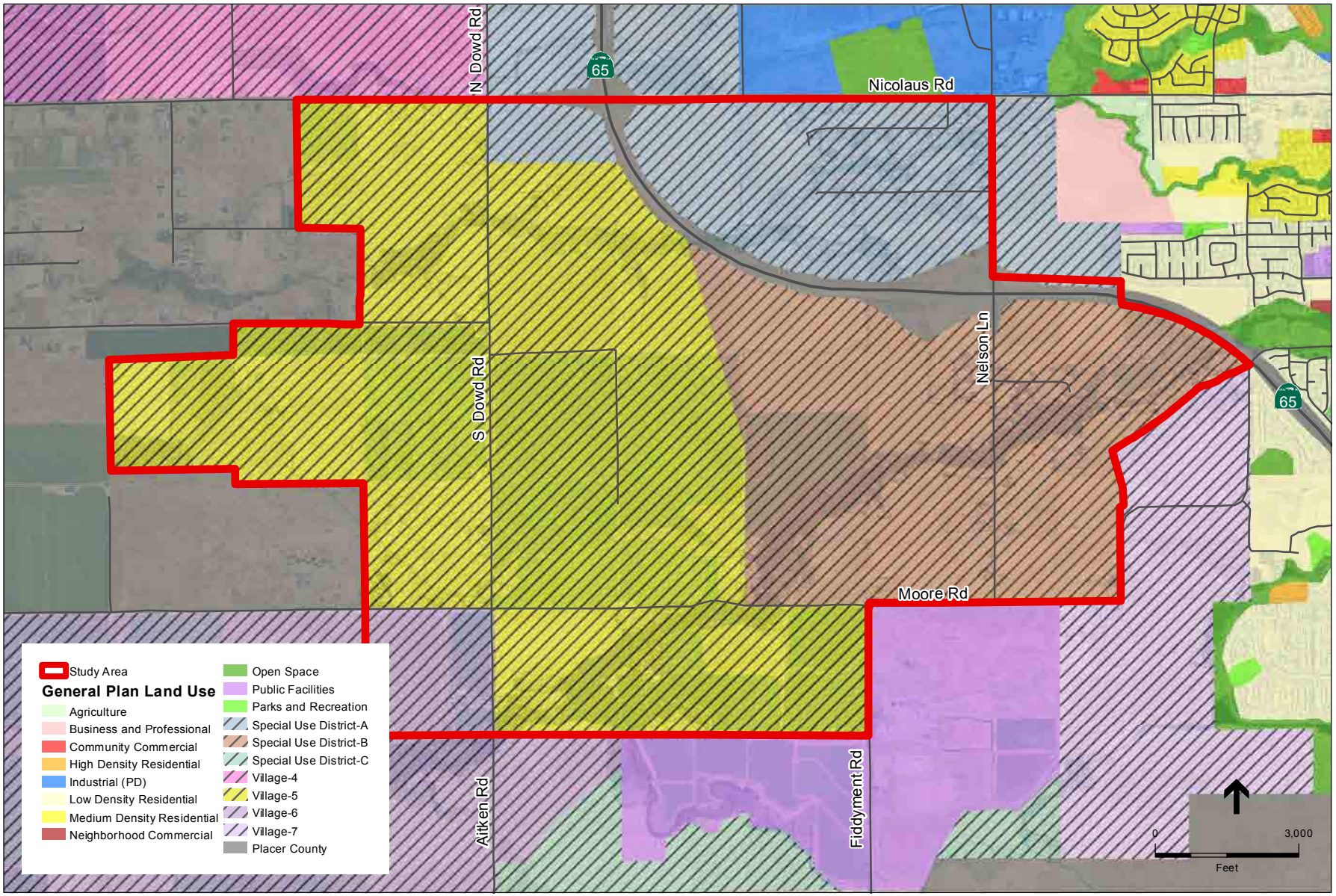
The 2050 General Plan expanded the City's SOI from approximately 21,600 acres to 35,500 acres, and included the development of three Special Use Districts (SUD) and seven "Villages." The project site includes Village 5, all of SUD-B, and a small portion of SUD-A. Land use designations for the Plan Area under the 2050 General Plan are shown in **Figure 3.11-2**.

The 2050 General Plan established the "Village" designation to provide for a village concept that promotes mixed-use residential projects focused around a village core that contains a mix of high density residential and neighborhood commercial uses. Village design is to include a central focus and to take advantage of smart growth principles. Each village is also to recognize the particular environmental and physical constraints of the village, and to include open space and public facilities (e.g., schools, institutional uses, and police and fire facilities). All urban development under the Village designation must be approved pursuant to an adopted specific plan, and the General Development Plan (GDP). During the development of each specific plan, the "V" designation must be replaced with the proposed exact land use designations that reflect the mixed-use concept. New land use designations will be established through adoption of each specific plan and implemented with form based zoning classifications consistent with the specific plan.

The City's 2050 General Plan identifies the following objectives for Village 5:[3]

- The Markham Ravine floodway should be preserved and a trail system should be incorporated along the edge of the floodway.
- Provide an adequate transition to the rural residential areas in the county along the west edge of the village.
- There are a number of small fragmented parcels in the area. The specific plan for Village 5 shall discuss the incorporation of these parcels into the overall plan.
- The adjacent Western Placer Unified School District's 280-acre site is currently planned for agricultural uses by the District. If such a policy is maintained by the District, the City will evaluate the need for a buffer of the agricultural operations in the land use planning for this Village.
- Potential need for an agricultural buffer along the western boundary of this area.
- The village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

[3] City of Lincoln, 2008. City of Lincoln General Plan. Adopted March 25, 2008. p. 4-28.



SOURCE: USDA, 2012; City of Lincoln, 2012; ESA, 2015

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Figure 3.11-2

City of Lincoln General Plan Land Use Designations

The 2050 General Plan also establishes the "Special Use Districts" (SUD) designation to provide for master planned, mixed commercial projects that provide goods and services to meet the needs of shoppers in the City of Lincoln and surrounding region.

All urban development under the SUD designation is required to be approved pursuant to an adopted specific plan. During the development of each specific plan, the SUD designation is required to be replaced with exact land use designations reflective of the mixed-use concept. These designations are required to be established with the adoption of each specific plan and implemented with form based zoning classifications consistent with the specific plan.

Placer County General Plan and Zoning

Currently, the Plan Area is located within unincorporated Placer County, and has the following designations under the Placer County General Plan:

- Agriculture/Timberland 80-acre minimum,
- Agriculture/Timberland 40-acre minimum, and
- Rural Residential, 1 to 10-acre minimum.

The Placer County General Plan describes the agriculture designation as land for the production of food and fiber, including areas of prime agricultural soils, and other productive and potentially productive lands where commercial agricultural uses can exist without creating conflicts with other land uses, or where potential conflicts can be mitigated. Typical land uses allowed include: crop production, orchards and vineyards, grazing, pasture and rangeland, hobby farms; other resource extraction activities; facilities that directly support agricultural operations, such as agricultural products processing; and necessary public utility and safety facilities. Allowable residential development in areas designated Agriculture includes one principal dwelling and one secondary dwelling per lot, caretaker/employee housing, and farm worker housing.

The timberland designation is applied to mountainous areas of the county where the primary land uses relate to the growing and harvesting of timber and other forest products, together with limited, low-intensity public and commercial recreational uses. Typical land uses allowed include: all commercial timber production operations and facilities; agricultural operations where soil and slope conditions permit; mineral and other resource extraction operations; recreation uses such as incidental camping, private, institutional and commercial campgrounds (but not recreational vehicle parks); and necessary public utility and safety facilities. Allowable residential development in areas designated Timberland includes one principal dwelling and one secondary dwelling per lot and caretaker/employee housing.

The rural residential designation is applied to areas generally located away from cities and unincorporated community centers, in hilly, mountainous, and/or forested terrain and as a buffer zone where dispersed residential development on larger parcels would be appropriate and compatible with smaller-scale farming and ranching operations. Typical uses allowed include: detached single-family dwellings and secondary dwellings; agricultural uses such as crop

production and grazing, equestrian facilities, and limited agricultural support businesses such as roadside stands, farm equipment and supplies sales; resource extraction uses; various facilities and services that support residential neighborhoods, such as churches, schools, libraries, child care and medical facilities; and parks and necessary public utility and safety facilities.

Figure 3.11-3 shows the Placer County General Plan designation for the Plan Area and surrounding properties. **Figure 3.11-4** shows the Placer County zoning designations for the Plan Area and surrounding properties. As discussed below, the proposed project would allow for annexation of the Plan Area into the City of Lincoln, and would develop consistent with the City's General Plan and as proposed in the Specific Plan and GDP.

3.11.2 Regulatory Setting

Federal

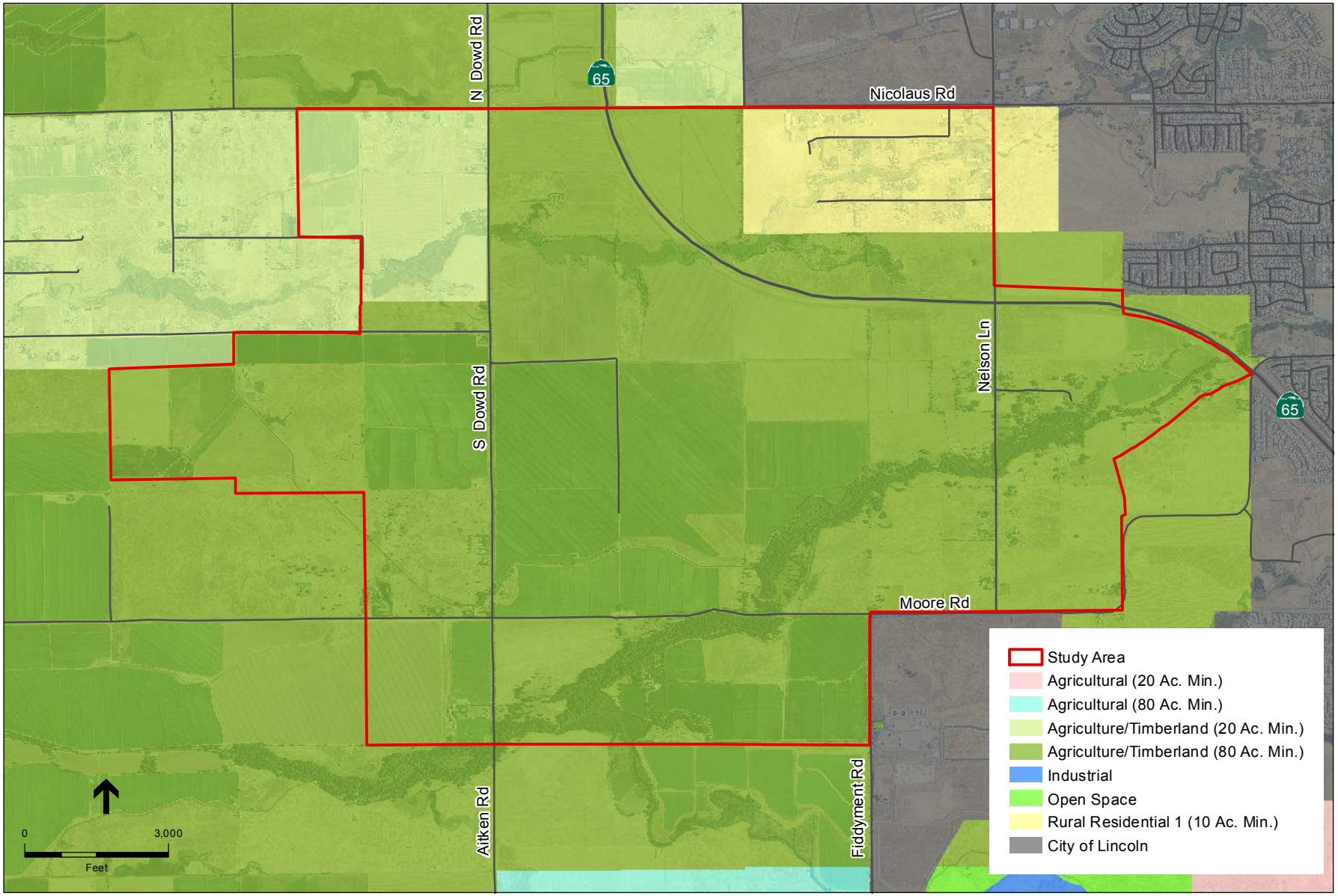
There are no federal regulations that pertain to land use that are applicable to the proposed project.

State

LAFCO

In 1963, the California Legislature established local agency formation commissions (LAFCOs) in each county and gave them regulatory authority over local agency boundary changes. LAFCOs are responsible for applying the provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 to its decisions regarding annexations, incorporations, reorganizations, and other changes in government organization. (Cal. Government Code Section 56000 *et seq.)* Objectives that must be considered by LAFCOs include:

- Ensure the efficient provision of government services (Cal. Government Code, Section 56301).
- Favor the logical formation and determination of local boundaries (Cal. Government Code, Section 56301).
- Discourage urban sprawl and encourage in-fill development (Cal. Government Code, Sections 56001, and 56301 and Policy 3c[2]).
- Require the adequate and timely provision of services (particularly water) (Cal. Government Code, Section 56668[k]) to annexing areas.
- Discourage the premature conversion of prime agricultural land and open space (Cal. Government Code, Section 56301).
- Consider and mitigate, if necessary, the fiscal consequences of annexation (Cal. Government Code, Section 56886).
- Prohibit the creation of unincorporated islands except under unique and specified circumstances (Cal. Government Code, Section 56744).
- Consider the extent to which the fair share housing needs are met (Cal. Government Code, Sections 56668[1] and 56001).



SOURCE: USDA, 2012; Placer County, 2013; ESA, 2015

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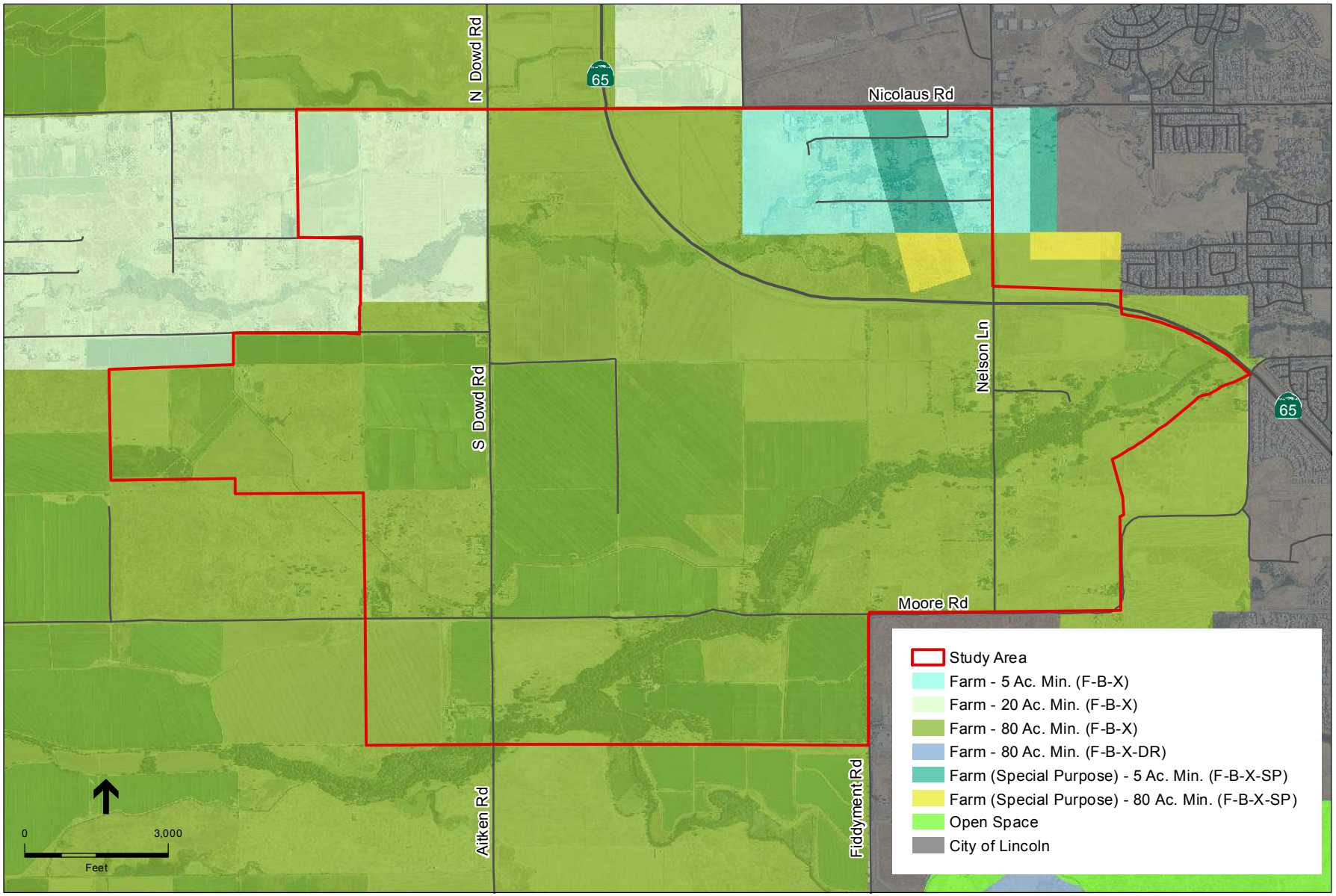
Figure 3.11-3

Placer County General Plan Land Use Designations



SOURCE: USDA, 2012; Placer County, 2010; ESA, 2015

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Figure 3.11-4

Placer County Zoning Designations

Williamson Act

The California Land Conservation Act of 1965 (Cal. Government Code Section 51200), et seq. also known as the Williamson Act, recognizes the importance of agricultural land as an economic resource. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

Williamson Act contracts remain in effect for 10 years. Contracts are automatically renewed every 10 years, unless the property owner files for a notice of nonrenewal with the County. When Williamson Act contract lands are annexed to a city, that city succeeds to the administration of the contract, which typically remains in force until it is cancelled or expires.

Existing conditions and impact analysis related to Williamson Act lands are discussed in Section 3.2, Agriculture and Forestry Resources, of this Draft EIR.

California Important Farmland Inventory

The Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) identifies land that is lost as well as gained during two-year periods. Farmland monitoring is dependent upon farmland classifications, which are largely based on soil surveys. Agricultural land is quantified based upon acreage and classified as Prime, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The FMMP also quantifies the amount of urban land and grazing lands within the County.

Existing conditions and impact analysis related to important farmlands are discussed in Section 3.2, Agriculture and Forestry Resources, of this Draft EIR.

Planning and Zoning Law, Government Code Sections 65000 – 66035

California Planning and Zoning Law requires each city to prepare and adopt "…a comprehensive, long term general plan for the physical development of the…city, and of any land outside its boundaries…" (Cal. Government Code Section 65300.) Under Government Code Section 65302, each General Plan must include the following seven elements: Land Use; Circulation; Housing; Conservation; Open Space; Noise; and Safety.

Specific Plans are hybrid documents that act as a bridge between the City's General Plan and Zoning Regulations for development of a particular area. Government Code Section 65450 states that a city may prepare a specific plan "for the systematic implementation of the general plan…" A Specific Plan is adopted in the same manner as a General Plan (Cal. Government Code Section 65453) and is considered a legislative act.

Department of Education Standards

School Siting

The proposed project would include a total of five schools—three elementary schools, one middle school, and one high school. Please see Section 3.14, Public Services and Recreation, for more information about the schools to be designed within the project site.

For a public school, the California Department of Education maintains specific guidelines regarding the placement of school facilities that are at times more stringent than other types of development. Additionally, if any state school bonds are used for the proposed school land use, then the school district must prepare site assessments and any other DTSC-ordered studies to ensure safety on the school site. The results of the evaluation would be subject to review by the DTSC prior to development of the parcel. If the DTSC determines that no further investigation is needed, the site would be cleared for DTSC approval. However, if the DTSC does not approve the Phase I, a Preliminary Environmental Assessment (PEA) would be required. The evaluation of the school site would also be subject to a subsequent CEQA review process by the school district upon purchase or intent to purchase the identified site due to these potential impacts and because approval of the school falls under a separate jurisdiction.

Also, state law Senate Bill 352 (SB 352) was adopted in 2003 and limits locating public schools within 500 feet of a freeway or busy traffic corridor (Section 17213 of the Education Code; Section 21151.8 of the Public Resources Code). The California Education Code, Section 17213 specifies that a school district may not approve a project involving the acquisition of a school site unless it determines that the property to be purchased or built upon does not contain a pipeline situated underground or aboveground that carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line used only to supply that school or neighborhood. The California Code of Regulations, Title 5, Section 14010(h) states that, "the site shall not be located near an above-ground water or fuel storage tank or within 1,500 feet of the easement of an above ground or underground pipeline that can pose a safety hazard as determined by a risk analysis study, conducted by a competent professional." Guidelines establish a strict student/acreage ratio, this guide provides flexible formulas that permit each district to tailor its ratios as necessary to accommodate its individual conditions. The Department of Education also recommends that a site utilization study be prepared for the site, based on these formulas.

Local

Sacramento Area Council of Governments Blueprint and Metropolitan Transportation Plan/Sustainable Communities Strategy

In December 2004, the Sacramento Area Council of Governments (SACOG) adopted the Preferred Blueprint Scenario.[4] The Blueprint is a vision for growth within the Sacramento Region

[4] Sacramento Area Council of Governments, 2004. Preferred Blueprint Scenario. Available: www.sacregionblueprint.org.

that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. The Blueprint is not a policy document and does not regulate land use or approve or prohibit growth in the region. The Blueprint is a transportation and land use analysis suggesting how cities and counties should grow based on the key principles listed below. A key issue for the Blueprint Project is that compliance with the adopted plan relies entirely on SACOG's ability to persuade jurisdictions to voluntarily follow the SACOG model. The Blueprint is intended by SACOG to be advisory and to guide the region's transportation planning and funding decisions.

The approved Blueprint is based on seven interlocking principles:

- Compact Development that requires less conversion of rural land, shortens travel distances, and reduces the per-unit cost of infrastructure and services.
- Housing Choices, in particular small lot single-family dwellings and attached products that suit the needs of seniors, empty-nesters, young couples, single-person households, single-parent households and other types of small households that currently make up 4-out-of-5 American households. The smaller products fit well with the theme of compact development.
- Mixed-Use Developments that allow people to work and shop near their home.
- Use of Existing Assets, in particular the development of sites that are already within the urban footprint and urban services coverage. This includes both infill development of vacant lots as well as re-development of under-utilized sites such as low-density strip retail areas.
- Transportation Choices, in particular the ability to use non-auto modes (transit, bike, walk) for at least some trips. Non-auto modes are most practical in compact, mixed-use communities.
- Quality Design in terms of aesthetic buildings but also in terms of providing attractive, walkable public spaces that create a sense of community.
- Conservation of Natural Resources through less conversion of land to urban use, slower growth of demand for water, and reduction in the amount of per-capita auto travel.

Based on the principles of the Blueprint, SACOG's 2016 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS)[5] is a plan for improving regional transportation. The 2016 MTP/SCS pro-actively links land use, air quality, and transportation needs. Goals include shortening commute times, reducing traffic congestion, lessening dependence on automobiles, improving air quality, reducing greenhouse gas emissions, reducing distances

[5] Sacramento Area Council of Governments, 2016. *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy*. February 18, 2016. Available: http://www.sacog.org/general-information/2016-mtpscs. Accessed June 28, 2016. Chapter 3.

traveled between jobs and housing, and providing for housing choices more aligned with the changing demographic. While the MTP/SCS is not a land use plan, it does include assumptions for land use and development trends. The Plan Area is designated as a Developing Community as shown in the MTP/SCS, and is consistent with the MTP/SCS growth projections.[6] Developing Communities are typically the areas slated for the next increment of urban expansion at the edge of existing urban or suburban development and therefore are generally situated directly adjacent to Established Communities. They are usually identified in local plans as specific plans, special plan areas, or master plans. These communities may be residential-only, employment-only, or a mix of typically low- to medium-density residential with employment and supporting commercial and public uses.

Placer County General Plan

The Placer County General Plan was updated in May 2013. As stated in Chapter 2, Project Description, the proposed project includes annexation of the Plan Area to the City of Lincoln. Upon annexation, the Plan Area would be subject to the City of Lincoln's 2050 General Plan, not the Placer County General Plan

Placer County Local Agency Formation Commission

Placer County LAFCO is responsible for approval of the proposed annexation for the project, and this EIR will be used by the Placer County LAFCO during its review of the proposed project. Placer County LAFCO has adopted a Placer LAFCO document, a comprehensive list of guidelines and policies to implement LAFCO's stated objectives. Some policies are intended to provide guidance to the Commission and are not directly applicable to actions by local jurisdictions. Relevant LAFCO policies are summarized below.

I. Orderly Formation

A. Service Provision

3. The plan for service provision submitted as part of an application for jurisdictional change shall include the following information: (1) an enumeration and description of the services to be extended to the affected territory; (2) the level and range of those services; (3) an indication of when those services can feasibility be extended to the affected territory; (4) an indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed; and (5) information with respect to how those services will be financed.

4. All proposals involving jurisdictional change will include a plan for services. Those proposals initiated by resolution of the affected agency shall include the plan for service with the application. When proposals are initiated by petition,

[6] Ibid. Figure 3.2.

the Commission's staff shall notify the affected agency and request a plan for service. In cases where the proposed jurisdictional change involves a reorganization, the plan for service shall address all of the affected agencies.

B. Community Approach

2. Service provision shall be viewed on a community basis. Annexation to a city shall generally be accompanied by simultaneous annexation to the special districts that serve that community. Likewise, when possible, annexation to a special district that serves a city shall include annexation to that adjacent city.

D. Boundaries

2. The Commission will generally honor an agreement between a city and the County, or a city and a city with respect to the inclusion or exclusion of roads adjacent to one or more of the boundaries of a proposed annexation. If no such agreement is in place, the entire width of any roadway which is adjacent to the property to be annexed should be included within the annexation when one or more of the following conditions apply:

(a) the roadway will include significant new facilities (such as sewer lines, water lines, storm drains, or notable traffic control measures) that will be maintained by the annexing jurisdiction;

(b) based upon existing and future potential land uses in the area, the primary users of that portion of the road would most likely be generated by the annexing entity; or

(c) whenever the Commission, after considering the overall impacts adjacent land uses, historic and perceptual boundary concerns, and other factors relevant to LAFCO policy, determines that annexation of the roadway would be appropriate.

3. The environmental documentation prepared for each project which proposes annexation of property to a city in which one or more of the boundaries between the city and the County or the city and another city are delineated by a road, shall include analyses which place the road within each of the jurisdictions. The environmental document or a supplemental document prepared by the applicant shall address the long-term maintenance costs associated with each of these potential scenarios.

II. Preservation of Agricultural Land and Open Space Preserves

1. The Commission encourages all agencies with the County to adopt and exercise development policies that promote orderly development and logical boundaries and protect productive agricultural lands and significant open space areas, including riparian areas.

2. Unless the subject area is substantially developed to its ultimate use, annexation to a city or special district will be linked to a proposal to be developed and not be speculative in nature. Development plans, including a timetable, will be required as part of the LAFCO application for annexation.

3. Generally annexation of farmlands shall not be permitted when significant areas of non-productive farmland are already available.

III. Encourage Logical Patterns of Growth and Discourage Urban Sprawl

A. Orderly Growth

1. The Commission encourages the urbanization of certain lands over others and hereby establishes a priority list for urbanization:

(a) vacant or underdeveloped land within the existing boundaries of a city

(b) vacant or underdeveloped land within the adopted sphere of influence of a city

(c) vacant or underdeveloped land outside the adopted sphere of influence of a city

2. The Commission will consider the following factors in determining logical growth patterns in reviewing proposals for annexation to a city or expansion of a city's sphere of influence:

(a) adjacency with existing and planned growth pattern of the city

(b) projected growth demand and relationship to remaining lands to be developed within the city and its existing sphere

(c) ability of the city to provide and fund needed services (utilities, transportation, public safety, recreation, libraries) to the levels defined by the city's general plan

(d) pending or anticipated development applications to the County for areas within a city's existing sphere

5. The Commission discourages urban level development in unincorporated areas adjacent to city boundaries.

C. Annexations

2. Unless special circumstances can be demonstrated, city annexations or reorganizations including city annexations shall be discouraged if there are feasible alternative sites for the annexation proposal already within the city.

Placer County Right-to-Farm Ordinance

In 1989, Placer County adopted a Right-to-Farm ordinance that limited the circumstances under which agricultural operations may constitute a nuisance. (Placer County Code, 2015 Section 5.24.040.) Under the proposed project, the Plan Area would be annexed in to the City of Lincoln and would no longer be subject to Placer County's Right-to-Farm ordinance. However, the City of Lincoln 2050 General Plan includes policies requiring buffers from commercial development (LU-3.6) and disclosures of agricultural operations to new homebuyers relocating adjacent to agricultural operations (LU-5.5) The new GDP for the project would create an AO District, which would require buffering between proposed development and existing agricultural uses and operations.

Placer County Airport Land Use Compatibility Plans

Adopted most recently on February 26, 2014, the Placer County Airport Land Use Compatibility Plans (ALUCP) establish criteria for land use compatibility based on noise, safety, airspace

protection, and overflight provisions. All projects within an airport's influence areas must be evaluated by the Airport Land Use Commission to determine their compatibility with the ALUCP. Chapters 6 and 9 of the ALUCP are specific to Lincoln Regional Airport. The Lincoln Regional Airport is located directly adjacent to the northern side of the Plan Area and majority of the Plan Area is within the airport's compatibility zones (see **Figure 3.11-5**).

Compatibility Zone A

Compatibility Zone A includes the airport runways and areas immediately adjacent. Uses within Zone A are restricted to aeronautical functions in accordance with Federal Aviation Administration (FAA) standards and state regulations. Zone A is characterized as an area exposed to high levels of aircraft noise and high risk of an aircraft accident.[7] Use in this zone is severely restricted for purposes of safety to airport operations and surrounding uses.

Compatibility Zone B1

Compatibility Zone B1 encompasses portions of the runway approach/departure areas adjacent to and beyond the ends of Compatibility Zone A. The length of Zone B1 is primarily determined by the type of approach procedure existing or planned at each runway end. Zone B1 is subject to high noise and risk levels.[8] Risk levels are high because of the proximity of Compatibility Zone B1 to the runway ends and because these areas are overflown by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. Uses in this zone are subject to height restrictions of no more than two habitable floors to avoid interference with airport operations. Additionally, airspace review is required for objects taller than 35 feet. Some residential, commercial, and open space uses are conditionally allowed in this zone. A small portion of Area D is located in the B1 compatibility zone; the area is designated as Village Rural Residential.

Compatibility Zone B2

Compatibility Zone B2 consists of two areas adjacent to Zone A, one on each side of the runways. The length of the zone is based on the length of the future runways. Zone B2 is subject to noise and risk, but less than Zone B1. Height restrictions apply in this zone.[9] Uses permitted in this zone are similar to those for Zone B1, though Zone B2 permits greater intensity and some institutional uses. No areas of the Specific Plan are located within Compatibility Zone B2.

Compatibility Zone C1

Compatibility Zone C1 covers the extended approach/departure corridor and lands adjacent to Compatibility Zone B2 lateral of the runway. Zone C1 is affected by moderate degrees of both noise and risk.[10] Uses in this zone are restricted to no more than three habitable floors and review may be necessary for objects greater than 70 feet in height. Many single-family residential,

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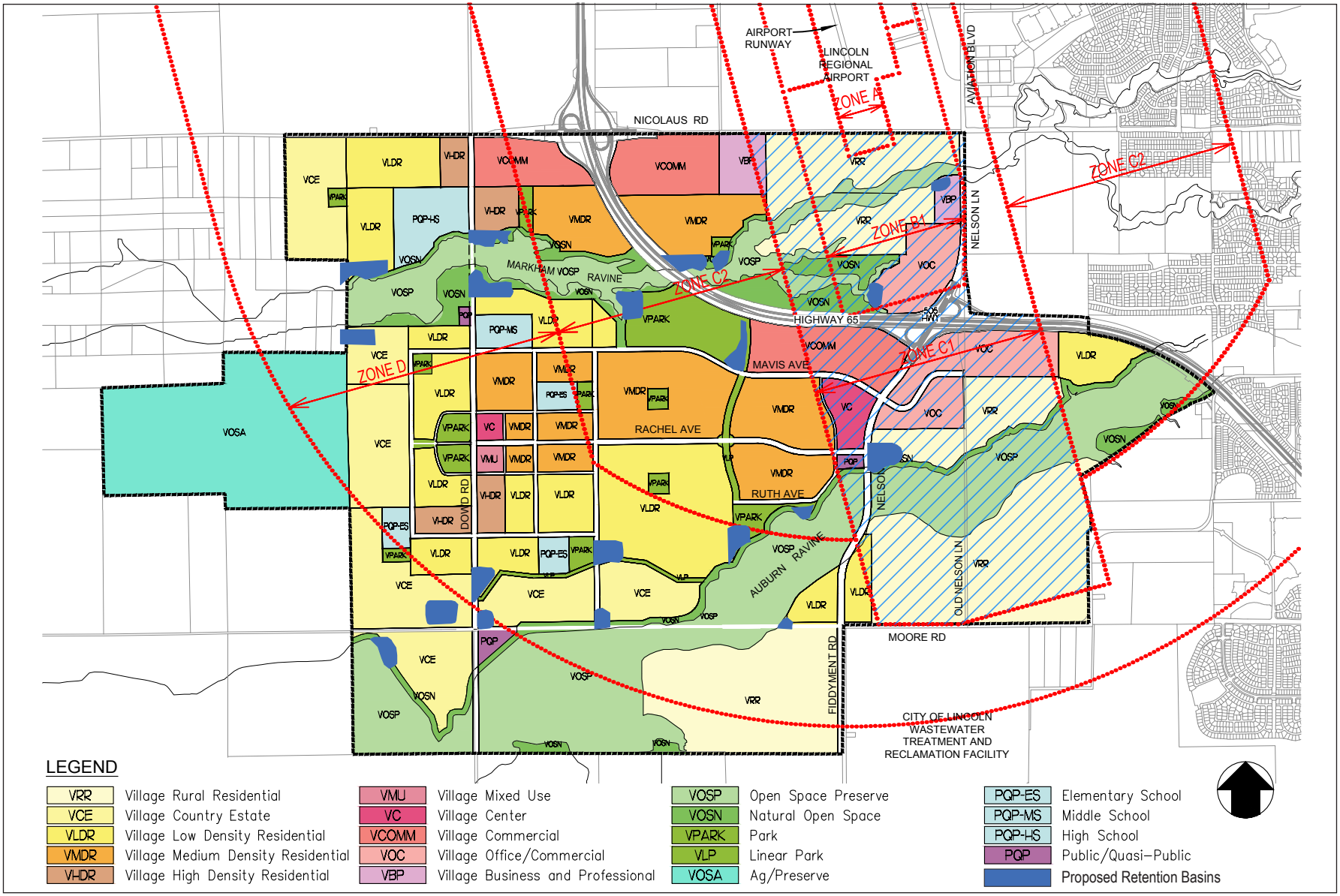
7 Placer County Airport Land Use Commission. 2014. *Placer County Airport Land Use Compatibility Plans*. February 26, 2014. p. 6-2.

8 Ibid.

9 Ibid., p. 6-3.

10 Ibid.



SOURCE: C nning a Engineering, 2015

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Figure .11-

Land Use Airport Co pati ility ones

commercial, and industrial uses are permitted in this zone at a greater density and intensity than in Zones B1 or B2. Small portions of Areas A, B, C, D and E are proposed to be located within Compatibility Zone C1.

Compatibility Zone C2

Compatibility Zone C2 encompasses east and west traffic patterns for the primary runway, as well as the pattern for the potential future parallel runway. Aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches. Annoyance associated with aircraft overflights is the concern within Zone C2. Although the zone lies outside the CNEL 55 decibel (dB) noise contour, noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and particularly risk-sensitive uses such as schools and hospitals.[11] Zone C2 permits multi-family residential development, as well as a greater density and intensity of commercial and industrial uses. Airspace review is required for any structures taller than 150 feet. Portions of Specific Plan Areas A, E, F and I would be located in this compatibility zone.

Compatibility Zone D

Compatibility Zone D is sometimes overflown by aircraft arriving at and departing from the airport; thus, the only compatibility concern is potential hazards to flight. Height limits are no more than 150 feet within this area.[12] Zone D is the least restrictive and has no limit on density and no requirement for open space. Portions of Specific Plan Areas A, F, G, H, I, J and B would be located in Compatibility Zone D.

Placer County Conservation Plan

The Placer County Conservation Plan (PCCP) is a County-proposed solution to coordinate and streamline the environmental permitting process by allowing local entities to issue state and federal permits. The proposed PCCP is a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. As proposed, the PCCP would include the County Aquatic Resources Program (CARP) to issue permits related to the Federal Clean Water Act and the California Fish and Game Code. The CARP component would distinguish the PCCP as a nationally unique model of natural resource management. In proposing this streamlined process, permitting uncertainties would be reduced substantially, thus ensuring a more efficient use of public dollars. Furthermore, the proposed PCCP is a landscape-level plan so that each project would be issued permits based on how it contributes to the County's natural, social, and economic health now and in the future. At the time of this Draft EIR, the PCCP has not been adopted and no public draft is currently available. However, some maps have been made available by the County. A portion of the draft reserve map dated February 11, 2015 is shown in **Figure 3.11-6**. As shown in Figure 3.11-6, most of the Plan Area is considered to be potential

[11] Ibid., pp. 6-3 – 6-4.

[12] Ibid., p. 6-4.

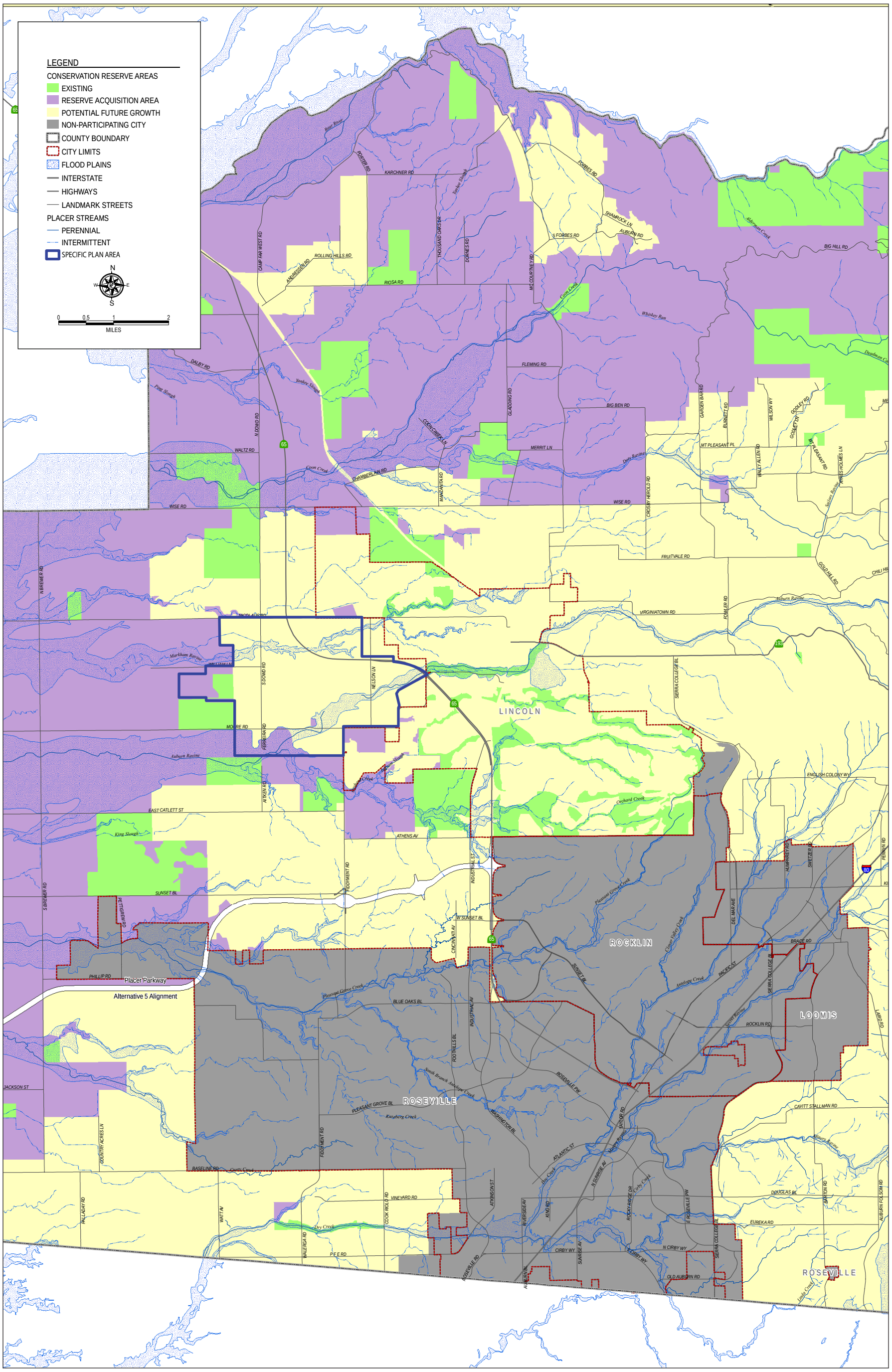
future growth area, with small portions of the westernmost end (the Lincoln Farm School site) and southwestern corner (all part of the Auburn Ravine) of the Plan Area classified as existing reserve land and reserve acquisition area. As part of the proposed project, the applicant would be dedicating the ravine areas as permanent open space. The PCCP is discussed further in Section 3.4, Biological Resources.

City of Lincoln 2050 General Plan

The Plan Area is designated V for Village by the City's 2050 General Plan. This designation is intended to provide for a village concept that promotes mixed-used residential projects focused around a Village core that contains a mix of high-density residential and neighborhood commercial uses. The villages should be designed with a central focus and to take advantage of smart growth principles set forth in the land use policies of the General Plan. Each village is required to contain a mix of low, medium, and high density residential, as well as neighborhood commercial, open space, and public facilities (i.e., schools, institutional uses, police and fire facilities, etc.).

The following goals and policies from the 2050 General Plan are relevant to land use and planning.

Goal LU-1	**To grow in orderly pattern consistent with the economic, social, and environmental needs of Lincoln.**
Policies	
LU-1.1	**Mixed Use Development.** The City shall promote efficient use of larger vacant parcels and vacant areas of the city by encouraging mixed use development.
LU-1.4	**Buffer.** The City shall require buffer areas between development projects and significant watercourses, riparian vegetation, and wetlands.
LU-1.6	**Transportation Choices.** 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.
LU-1.7	**Housing Choices.** The City will promote the application of land use designs that provide a variety of places where residents can live, including apartments, condominiums, townhouses, and single-family attached and detached.
LU-1.8	**Compact Development.** The City will promote the use of development patterns that are more compactly built and use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit.
LU-1.10	**Mixed Land Uses**. Within the designated Village areas, the City will promote a mixed land use designed to place homes together with smaller businesses, institutional, and community land uses. The Village Core area will utilize the Mixed Use (MU) designation. Mixed land uses could include vertical as well as horizontal design allowing for differing land uses within the same building, as well as within the same project area.
LU-1.11	**Natural Resource Conservation.** To promote a high quality of life within the community, the City will in conjunction with related policies in other general plan elements, promote the retention of natural open space areas, greenbelts, and the provision of adequate parks as part of approving new land use designs.



SOURCE: Placer Co nty, 2015

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Figure .11-

raft PCCP Reser e Map

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LU-1.12 **Quality Design.** Through the design review process, apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping signage and amenities. The City will continue to develop and apply design standards that result in efficient site and building designs, pedestrian friendly projects that stimulate the use of alternative modes of transportation, and a functional relationship between adjacent developments.

LU-1.13 **Form Based Zoning**. In order to implement smart growth principles, the City will utilize form based zoning in the designated Village areas.

LU-1.14 **Land Use Conflicts.** The City shall continue to apply the regulations and procedures of the City's Zoning Ordinance and shall use the environmental process to prevent or mitigate land use conflicts.

Goal LU-2 To designate, protect, and provide land to ensure sufficient residential development to meet community needs and projected population growth.

Policies

LU-2.1 **Prevent Incompatible Uses.** The City shall prevent the intrusion of new incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability) into existing residential areas.

LU-2.6 **Land Use Designations.** The City shall provide a variety of residential land use designations that will meet the future needs of the city.

LU-2.8 **Innovative Development.** The City shall promote flexibility and innovation in residential land use through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development and planning techniques.

LU-2.10 **Airport Buffer.** Protect existing and planned local air transportation facilities from encroachment by potentially incompatible land uses and require developers to file an avigation easement with the City if a proposed development or expansion of an existing use is located in an area subject to a compatibility zone within the Placer County Airport Land Use Compatibility Plan (ALUCP).

Goal LU-3 To designate adequate commercial land for and promote development of commercial uses compatible with surrounding land uses to meet the present and future needs of Lincoln residents, the regional community, and visitors and to maintain economic vitality.

Policies

LU-3.2 **Commercial Land Use.** The City shall designate sufficient commercial land to meet the future needs of the city.

LU-3.4 **Grouping of Commercial Land Uses.** The City shall avoid "strip commercial" land uses in new development areas by encouraging grouping of commercial land uses in core areas.

LU-3.5 **Mitigate Land Use Conflicts.** The City shall mitigate conflicts between new commercial land uses and other land uses, especially residential, park, and recreational uses.

LU-3.6 **Buffer Commercial Land Uses**. The City shall require that commercial land uses be buffered from incompatible land uses and protected from encroachment by incompatible uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space set-backs, greenbelts, and building orientation.

LU-3.7 **Innovative Development.** The City shall promote flexibility and innovation in commercial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

LU-3.8 **Regional Commercial Opportunities.** The City will identify and preserve appropriate areas (based on size and location) for development of regional commercial opportunities.

Goal LU-5	**To retain rural designations for large parcels of land outside the city limits but within the Planning Area, until annexed to city.**
Policies	
LU-5.3	**Protect Agriculture.** The City shall ensure that agricultural land uses are not prematurely terminated by protecting the continued operation of agricultural land uses.
LU-5.4	**Agricultural Buffers.** The City shall require that agricultural land uses designated for long-term protection (i.e., in a Williamson Act contract or under a conservation easement) shall be buffered from urban land uses through the use of techniques including, but not limited to, greenbelts, open space setbacks, soundwalls, fencing and berming.
LU-5.5	**Agricultural Disclosure.** Residential developments locating next to active agricultural areas will have a notice included in the deed notifying buyers of agricultural use.

Consistency of the proposed project with the City's 2050 General Plan goals and policies is evaluated in Impact 3.11-3.

The City's General Plan includes guiding principles for each village SUD. For Village 5, the General Plan envisioned a suburban development taking advantage of key arterial roads. The General Plan identified the following issues for Village 5:

- The Markham Ravine floodway should be preserved and a trail system should be incorporated along the edge of the floodway.
- Provide an adequate transition to the rural residential areas in the county along the west edge of the village.
- There are a number of small fragmented parcels in the area. The specific plan for Village 5 shall discuss the incorporation of these parcels into the overall plan.
- The adjacent Western Placer Unified School District's 280- acre site is currently planned for agricultural uses by the District. If such a policy is maintained by the District, the City will evaluate the need for a buffer of the agricultural operations in the land use planning for this Village.
- Potential need for an agricultural buffer along the western boundary of this area.
- The village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

The relationship of these 2050 General Plan policies to the V5SP is included in Chapter 5, General Plan Consistency.

City of Lincoln Zoning Ordinance

The City of Lincoln's Zoning Ordinance implements the City's General Plan and sets forth permitted and conditional uses for each zone, as well as specifies setbacks, lot coverage, and more.

The Plan Area would be annexed into the City. The proposed project would also include pre-zoning of the Plan Area to be consistent with City designations, and adoption of a Specific Plan

and a GDP. A GDP is a tool used by the City to implement master-planned developments such as the V5SP. The GDP is a companion document to and would be approved concurrently with the Specific Plan. The GDP essentially functions as the zoning code and design guidelines for the Specific Plan, providing the regulatory guide, development standards and other design criteria needed to administer review of individual projects within the Plan Area. The development standards and design guidelines provided in the GDP will be used by City staff in reviewing subsequent development applications for individual Planning Areas/phases and to guide the developers, builders, planners and designers who will be involved in the construction of the community.

Proposed General Plan and Zoning Designations

The City of Lincoln's 2050 General Plan designates the Plan Area as Village 5/SUD B. As required by the City of Lincoln, the applicant has prepared a Specific Plan and General Development Plan for Village 5. If adopted, the Specific Plan would be the primary land use, policy, and regulatory document used to guide the overall development of the Plan Area. As presented, the Specific Plan establishes a development framework for land use, mobility, utilities and services, resource protection and implementation. The Specific Plan is intended to (and must be) consistent with the Lincoln General Plan. The GDP functions as the zoning code and design guidelines for the Specific Plan to help ensure that projects within the Specific Plan are developed in a cohesive and well-planned manner.

The land uses proposed by the V5SP would include five different residential zones, five different commercial/employment zones, five different parks and open space zones, and six different public use zones. **Table 3.11-1** includes a summary of all proposed land uses within the Plan Area. **Figure 3.11-7** shows the proposed land use plan.

Village Rural Residential (VRR)

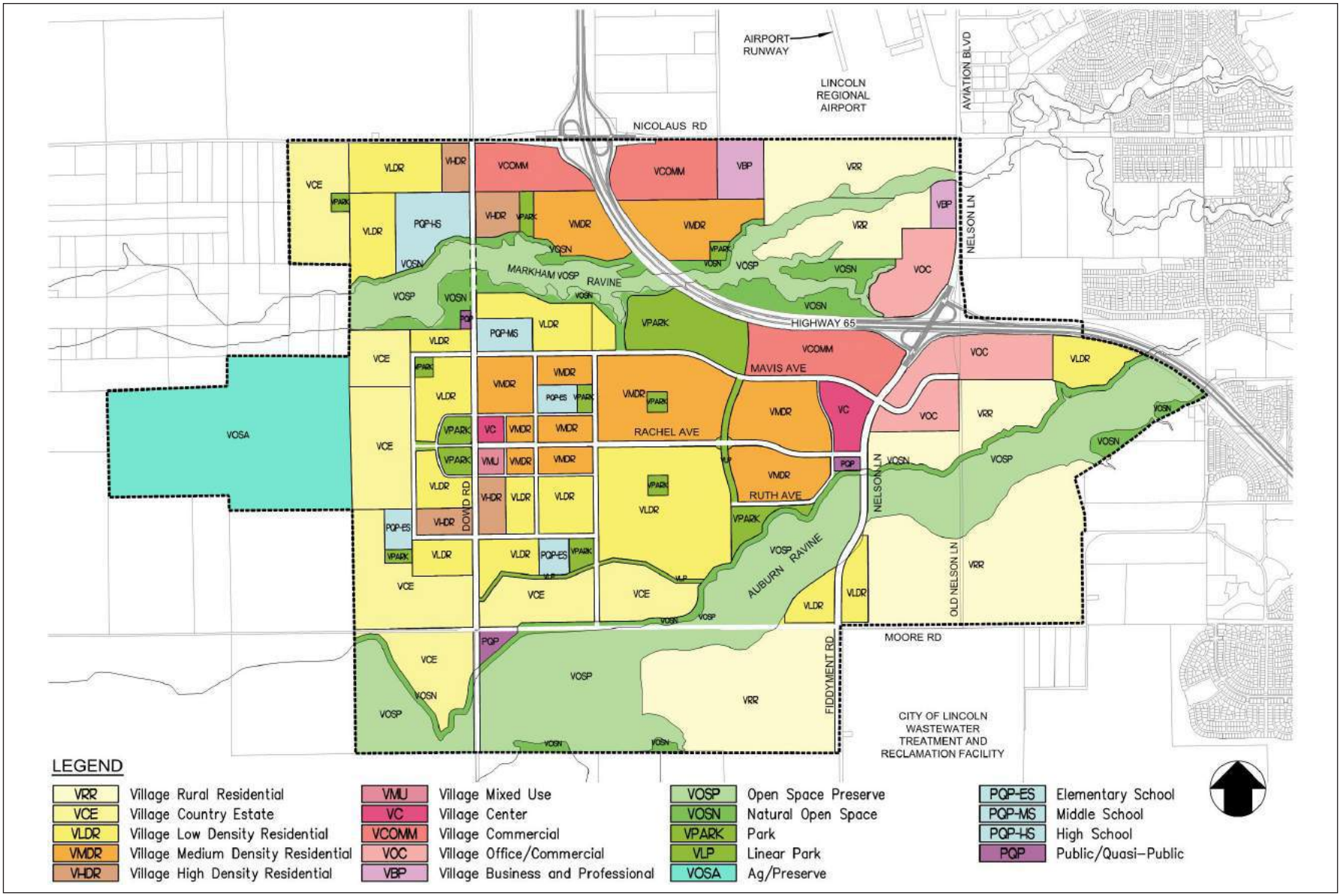
This designation would provide for residences on large rural lots and would be primarily applied to parcels within Compatibility Zones A, B1, and C1 for Lincoln Regional Airport, located directly to the north of the Plan Area and SR 65. The density range would be 0.5 to 0.2 dwelling units per acre (du/ac), or 1.0 dwelling unit per two to five gross acres.

Village Country Estates (VCE)

The VCE category would include large lot single-family dwellings. The VCE designation would provide an opportunity for larger, estate-sized parcels that are located in proximity to adjacent agricultural lands and open space. The density range would be 1.0 to 2.9 du/ac.

Village Low Density Residential (VLDR)

The VLDR land use designation would provide for single-family detached homes on standard suburban size lots, but attached homes would also be allowed. Alternative lot configurations such as alley, cluster or half-plex lots could also be accommodated. The density range for VLDR land uses would be 3.0 to 5.9 du/ac.



SOURCE: City of Lincoln, 2016

Lincoln Village 5 EIR . 130368

Figure .11-
Land Use Plan

Village Medium Density Residential (VMDR)

The VMDR land use category would accommodate a variety of housing types. This density would allow for single-family detached housing as well as attached housing types. VMDR housing types may include, but are not limited to, the following: single-family detached, half-plex, cluster, alley, courtyard, green court, zero-lot line, brownstones, townhomes, or condominiums. The density range for VMDR land uses would be 6.0 to 12.9 du/ac.

Village High Density Residential (VHDR)

The VHDR land use category would provide for a variety of attached single-family and multi-family housing types. The VHDR sites would be located along Dowd Road, near the Village Commercial and West Village Center sites, and are intended to promote the use of alternative modes of transportation by creating proximity between residences and businesses that provide goods and services, employment, and transportation hubs. The density range for VHDR land uses would be 13.0 to 30.0 du/ac.

Village Mixed Use (VMU)

The VMU designation would provide a mixed-use commercial site near the West Village Center. This land use category would provide for functional integration of residential uses with retail, service commercial, professional office, or recreational uses. This category would thereby allow for vertical and/or horizontal mixed-use development. Residential uses in this designation would meet the parameters established for the VHDR land use category. The target density for the residential portion of the VMU land use would be 7.5 du/ac and the target floor area ratio (FAR)[13] for the non-residential uses would be 0.35.

Village Center (VC)

The purpose of the VC designation would be to provide small to mid-size commercial sites serving multiple neighborhoods or the entire Plan Area. Two sites would be designated as VC: the East Village Center and the West Village Center.

Village Commercial (VCOMM)

The VCOMM land use category would be designated for larger, visible sites along SR 65 near the Nelson and Nicolaus Road interchanges. The VCOMM commercial sites would be targeted to serve the greater Lincoln community, and could include shopping centers, larger format retailers, hotels and motels, and a range of freestanding uses, such as banks, restaurants, and offices. The target FAR for VCOMM land uses would be 0.25.

Village Office/Commercial (VO/C)

The VO/C land use category would provide areas for a mix of offices and commercial uses, with target ratio of 60 percent office and 40 percent commercial. The VO/C sites would be located at the northwest and southeast corners of the SR 65/Nelson Road interchange, and could

[13] Floor area ratio, or FAR, is a measure of the relationship of the amount of built space to the size of the lot. As an example, a development of 43,560 square feet (sf) on a one-acre lot would have an FAR of 1. An FAR of 0.35 on a one-acre lot would allow the development of a 15,246 sf building.

accommodate a mix of moderate intensity office and commercial employment in a central location within Lincoln, near SR 65. Uses anticipated within this zone would include professional offices, fitness centers, financial institutions, restaurants and other business services. Retail commercial activities that complement or are accessory to the primary uses of the zone would also be allowed. The target FAR would be 0.30 for VO/C sites.

Village Business Professional (VBP)

The VBP category would provide areas for the development of research and development campuses, professional offices, and services. Based on the compatibility zones that the VBP designation intersects, the target FAR for VBP land uses would be 0.25.

Village Parks (VPark)

The VPark designation would provide locations in the Plan Area for recreation and community gathering. Parks of varying sizes would be provided to meet neighborhood, community, and regional needs. This designation would be intended to provide locations for parks and other public services and uses. Both active and passive recreational activities would be permitted.

Village Linear Park (VLP)

The VLP land use category would provide for corridors of varying widths (between approximately 40 feet and 100 feet) that would link the pedestrian and bikeway trail network and provide passive recreation opportunities., as well as regional parks to community parks. Linear parkways may also provide space for compatible recreation amenities, such as benches and gathering areas for the adjacent community.

Ag Preserve (VOSA)

The VOSA category is exclusively for the existing approximately 280-acre Lincoln High School Farm (LHS Farm) property. There is a habitat conservation easement currently in place for on 126 acres of the property. This facility consists of educational farming projects and wildlife habitat on the site, with classrooms and workshops on the easternmost area. Expansion of the LHS Farm on site may expand the educational uses on this site as well as maintaining the emphasis on farming and habitat uses.

Village Open Space (VOSP and VOSN)

The Open Space category would include two types of open space: Village Open Space Preserve (VOSP) and Natural Open Space (VOSN). The VOSP designation would be applied to the natural resources within the Plan Area, including creeks, seasonal wetlands, vernal pools, swales, and marshes, as well as oak trees and other natural vegetation. VOSP would correspond with the current working draft version of the Placer County Conservation Plan (PCCP),[14] the Placer County Aquatic Resources Program (CARP) and coincide with the Auburn and Markham Ravine

[14] Placer County. 2015. *Placer County Conservation Plan. Working Draft*. March 10, 2015. At the time of this Draft EIR, the PCCP has not been adopted and no public draft is currently available.

corridors.[15] Uses within and access into the VOSP areas would be restricted pursuant to the PCCP. The PCCP is still in draft form and has not yet been reviewed under the National Environmental Policy Act (NEPA) or CEQA, and it has not yet been considered for adoption by Placer County or state and federal regulatory agencies.

The VOSN designation would be applied to areas adjacent to the VOSP open space preserves. The Plan Area would set aside areas of VOSN in order to preserve wetland and aquatic resource features that contribute to the integrity of the watersheds encompassed within the VOSP areas. Uses within the VOSN may include wetland creation (with appropriate buffers) and may also provide space for compatible passive recreation amenities such as trails, benches and viewing areas to enhance the Auburn and Markham Ravine corridors for the adjacent community.

Regardless of the outcome of the PCCP and CARP processes, both open space categories would be implemented as described above.

Public/Quasi-Public (P/QP)

The P/QP land use designation would provide for the establishment of public and quasi-public uses, such as safety facilities, utilities, local government offices and facilities, public schools (schools, colleges, and universities), community centers, and other similar uses. The intent of this designation is to identify appropriate locations for these uses without impacting, disrupting, or otherwise removing other lands for residential or other uses.

Additionally, the applicant is proposing that the City create an Agricultural Overlay (AO) District over the entire Village 5 Plan Area to allow for buffering of agricultural uses (for those farmers who wish to continue farming into the foreseeable future) from new development (i.e., homes, parks, commercial centers and schools). (See GDP Sections 3.4.13 and 3.5.5.) In short, agricultural uses in existence when the Plan Area is annexed to the City may continue in perpetuity so long as the operations comply with Sections 3.4.13 and 3.5.5 of the GDP.

[15] City of Lincoln. 2015. Lincoln Village 5 Specific Plan. August 7, 2015. p. 4-11.

TABLE 3.11-1.
VILLAGE 5 SPECIFIC PLAN LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	AVE. DU/AC.	F.A.R. TARGET[2]	RES. UNITS[3]	RES. % OF DU	NON-RES S.F.	NON-RES % S.F.
Residential Uses										
VRR	Village Rural Residential	759.1	652.4	0.2-0.5	0.5		320	3.9%	N/A	
VCE	Village Country Estate Residential	453.3	435.9	0.6-2.9	2.0		869	10.6%	N/A	
VLDR	Village Low Density Residential	569.6	539.4	3.0-5.9	5.0		2,690[4]	32.8%	N/A	
VMDR	Village Medium Density Residential	441.6	405.3	6.0-12.9	7.0		2,830[5]	34.5%	N/A	
VHDR	Village High Density Residential	68.7	68.7	13.0-30.0	21.0		1,441	17.6%	N/A	
	SUBTOTAL	**2,292.3**					**8,150**	**99.3%**		
Commercial Uses										
VMU	Village Mixed Use	7.5	7.5		7.5	0.35	56	0.7%	114,300	2.5%
VC	Village Center	33.9	29.9			0.35	N/A	0.0%	456,400	10.0%
VCOMM	Village Commercial	196.3	176.2			0.25	N/A		1,918,300	41.9%
VOC	Village Office/Commercial	159.9	129.9			0.30	N/A		1,696,800	37.0%
VBP	Village Business and Professional	42.8	36.4			0.25	N/A		395,800	8.6%
	SUBTOTAL	**440.4**						**0.7%**		**100%**
Parks and Open Space										
VPark	Park	149.2	127.0							
VLP	Linear Park	19.5	18.6							
VOSA	Ag/Preserve	343.5	343.5							
VOSP	Open Space Preserve	841.1	841.1							
VOSN	Natural Open Space	218.1	202.0							
	SUBTOTAL	**1,571.4**								
Public Uses										
P/QP	Public / Quasi-Public	13.6	13.0							
P/QP-ES	Elementary School	35.9	35.5							
P/QP-MS	Middle School	20.0	20.0							
P/QP-HS	High School	48.7	48.7							
	SUBTOTAL	**118.2**								

TABLE 3.11-1.
VILLAGE 5 SPECIFIC PLAN LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	AVE. DU/AC.	F.A.R. TARGET[2]	RES. UNITS[3]	RES. % OF DU	NON-RES S.F.	NON-RES % S.F.
ROW	Right of Way	225.6	225.6							
HWY	SR 65	139.0	139.0							
	SUBTOTAL	**364.6**								
	TOTAL	**4,786.9**	**4,495.6**				**8,206[6]**	**100.0%**	**4,581,600**	**100.0%**

NOTES:

1. Net Acreage shown excludes detention basins and airport re□uired open land, based on the Placer County Airport Land Use Compatibility Plan, February 26, 2014. Detailed calculations on a parcel by parcel basis are provided in the V5SPAppendix B.
2. The FAR factors are targets and may vary based on the ranges established for each □one. VMU FAR is based on GP Table 4-3; COMM FAR assumes no internal public roadways; O/C FAR assumes mix of two and three story buildings; BP FAR assumes single story buildings.
3. Total dwelling units for each land use type is based on the net acreages on a parcel by parcel basis, as provided in Table B-1 of Appendix B Planning Area Detail, and multiplied by the average density factor. The densities shown are an average and may vary based on the ranges established for each residential □one.
4. 771 of the VLDR units would be designated as age-□ualified.
5. 229 of the VMDR units would be designated as age-□ualified.
6. Up to 1,000 units of VLDR and VMDR would be developed as age-□ualified units.

SOURCE: City of Lincoln, 2015. Lincoln Village 5 Specific Plan. August 7, 2015.

3.11.3 Analysis, Impacts, and Mitigation

Significance Criteria

The significance criteria for this analysis were developed from criteria presented in Appendix G, "Environmental Checklist Form", of the CEQA Guidelines and based on the professional judgment of the City of Lincoln and its consultants. The proposed project would result in a significant impact if it would:

- Physically divide an established community.
- Conflict with the primary goals, policies, general directions, or stated intention of the City of Lincoln General Plan, City of Lincoln Zoning Code, Placer County LAFCO, Placer County ALUCP.
- Develop land uses that are incompatible with each other or adjacent uses.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Methodology and Assumptions

The proposed project includes a Specific Plan that includes a development plan to create a distinctive community for the Village 5 and SUD-B area. A GDP has also been prepared and provides specific standards and intensity for future development in the Plan Area. Unless otherwise stated in the V5SP or GDP, the City's zoning ordinance would apply. In the event of any conflicting regulations, the V5SP and GDP would supersede the City's zoning ordinance.

The proposed project was evaluated for consistency with applicable plans and policies. Also, the proposed land uses were evaluated for internal compatibility.

Impacts Not Analyzed Further in This EIR

- **Physically divide an established community.** The Plan Area consists of primarily rural residential and agricultural lands. Residences are generally distant from each other with no established community. Additionally, many of the existing rural residences are dated and/or dilapidated and will be demolished. Therefore, project implementation would not physically divide an established community and this issue is not evaluated further in this EIR.

Impacts and Mitigation Measures

Impact 3.11-1: Implementation of the proposed project would conflict with adjacent land uses.

Land use conflicts arise when adjacent land uses result in activities or features that are incompatible. For example, industrial or agricultural uses or busy roadways (which could produce noise, odors, and dust) may be considered incompatible with uses where people sleep or recreate. Incompatible uses may be separated by buffers, landscaping, or screening, depending on the

particular aspects of incompatibility. Additionally, schools and medical care facilities are considered to be sensitive to noise disturbance and air pollution-related health risk factors.

The proposed project would implement a Specific Plan and GDP for Village 5. As discussed above, the City's 2050 General Plan established the Village concept to promote mixed-used residential projects focused around a village core, and lower density housing with neighborhood commercial in the middle of the village, and near rural uses on the outer areas of the village.

Full Specific Plan

Residential

Several residential subdivisions are located east of Nelson Lane and north of SR 65. These residential neighborhoods include low density and medium density residential units, as well as areas of commercial development. The Lincoln Crossing neighborhood is located southeast of the Plan Area. While Nelson Lane would be realigned south of SR 65 to accommodate project traffic, other residential roadways, including those in Lincoln Crossing, would not carry a substantial amount of project-generated traffic because of the planned roadway network within the Plan Area. The proposed project would concentrate development around a compact core with uses transitioning to lower density and intensity toward the edges of the Plan Area. In general, residential land uses are considered to be compatible because they involve similar uses and activities.

Rural residences are located west of the northwest corner and southeast of the specific plan site. Proposed uses adjacent to these residences are country estate residential, open space, and agricultural preserve. These proposed uses create a transition in densities from the existing low-density rural residences and the proposed higher densities within the Plan Area. These land uses are not considered incompatible, and the impact would be **less than significant**.

Agricultural

Ongoing agricultural activities could generate dust, odors, noise, and smoke that could be considered a nuisance by future residents within the Plan Area. East of the Plan Area is primarily urban development, including residential and commercial structures. Agricultural activities take place on properties north, west, and south of the Plan Area, including agricultural activities at the Lincoln High School Farm. Following full development of the proposed project, off-site agriculture activities could be adjacent to commercial, low-density residential, medium-density residential, country estate residential, rural residential, and open space uses. Areas that would remain as active agriculture would include the land west of Lincoln Regional Airport and north of Nicolaus Road along the northern boundary of the Plan Area, areas west of the Plan Area in 20-acre and 80-acre minimum parcels, and areas south of the Plan Area which are zoned and designated as 80-acre minimum agricultural use.

Future schools within the Plan Area would not be located adjacent to any off-site agricultural uses, but would be separated from agricultural lands by residential development ranging from Country estate to high-density residential, and open space preserves.

Notably, the proposed V5SP and GDP would include an AO District. (*See* Specific Plan Section 3.5; GDP Section 3.4.13.) The AO District would allow existing agricultural uses in the Plan Area to continue by right (i.e., they would not become non-conforming uses should the SP and GDP be adopted) until the property owners wish to develop consistent with the applicable underlying land use designation. The AO District would require buffers between urban and rural uses (e.g., homes and farms) to reduce common noise, odors, and other potential nuisance issues, and ensure land use compatibility.

The proposed project is designed so that rural residential and country estate residential properties would be placed adjacent to off-site agricultural parcels. Compared to placing suburban density residential uses immediately adjacent to agricultural activities, this design would locate lower density rural residential and country estate residential parcels adjacent to agricultural operations. Although the densities of residences near agricultural operations would be low, it is possible that incompatibilities could occur due to dust, noise, and odors from agricultural operations on agricultural land.

While proposed residential uses would generally be compatible, residential uses within the Plan Area and nearby agricultural operations could conflict due to the noise, dust, and odors that may accompany agricultural operation. Therefore, the potential for the proposed project to conflict with adjacent land uses would be **potentially significant**.

Area A

Area A is located within the center of the Plan Area and would be the first area developed under the proposed project. The proposed land uses in Area A would include low-density residential (LDR), medium-density residential (MDR), commercial, (VC and VCOMM) and parks uses. (VOSP, VPARK, VOSP, VLP) As discussed in "Environmental Setting" above, Area A is currently used for agriculture and rural residences.

As discussed above, most of the Plan Area is within the Lincoln Regional Airport land use compatibility zones. Area A lies within Compatibility Zones C1 and C2. Zone C1 limits structures to three floors and requires airspace review for objects greater than 70 feet in height. Zone C1 specifies a maximum average sitewide intensity of 150 persons per acre, but will allow up to 450 persons per single acre. Residential land uses in Area A that lie within Zone C1 are predominantly Rural Residential, with a very small sliver of Low Density Residential and Medium Density Residential along the western edge of the Zone C1. The Rural Residential designation would allow one dwelling unit per two to five acres. The Low Density Residential designation would allow three to 5.9 dwelling units per acre. The Medium Density Residential designation would allow six to 12.9 dwelling units per acre. Using a conservative per household rate of three persons per household, the maximum intensity would be approximately 39 persons per acre, well below the sitewide intensity threshold of 150 persons per acre.

Zone C2 is less restrictive, requiring review by the ALUC for structures greater than 150 feet in height. Zone C2 specifies a maximum average sitewide intensity of 300 persons per acre, with a