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

FINAL ENVIRONMENTAL IMPACT REPORT
SCH No. 2014052071

July 2017

Prepared for
City of Lincoln
Community Development Department

ESA

LINCOLN VILLAGE 5

Final Environmental Impact Report
SCH #2014052071

Prepared for
City of Lincoln, Community Development Department

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CHAPTER 1
Introduction and List of Commenters

1.1 Purpose of this Document

This Final Environmental Impact Report (Final EIR) includes all agency and public comments received on the Draft Environmental Impact Report (Draft EIR, SCH #2014052071) for the Village 5 Specific Plan (V5SP or proposed project) for the City of Lincoln. Written comments were received by the City of Lincoln during the public comment period from August 26, 2016 through October 11, 2016. This document also includes written responses to each comment received on the Draft EIR. These responses correct, clarify, and amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR.

This Final EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and together with the Draft EIR (and Appendices) constitutes the EIR for the proposed project that will be used by the Lincoln Planning Commissioners and Lincoln City Council Members during project hearings, as well as other responsible and trustee agencies issuing discretionary permits for the project.

1.2 Summary of Proposed Project

The proposed V5SP would provide the City of Lincoln with 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. Currently, the adopted General Plan for the City identifies the Plan 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.

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 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. Approximately 4.6 million square feet total of employment-generating and commercial land uses are proposed as part of the proposed project.

1.3 Project Actions

The proposed project is anticipated to include, but may not be limited to, the following City actions:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Lincoln;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Approval of one or more amendments to the General Plan;
- Adoption of Prezoning and Zoning Text Amendments;
- Adoption of a Public Facilities Financing Plan for the Village 5 Specific Plan;
- Approval of annexation(s) and petition(s) for annexation by LAFCo;
- Approval of a Water Supply Assessment; Approval of the Village 5 Specific Plan;
- Approval of the Village 5 General Development Plan for Area A, a portion of the Plan Area (Appendix B);
- Approval of the Village 5 General Development Plans for Area B through J;
- Approval of an Operating Agreement for Electronic Message Center;
- Approval of Conditional Use Permits;
- Approval of (Vesting) Tentative Subdivision Maps;
- Approval of one or more Development Agreements for the Village 5 Specific Plan;
- Approval of Site Plans for the Village 5 Specific Plan; and
- Approval of a Memorandum of Understanding (MOU) between Richland Communities, the City, and Placer United Soccer relating to the 72-acre Sports Complex.

The proposed project is anticipated to include, but may not be limited to, the following actions of approval by entities other than the City:

- 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;
- 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; and
- 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.

1.4 Organization of the Final EIR

The Final EIR is organized as follows:

Chapter 1 – Introduction and List of Commenters: This chapter summarizes the project under consideration and describes the contents of the Final EIR. This chapter also contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period, presented in order by agency, organization, individual and date received.

Chapter 2 – Revisions to the Draft EIR: This chapter describes changes and refinements made to the proposed project since publication of the Draft EIR. These refinements, clarifications,

amplifications, and corrections, which are described as a narrative in the beginning of the chapter, would not change the environmental analysis and conclusions presented in the Draft EIR for the reasons discussed in Chapter 2. This chapter also summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR and/or staff-initiated text changes. Changes to the text of the Draft EIR are shown by either a line through the text that has been deleted or double underlined where new text has been inserted.

Chapter 3 – Comments and Responses: This chapter contains the comment letters received on the Draft EIR followed by responses to individual comments. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter A1 are numbered A1-1, A1-2, A1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references to other comments are provided.

Some comments that were submitted to the City neither pertain to CEQA environmental issues nor address the adequacy of the analysis contained in the Draft EIR. Responses to such comments, though not required, are included to provide additional information. When a comment does not directly pertain to environmental issues analyzed in the Draft EIR, does not ask a question about the adequacy of the analysis contained in the Draft EIR, expresses an opinion related to the merits of the proposed project, or does not question an element of or conclusion of the Draft EIR, the response acknowledges the comment and may provide additional information where appropriate. The intent is to recognize the comment. Many comments express opinions about the merits or specific aspects of the proposed project, and these are included in the Final EIR for consideration by the decision-makers.

Chapter 4 – Mitigation Monitoring Plan: This chapter contains the Mitigation Monitoring Plan (MMP) to aid the City in its implementation and monitoring of measures adopted in the EIR, and to comply with the requirements of Public Resources Code Section 21081.6(a).

1.5 Public Participation and Review

The City of Lincoln has complied with all noticing and public review requirements of CEQA. This compliance included notification of all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- A Notice of Preparation (NOP) for the EIR was filed with the State Clearinghouse on May 22, 2014. The 30-day public review comment period for the NOP ended on June 23, 2014. The NOP was distributed to governmental agencies, organizations, and persons

interested in the proposed project. The City sent the NOP to agencies with statutory responsibilities for the proposed project with the request for their input on the scope and content of the environmental information that should be addressed in the EIR. The NOP was also published on the City's website and filed at the County Clerk's office.

- A public scoping meeting for the EIR was held on June 12, 2014.

- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on August 26, 2016. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on October 11, 2016. A Notice of Availability (NOA) for the Draft EIR was published in the Lincoln News Messenger on August 26, 2016 and sent to appropriate public agencies, all property owners within the project area, and property owners within 400 feet of the property area. The Draft EIR was also published on the City's website at http://www.lincolnca.gov/city-hall/departments-divisions/community-development/environmental-documents.

- Copies of the Draft EIR were available for review at the following publicly accessible locations:

  City of Lincoln
  Community Development Department
  600 Sixth Street, Third Floor
  Lincoln, CA 95648

  Lincoln Public Library
  485 Twelve Bridges Drive
  Lincoln, CA 95648

- Public comments were invited and accepted during a City of Lincoln Planning Commission meeting on September 21, 2016. Public comments followed a presentation by City staff, which included a brief presentation on the proposed project and presentation of significant environmental impacts.

1.6 List of Commenters

The City of Lincoln received 25 comment letters during the comment period on the Draft EIR for the proposed project. Table 1-1 below indicates the numerical designation for each comment letter, the author of the comment letter, and the date of the comment letter.

TABLE 1-1
COMMENT LETTERS REGARDING THE DRAFT EIR

Letter #	Entity	Author(s) of Comment Letter/e-mail	Date of Comment Letter/e-mail
Agencies – Federal, State, and Local			
A1	United Auburn Indian Community of the Auburn Rancheria	Gene Whitehouse, Chairman	September 14, 2016
A2	California Department of Fish and Wildlife, North Central Region	Angela Calderaro, Senior Environmental Scientist (Specialist)	September 20, 2016
A3	Central Valley Regional Water Quality Control Board (CVRWQCB)	Stephanie Tadlock, Environmental Scientist	September 30, 2016
A4	Placer County Airport Land Use Commission (ALUC)	Celia McAdam, FAICP CTP, Executive Director	October 6, 2016
A5	Department of Air Force, 9th Mission Support Group (ACC), Beale Air Force Base, California	Col. Danielle L. Barnes, Commander	October 7, 2016
A6	California Department of Transportation (Caltrans), District 3	Kevin Yount, (Acting) Branch Chief	October 10, 2016
A7	City of Rocklin	David Mohlenbrok, Environmental Services Manager	October 10, 2016
A8	Placer County Air Pollution Control District (PCAPCD)	Yushuo Chang, Planning & Monitoring Section Manager	October 11, 2016
A9	County of Placer	Crystal Jacobsen, Principal Planner	October 11, 2016
A10	City of Roseville	Mark Morse, Environmental Coordinator	October 11, 2016
A11	Western Placer Unified School District	Michael Adell, Director of Facilities	October 11, 2016
Organizations			
O1	Lincoln Open Space Committee	Paul Denzier, Chairman	October 4, 2016
O2	Placer Community Foundation	Veronica Blake, CEO	October 10, 2016
O3	California Farm Bureau Federation, Office of the General Counsel	Chris Scheuring, Managing Counsel	October 11, 2016
O4	Lighthouse Counseling & Family Resource Center	Gary McDonald, Executive Director	October 11, 2016
Individuals			
I1		Albert Scheiber (1)	September 21, 2016
I2		Albert Scheiber (2)	October 3, 2016
I3		Albert Scheiber (3)	October 10, 2016
I4	Law Offices of Matthew Emrick	Matthew Emrick	October 10, 2016
I5		Greg and Michelle Risse	October 10, 2016
I6		Dorothy Voight	October 11, 2016
I7		Ronald C. Smith	October 11, 2016
I8		Joann Hilton	October 11, 2016
I9	Frayji Design Group, Inc.	Tony Frayji, P.E.	October 11, 2016
I10		Andy and Trudi Nielson	N/A
Planning Commission Meeting Transcript			
	Transcript of Planning Commission Meeting on September 21, 2016	Multiple	September 21, 2016

CHAPTER 2
Revisions to the Draft EIR

2.1 Introduction

This chapter describes both changes made to the proposed project since the publication of the Draft EIR and text changes made to the Draft EIR either in response to a comment letter or initiated by City staff or in response to a modification to the proposed project.

Under CEQA, an EIR can require recirculation if significant new information is added after public review and prior to certification. According to State CEQA Guidelines section 15088.5(a), new information is not considered significant "unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." More specifically, the Guidelines define significant new information as including:

- A new significant environmental impact resulting from the project or from a new mitigation measure;
- A substantial increase in the severity of an environmental impact that would not be reduced to insignificance by adopted mitigation measures;
- A feasible project alternative or mitigation measure considerably different from those analyzed in the Draft EIR that would clearly lessen the environmental impacts of the project and which the project proponents decline to adopt; and
- A Draft EIR that is so fundamentally and basically inadequate and conclusory that meaningful public review and comment were precluded.

The changes to the proposed project described below update, refine, and clarify the design information and analyses presented in the Draft EIR. No new significant impacts are identified, and no information is provided that would reflect a substantial increase in severity of a significant impact that would not be mitigated by measures agreed to by the project applicant. In addition, no new or considerably different project alternatives or mitigation measures have been identified. Finally, there are no changes or set of changes that would reflect fundamental inadequacies in the Draft EIR. Recirculation of any part of the EIR therefore is not required.

2.2 Changes to the Proposed Project

This section summarizes changes made to the proposed project. The summary included here is intended to succinctly describe changes to the project design, refinement of project elements, or changes to project images since publication of the Draft EIR. Specific text changes to the Draft EIR are noted below in section 2.3, Text Changes to the Draft EIR. Revised Draft EIR figures are included at the end of this chapter. These changes are minor and do not change the environmental analysis or significance conclusions described in the Draft EIR.

2.3 Text Changes to the Draft EIR

This section summarizes text changes made to the Draft EIR either in response to a comment letter or initiated by City staff or in response to a modification to the proposed project. New text is indicated in double underline and text to be deleted is reflected by a ~~strike through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

The text revisions provide clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text changes do not result in a change in the analysis or conclusions of the Draft EIR.

Chapter 2, Project Description

Pages 2-43 and 2-44, the text under the heading The City of Lincoln is revised to reflect more precise anticipated actions to be undertaken by the City of Lincoln in relation to 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~~ undertake the following actions:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Lincoln;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Approval of one or more amendments to the General Plan;

- ~~Village 5 Specific Plan;~~
- ~~Village 5 General Development Plan for Area A, a portion of the Plan Area (Appendix B);~~
- ~~General Plan Map Amendments;~~
- Adoption of Prezoning and Zoning Text Amendments;
- ~~Subdivision Maps;~~
- ~~Development Agreement(s) for the Village 5 Specific Plan;~~
- Adoption of Public Facilities Financing Plan for the V5SP;
- ~~Water Supply Assessment;~~
- Approval of Annexation(s) and petition(s) for annexation by LAFCo;
- Approval of a Water Supply Assessment;
- Approval of the Village 5 Specific Plan;
- Approval of the Village 5 General Development Plan for Area A, a portion of the Plan Area (Appendix B);
- Approval of the Village 5 General Development Plans for Areas B through J;
- ~~Site Plan Reviews;~~
- Approval of an Operating Agreement for Electronic Message Center;
- Approval of Conditional Use Permits; ~~and~~
- Approval of (Vesting) Tentative Subdivision Maps;
- Approval of one or more Development Agreements for the Village 5 Specific Plan;
- Approval of Site Plans for the Village 5 Specific Plan; and
- Approval of a Memorandum~~s~~ of Understanding (MOU~~s~~) ~~for parks~~ between Richland Communities, the City, and Placer United Soccer relating to the 72-acre Sports Complex.

Chapter 3, Environmental Setting, Impacts, and Mitigation Measures

Section 3.3, Air Quality

Page 3.3-33, first paragraph of Mitigation Measure 3.3-2 a) is revised to read:

> *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:

Page 3.3-35, second paragraph of Mitigation Measure 3.3-2 b) is revised to read:

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 <u>or the equivalent Tier standards established by the State in place at the time of construction</u>. 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.

Section 3.4, Biological Resources

Page 3.4-53, fifth paragraph is revised to read:

The impact analysis focuses on foreseeable changes to the baseline condition of the Plan Area in the context of the significance criteria presented above. <u>In the impact analysis both direct and indirect impacts were considered.</u> In conducting the following impact analysis, three principal components of the Guidelines outlined above were considered:

Page 3.4-57, the text of Mitigation Measures 3.4-1 (a) and (b) are revised to read:

a) If the PCCP ~~is~~ <u>has been</u> adopted <u>by the County, the City,</u> and approved by the agencies, <u>the project applicant shall comply with the PCCP and that</u> participation ~~in the PCCP~~ shall satisfy all mitigation requirements ~~under CEQA~~<u>for this impact</u>.

b) If the PCCP has not been adopted <u>by the County</u> and <u>City and/or has not been</u> approved by the agencies ~~at the time the project applicants wish to proceed with permitting~~, ~~they shall comply with~~ the following mitigation measures <u>shall apply</u>:

Page 3.4-68, second paragraph of Mitigation Measures 3.4-4 (a) and (b) are revised to read:

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, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year to detect each of these species. In order to determine the appropriate survey window, the qualified biologist shall visit reference populations when such populations are available and accessible. 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 Measure 3.4-2, 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. In addition, the applicant shall retain a qualified biologist to develop and implement a special-status plant salvage and transplantation plan that shall be approved by CDFW. The plan shall provide for the salvage of seeds of the impacted special-status plants and soil from the site surrounding those plants. The salvaged seeds and soil shall be transplanted to a protected site with appropriate habitat. To ensure the success of transplantation and the species, the applicant shall monitor the protected site for three years from the date of transplantation.

On pages 3.4-72 through 3.4-74 the text under Mitigation Measure 3.4-6 (c) is revised to read:

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~~ February 15 - September 1), 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 construction activities. 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, or if there is a substantial change in the level of disturbance at the site, 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~~ shall be required. However, should any active nests be located within 500 feet of a proposed construction area at any time throughout the construction, 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~~ February 15 - September 1) 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 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. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then a qualified biologist should identify an increased exclusionary buffer such that activities are far enough from the nest to stop this agitated behavior.*

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. If high quality Swainson's hawk foraging habitat would be removed (i.e., alfalfa fields and pasture), then the applicant shall purchase mitigation credits for Swainson's hawk foraging habitat at a CDFW-approved mitigation bank at a ratio of 1.35:1 or protect similar value agricultural land at a ratio of 1.35:1 with a conservation easement that maintains the land in high-value Swainson's hawk foraging habitat in perpetuity, consistent with Mitigation Measure 3.4-2(b)(2)-(10).

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~~2012 Staff Report on Burrowing Owl Mitigation.[1] ~~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.~~ A qualified biologist will conduct four survey visits: 1) at least one visit between February 15 and April 15, and 2) a minimum of three survey visits, at least three weeks apart between April 15 and July 1. If feasible, at least one visit will occur after June 15. Surveys will be conducted within areas that, according to the qualified biologist, could support burrowing owl nesting habitat at the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, if feasible.*

6) *If burrowing owls are discovered during the surveys ~~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*

1 California Department of Fish and Wildlife. 2012. Staff Report on Burrowing Owl Mitigation. State of California Natural Resources Agency, Sacramento.

from an occupied burrow during the breeding season (February 1 through August 31).

7) *If complete avoidance is not feasible, the CDFW shall be consulted regarding ~~the implementation of avoidance or passive relocation methods~~ a Burrowing Owl Exclusion Plan. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.*

Additional Measures for Tricolored Blackbird

8) *Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct a tricolored blackbird nesting survey within the area to be disturbed, targeting potential breeding habitat such as emergent marsh, riparian thickets, and blackberry brambles. Two surveys shall be conducted at least three weeks apart between March 15 and September 1 within 500 feet of the area subject to ground disturbance. If a nesting colony is found within the survey area the project applicant(s) shall consult with CDFW to develop a Tricolored Blackbird Mitigation Plan to avoid, minimize and compensate for impacts to occupied nesting habitat and adjacent foraging habitat. Mitigation measures may include work windows (March 15 to September 1) to avoid impacting an active on-site nesting colony, purchasing conservation easements to protect occupied nesting and foraging habitat, or other measures mutually agreed upon by the applicant(s) and CDFW.*

On page 3.4-75 the third and fourth paragraphs are modified to read:

Two bridges across Auburn Ravine are planned to be replaced with larger bridges as part of the proposed project: one bridge at Nelson Lane and one bridge at Moore Road. At each location pilings of the old bridge would be removed and new pilings would be placed in the stream. For the Nelson Lane Bridge, 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 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 square feet (0.004 acres) of permanent disturbance within the ordinary high water mark of the seasonal waterway of Auburn Ravine.~~ The total footprint of bridge piers below the ordinary high water mark (OHWM) would be 0.001 acre. An additional approximately 0.002 acre of adjacent riparian wetland would be affected by piers, including mature riparian trees.

Beyond the riparian wetland boundary, an additional approximately 0.073 acre of riparian forest would be cleared for bridge placement.

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 cast-in-place (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 total footprint of bridge piers below the OHWM would be 0.001 acre. An additional approximately 0.002 acre of adjacent riparian wetland would be affected by piers, including mature riparian trees. Beyond the riparian wetland boundary, an additional approximately 0.043 acre of riparian forest would be cleared for bridge placement.

Section 3.7, Energy Resources

Page 3.7-14, second paragraph of Mitigation Measure 3.7-1 a) is revised to read:

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 or the equivalent Tier standards established by the State in place at the time of construction. 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.

Section 3.10, Hydrology, Drainage, and Water Quality

Table 3.10-7 on page 3.10-48 is revised to read:

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~~ 10,737	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.

Section 3.11, Land Use and Planning

The first paragraph on page 3.11-34 of the Draft EIR is revised to read:

> Notably, the proposed V5SP and GDP would include an ~~AO District~~ Agricultural Overlay (AO) Zone. (*See* Specific Plan Section 3.5; GDP section 3.4.13.) The Agricultural Overlay (AO) Zone would be applicable to all properties within the V5SP Area, with the exception of those designated as VOSN and VOSP, and would allow for agricultural uses and operations by right in accordance with the setbacks and buffers required in Section 3.4.13 of the GDP. To the extent that an agricultural use existing at the time of annexation does not conform to the Agricultural Overlay Zone requirements, that existing agricultural use would become non-conforming. However, it would and could operate in perpetuity so long as the nonconforming use was not expanded or enlarged. ~~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~~ Zone 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. Thus, if an owner wanted to develop a subdivision adjacent to an existing agricultural use or operation, the subdivision developer would be required to employ the buffers and setbacks outlined in Section 3.3.13 of the GDP. Similarly, if an owner wanted to establish a new agricultural use adjacent to a subdivision, that owner would be required to comply with the buffers and setbacks outlined in Section 3.3.13 of the GDP.

Impact 3.11-7 on page 3.11-50 is revised to clarify the significance conclusion at the end of the paragraph and show that no mitigation is required.

> **Impact 3.11-7: Implementation of the proposed project could contribute to a cumulative increase in incompatible land uses.**
>
> As discussed above, much of the Plan Area and land to the north and west of the Plan Area are used for agricultural operations. As discussed in Impacts 3.11-1 and 3.11-2, development of new residential units within the Plan Area could conflict with active agricultural operations. Using the draft PCCP reserve map in Figure 3.11-6 as a base for future development under cumulative conditions, there is a large amount of land north, east, and south of the Plan Area that is designated for potential future development. Land immediately adjacent to the western edge of the Plan Area and out toward the Sutter County line are planned as part of the reserve acquisition area. Additionally, land immediately north and west of Lincoln's existing city limits (i.e., Village 4, Village 6, Village 7, SUD-A, and SUD-C) is anticipated for future development. With increased development and urbanization, the potential for conflicts between agricultural and residential uses would decrease because there would be less land employed for agricultural uses. Additionally, Lincoln General Plan policies and the AO District

proposed in the GDP and SP requiring buffers between agricultural and urban uses would help reduce impacts. Also, with less agricultural land, there would not be as much noise, dust, or odors that could negatively affect new residential development. Therefore, the proposed project would not have a cumulatively significant incremental contribution to this impact and the cumulative impact would be **less than significant**.

Mitigation Measure

None required.

Section 3.12, Noise

Page 3.12-34, last paragraph is revised to read:

Exterior aircraft noise levels within Compatibility Zones C2 and D would be exposed to aircraft noise levels less than 55 dBA CNEL and would not exceed 60 dBA CNEL. ~~As stated in the Placer.~~ Therefore, this would result in a **less-than-significant** impact.

Page 3.12-35, the full text of Mitigation Measure 3.9-6 has been added to Mitigation Measure 3.12-5:

The project applicant shall implement Mitigation Measure 3.9-6.

Mitigation Measure 3.9-6

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.

Section 3.15, Transportation and Circulation

The County of Placer's Impact Analysis Methodology of Assessment memorandum was reviewed. In response to this comment, the significance criteria for traffic impacts at intersections beginning on page 3.15-31 is revised to read:

Traffic Conditions

The following significance criteria related to traffic conditions reflect whether the project would conflict with applicable policies related to the performance of the vehicular circulation system.[2] These criteria take into account the applicable vehicle LOS policies and standards for the City of Lincoln, Caltrans, Placer County, and City of Roseville.

[2] Association of Environmental Professionals, 2014. 2014 CEQA Statute and Guidelines. p. 283. Sample Question XVI.a.

Intersections

Impacts to traffic conditions at intersections are considered significant if the proposed project would:

- Cause a~~n~~ signalized intersection operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project);
- Cause an unsignalized intersection operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project) and cause the intersection to meet the *California Manual on Uniform Traffic Control Devices* (MUTCD) peak hour signal warrant (§4C.04, Warrant 3);
- Increase the average vehicle delay for a City of Lincoln~~, County of Placer,~~ or City of Roseville study intersection by five seconds or more that is already (or projected to be) operating at an unacceptable LOS (without project). This is consistent with previous environmental studies adopted by the City of Lincoln;[3]
- Increase the overall average intersection vehicle delay at a County of Placer signalized study intersection by four seconds or more at an intersection that is already operating at an unacceptable LOS (without project);
- Increase the average vehicle delay at a County of Placer unsignalized study intersection by 2.5 seconds or more at an intersection that is already operating at an unacceptable LOS (without project); or
- Increase the average vehicle delay for a Caltrans study intersection by one second or more that is already (or projected to be) operating at an unacceptable LOS (without project), as prescribed by Caltrans' *Guide for the Preparation of Traffic Impact Studies*.

In addition to consistency with previously adopted environmental studies, the "five second" threshold identified above for City of Lincoln and City of Roseville intersections allows for daily fluctuation in traffic volumes along major roadways, as documented in *Variability in Traffic Monitoring Data*.[4] Peak hour traffic volumes are not identical from day-to-day. This fluctuation in traffic coupled with variable travel conditions, such as weather or collisions, results in variations in delay from day-to-day. The "five second" delay threshold is intended to account for these normal variations in traffic conditions.

The County of Placer's Impact Analysis Methodology of Assessment memorandum was reviewed. In response to this comment, the significance criteria for traffic impacts on roadway segments beginning on page 3.15-33 is revised to read:

[3] City of Lincoln, 2009. Draft Environmental Impact Report for the Village 7 Specific Plan Project. June 2009. p. 4.3-30.

[4] Wright, Tommy, Patricia Hu, Jennifer Young, and An Lu, 1997. Variability in Traffic Monitoring Data: Final Summary Report. August 1997. Table 5, p. 10.

Roadway Facilities

Impacts to traffic conditions on roadway segments are considered significant if the proposed project would:

- Cause a roadway segment operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project); or
- Increase the volume to capacity ratio by 0.0~~1~~5 or more for a roadway segment that is already (or projected to be) operating at an unacceptable LOS (without project). ~~This is consistent with previous environmental studies adopted by the City of Lincoln.[5]~~

All study roadway segments are located within unincorporated Placer County. Per Placer County General Plan policy 3.A.7 and Sunset Industrial Area Plan policy 2.B.1, LOS A-C is considered acceptable, while LOS D-F is considered unacceptable.

The last paragraph on page 3.15-57 and the bullets at the top of page 3.15-58 are revised to read:

In addition to these land development adjustments, several adjustments were made to the roadway network in the 2025 Placer County TDF model. This study verified that the internal circulation improvements associated with the land developments listed above were included in the cumulative model. This analysis also cross-references the SACOG MTP/SCS financially constrained transportation project list to verify that the reasonably foreseeable funded transportation infrastructure improvements are included. This includes the following transportation improvements in the study area.

- Widen Nicolaus Road from 2 to 4 lanes from Airport Road to Aviation Boulevard
- Widen East Joiner Parkway from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway
- Extend Ferrari Ranch Road from existing City Limit to Moore Road
- Widen Twelve Bridges Drive from 2 to 4 lanes from Industrial Boulevard to SR 65; includes interchange improvements at SR 65
- Widen Industrial Boulevard from 2 to 4 lanes from Athens Avenue to SR 65
- ~~Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road~~
- Replace 2 lane bridge with a 4-lane bridge on Nelson Lane over Markham Ravine
- Placer Parkway Phase I – construct a new 4-lane divided facility with an interchange at SR 65 at Whitney Ranch Parkway alignment. Includes at grade intersection at Foothills Boulevard.

~~5 City of Lincoln, 2009. Draft Environmental Impact Report for the Village 7 Specific Plan Project. June 2009. p. 4.3-30.~~

- Whitney Ranch Parkway – construct a new 6-lane facility from SR 65 to Wildcat Boulevard

In addition, the City of Lincoln PFE includes funding for the following transportation improvement:

- SR 65/Nicolaus Road – construct a new interchange at SR 65/Nicolaus Road

Figure 3.15-9 presents the future number of travel lanes on the major roadways in the study area with the transportation improvements summarized above.

Pages 3.15-67 through 3.15-70, Table 3.15-16 and the text that follows are revised to read:

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS
1. SR 65/Riosa Road	Caltrans	Signal	A.M.	21	C	25	C
			P.M.	36	D	42	D
2. SR 65/Wise Road	Caltrans	Signal	A.M.	21	C	23	C
			P.M.	39	D	76	E
3. Nelson Lane/SR 65	Caltrans	Signal	A.M.	55	D	**>150**	**F**
			P.M.	46	D	**>150**	**F**
4. SR 65 SB Ramps/Ferrari Ranch Rd.	Caltrans	Signal	A.M.	**61**	**E**	**110**	**F**
			P.M.	11	B	36	D
5. SR 65 NB Ramps/Ferrari Ranch Rd.	Caltrans	Signal	A.M.	18	B	19	B
			P.M.	28	C	32	C
6. SR 65 SB On-Ramp/Lincoln Blvd.	Caltrans	Signal	A.M.	5	A	5	A
			P.M.	25	C	25	C
7. SR 65 NB Off-Ramp/Lincoln Blvd.	Caltrans	Signal	A.M.	4	A	3	A
			P.M.	3	A	4	A
8. SR 65 SB Ramps/Twelve Bridges Dr.	Caltrans	Signal	A.M.	35	C	47	D
			P.M.	17	B	30	C
9. SR 65 NB Ramps/Twelve Bridges Dr.	Caltrans	Signal	A.M.	**55**	**E**	**61**	**E**
			P.M.	46	D	52	D
10. Nelson Lane/Nicolaus Road	City of Lincoln	AWSC	A.M.	**85**	**F**	**89**	**F**
			P.M.	**87**	**F**	**91**	**F**
11. Airport Road/Nicolaus Road	City of Lincoln	SSSC	A.M.	**98**	**F**	**>150**	**F**
			P.M.	**>150**	**F**	**>150**	**F**
12. Joiner Parkway/Nicolaus Road	City of Lincoln	Signal	A.M.	22	C	25	C
			P.M.	25	C	**53**	**D**

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS
13. Dowd Road/Nicolaus Road	Unincorporated Placer County[3]	SSSC	A.M.	9	A	12	B
			P.M.	11	B	11	B
14. Old Nelson Lane/Moore Road	Unincorporated Placer County[3]	SSSC	A.M.	23	C	20	C
			P.M.	19	C	**38**	**E**
15. Fiddyment Road/Moore Road	Unincorporated Placer County[3]	AWSC	A.M.	**41**	**E**	**78**	**F**
			P.M.	**56**	**F**	**78**	**F**
16. Fiddyment Road/Athens Avenue	Unincorporated Placer County	~~Signal~~ AWSC	A.M.	~~**54**~~**>150**	~~**D**~~**F**	~~**110**~~**>150**	**F**
			P.M.	~~**45**~~**>150**	~~**D**~~**F**	~~**125**~~**>150**	**F**
17. Fiddyment Road/E. Catlett Road	Unincorporated Placer County	SSSC	A.M.	**108**	**F**	**>150**	**F**
			P.M.	20	C	**>150**	**F**
18. Fiddyment Road/W. Sunset Blvd.	Unincorporated Placer County	~~Signal~~ SSSC	A.M.	~~22~~**>150**	~~C~~**F**	~~27~~**>150**	~~C~~**F**
			P.M.	~~**142**~~**>150**	**F**	~~**145**~~**>150**	**F**
19. Fiddyment Road/Blue Oaks Blvd.	City of Roseville	Signal	A.M.	**63**	**E**	**63**	**E**
			P.M.	**76**	**E**	**85**	**F**
20. Fiddyment Road/Pleasant Grove Blvd.	City of Roseville	Signal	A.M.	**>150**	**F**	**>150**	**F**
			P.M.	**>150**	**F**	**>150**	**F**
21. Fiddyment Road/Baseline Road	City of Roseville	Signal	A.M.	**>150**	**F**	**>150**	**F**
			P.M.	**>150**	**F**	**>150**	**F**
22. Dowd Road/Moore Road	Unincorporated Placer County[3]	SSSC	A.M.	14	B	**>150**	**F**
			P.M.	**29**	**D**	**>150**	**F**
23. Sorrento Parkway/Moore Road	Unincorporated Placer County	SSSC	A.M.	12	B	12	B
			P.M.	13	B	13	B
24. Sorrento Parkway/Ferrari Ranch Road	City of Lincoln	Signal	A.M.	21	C	27	C
			P.M.	17	B	21	C
25. Caledon Circle/Ferrari Ranch Road	City of Lincoln	Signal	A.M.	**>150**	**F**	**>150**	**F**
			P.M.	**36**	**D**	**38**	**D**
26. Joiner Parkway/Ferrari Ranch Road	City of Lincoln	Signal	A.M.	25	C	29	C
			P.M.	28	C	**43**	**D**
27. Joiner Parkway/1st Street	City of Lincoln	Signal	A.M.	**43**	**D**	**46**	**D**
			P.M.	23	C	23	C
28. Lincoln Blvd./Ferrari Ranch Road	City of Lincoln	Signal	A.M.	21	C	22	C
			P.M.	**37**	**D**	**41**	**D**
29. Lincoln Blvd./1st Street	City of Lincoln	Signal	A.M.	66	E	69	E
			P.M.	33	C	26	C
30. Lincoln Blvd./McBean Park Drive	City of Lincoln	Signal	A.M.	28	C	34	C
			P.M.	57	E	56	E

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS
31. Lincoln Blvd./7th Street	City of Lincoln	Signal	A.M.	30	C	42	D
			P.M.	28	C	32	C
32. Lakeside Drive/Nicolaus Road	City of Lincoln	AWSC	A.M.	25	C	**48**	**E**
			P.M.	20	C	**47**	**E**
33. Teal Hollow Drive/Nicolaus Road	City of Lincoln	AWSC	A.M.	14	B	**34**	**D**
			P.M.	15	B	**43**	**E**
34. Sterling Parkway/Lincoln Blvd.	City of Lincoln	Signal	A.M.	10	B	10	B
			P.M.	13	B	13	B
35. Industrial Avenue/Athens Avenue	Unincorporated Placer County	Signal	A.M.	**56**	**E**	**58**	**E**
			P.M.	**129**	**F**	**126**	**F**
36. Industrial Avenue/Twelve Bridges Dr.	Unincorporated Placer County	Signal	A.M.	20	B	16	B
			P.M.	18	B	15	B
37. Dowd Road/Mavis Road	City of Lincoln[4]	Signal	A.M.	-	-	**82**	**F**
			P.M.	-	-	**147**	**F**
38. "A Street"/Mavis Road	City of Lincoln[4]	SSSC	A.M.	-	-	15	B
			P.M.	-	-	18	C
39. Ruth Avenue/Mavis Road	City of Lincoln[4]	Signal	A.M.	-	-	16	B
			P.M.	-	-	7	A
40. Nelson Lane/Mavis Road	City of Lincoln[4]	Signal	A.M.	-	-	**55**	**D**
			P.M.	-	-	**91**	**F**
41. Dowd Road/Rachel Avenue	City of Lincoln[4]	Signal	A.M.	-	-	9	A
			P.M.	-	-	14	B
42. "A Street"/Rachel Avenue	City of Lincoln[4]	AWSC	A.M.	-	-	14	B
			P.M.	-	-	17	C
43. Ruth Avenue/Rachel Avenue	City of Lincoln[4]	Roundabout	A.M.	-	-	15	C
			P.M.	-	-	19	C
44. Nelson Lane/Rachel Avenue	City of Lincoln[4]	Signal	A.M.	-	-	15	B
			P.M.	-	-	20	C
45. Dowd Road/"B Street"	City of Lincoln[4]	Signal	A.M.	-	-	5	A
			P.M.	-	-	5	A
46. "A Street"/"B Street"	City of Lincoln[4]	AWSC	A.M.	-	-	8	A
			P.M.	-	-	8	A
47. Moore Road/"A Street"	City of Lincoln[4]	SSSC	A.M.	-	-	13	B
			P.M.	-	-	16	C

NOTES:

1. For signalized, roundabout, and all-way stop controlled (AWSC) intersections, average intersection delay is reported in seconds per vehicle for all approaches.
2. For side-street stop controlled (SSSC) intersections, the LOS and average delay for the movement with the highest delay is reported, along with the overall intersection delay in parentheses.

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS

3. Intersections that are currently in unincorporated Placer County that would be incorporated into the City of Lincoln under existing plus project conditions.
4. Proposed project Intersections that do not exist under existing conditions. They are assumed to be incorporated into the City of Lincoln under existing plus project conditions.
Delays greater than 2.5 minutes are reported as greater than 150 seconds due to model insensitivity for heavily congested conditions.
BOLD text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

Caltrans

- The following Caltrans intersections are anticipated to operate at LOS E or F under cumulative no project and/or cumulative plus project conditions:
    - SR 65 Southbound Ramps/Ferrari Ranch Road (#4): LOS E during the a.m. peak hour under cumulative no project conditions; LOS F during the a.m. peak hour under cumulative plus project conditions
    - SR 65 Northbound Ramps/Twelve Bridges Drive (#9): LOS E during the a.m. peak hour under both cumulative scenarios
- The following Caltrans intersections are anticipated to operate at LOS E or F under cumulative plus project conditions only:
    - SR 65/Wise Road (#2): LOS E during the p.m. peak hour under cumulative plus project conditions
    - SR 65/Nelson Lane (#3): LOS F during the a.m. and p.m. peak hours under cumulative plus project conditions

Placer County

- The following Placer County intersections are anticipated to operate at LOS D, E, or F under cumulative no project and/or cumulative plus project conditions:
    - Fiddyment Road/Athens Avenue (#16): LOS ~~D~~F during the a.m. and p.m. peak hours under both cumulative ~~no project conditions~~ scenarios~~; LOS F during the a.m. and p.m. peak hours under cumulative plus project conditions~~
    - Fiddyment Road/E. Catlett Road (#17): LOS F during the a.m. peak hour under cumulative no project conditions; LOS F during the a.m. and p.m. peak hours under cumulative plus project conditions
    - Fiddyment Road/W. Sunset Boulevard (#18): LOS F during the a.m. and p.m. peak hours under both cumulative scenarios
    - Industrial Avenue/Athens Avenue (#35): LOS E during the a.m. peak hour under both cumulative scenarios and LOS F during the p.m. peak hour under both cumulative scenarios

The text beginning under the heading Roadways beginning on page 3.15-70 through the discussion of Freeways ending at the top of page 3.15-74 is revised to read:

Roadways

Table 3.15-17 presents the daily traffic volumes for each roadway segment and the corresponding LOS under Cumulative No Project and Cumulative Plus Project Conditions. Based on the results presented in Table 3.15-17, the following roadway segments are anticipated to operate at LOS F under both Cumulative No Project and Cumulative Plus Project Conditions:

- Fiddyment Road – Moore Road to Athens Avenue
- Fiddyment Road – Athens Avenue to Roseville City Limits
- Athens Avenue – Fiddyment Road to Foothills Boulevard

On ~~both of~~ the roadway segments listed above, the project's incremental contribution in traffic increases the volume to capacity ratio by more than 0.0~~1~~5.

The results presented in Table 3.15-17 are discussed in more detail in Impact 3.15-20.

TABLE 3.15-17.
DAILY ROADWAY SEGMENT OPERATIONS – CUMULATIVE CONDITIONS

		Cumulative No Project			Cumulative Plus Project		
Roadway Segment	Classification	Daily Traffic Volume	V/C	LOS	Daily Traffic Volume	V/C	LOS
Fiddyment Road							
Moore Road to Athens Avenue	2-lane Arterial	21,100	**1.06**	**F**	28,800	**1.44**	**F**
Athens Avenue to Roseville City Limits	4-lane Arterial	27,500	~~0.69~~ **1.38**	~~B~~ **F**	30,000	~~0.75~~ **1.50**	~~C~~ **F**
Athens Avenue							
Fiddyment Road to Foothills Boulevard	2-lane Arterial	22,400	**1.12**	**F**	23,000	**1.15**	**F**

NOTES:
1. High-Access Controlled Arterial, per the definition outlined in Table 4-16 of the Placer County Countywide General Plan Final EIR.
2. V/C = Volume-to-capacity ratio.
3. Level of service based on thresholds presented in Table 3.15-3 from the Placer County Countywide General Plan Final EIR.

SOURCE: Fehr & Peers, 2015

Highways

Table 3.15-18 presents the a.m. and p.m. peak hour traffic volumes for each highway segment and the corresponding LOS under cumulative no project and cumulative plus project conditions. Based on the results presented in Table 3.15-18, all study highway segments operate at an acceptable LOS based on the Concept LOS identified in the SR 65 CSMP. SR 65 north of Riosa Road operates at LOS E under both cumulative scenarios, which is considered acceptable per the SR 65 CSMP. SR 65 from ~~Nelson Lane~~ Wise

Road to Riosa Road operates at an acceptable LOS B or better for both the cumulative scenarios.

Freeways

The SR 65/Nicolaus Road interchange would change the designation of SR 65 from Nelson Lane to Wise Road from a multi-lane highway with at-grade intersections to a fully access-controlled freeway. Therefore, these segments of SR 65 are analyzed as freeway segments under cumulative conditions.

Table 3.15-19 presents the a.m. and p.m. peak hour traffic operations on the study freeway segments under cumulative no project and cumulative plus project conditions.

The following summarizes the key intersection traffic operations results on the study freeway segments:

- SR 65 Northbound during the a.m. peak hour: the merge segments at the Placer Parkway loop on-ramp and Whitney Ranch Parkway on-ramp are anticipated to operate at LOS D, while the freeway segments from Placer Parkway to the Twelve Bridges Drive off-ramp are anticipated to operate at LOS E under cumulative no project conditions. The project's incremental contribution under cumulative plus project conditions is anticipated to degrade the traffic operations to LOS F conditions from the Whitney Ranch Parkway on-ramp to the Twelve Bridges Drive off-ramp.

TABLE 3.15-18.
HIGHWAY OPERATIONS – CUMULATIVE CONDITIONS

			Cumulative No Project			Cumulative Plus Project		
Location	**Peak Hour**	**Direction**	**Performance Metric**		**LOS**	**Performance Metric**		**LOS**
State Route 65 – Two Lane Highway[1]			PTSF	ATS (mph)		PTSF	ATS (mph)	
North of Riosa Road	A.M.	Combined	93	35	E	95	33	E
	P.M.	Combined	94	33	E	96	29	E
State Route 65 – Multilane Highway[2]			Density (pcpmpl)			Density (pcpmpl)		
Riosa Road to Wise Road	A.M.	Northbound	8		A	9		A
		Southbound	10		A	12		B
	P.M.	Northbound	9		A	13		B
		Southbound	12		B	14		B
~~Wise Road to Nelson Lane~~	~~A.M.~~	~~Northbound~~	~~10~~		~~A~~	~~11~~		~~A~~
		~~Southbound~~	~~10~~		~~A~~	~~11~~		~~B~~
	~~P.M.~~	~~Northbound~~	~~10~~		~~A~~	~~11~~		~~B~~
		~~Southbound~~	~~12~~		~~B~~	~~13~~		~~B~~

NOTES:
1. Percent Time Spent Following (PTSF), Average Travel Speed (ATS), and LOS are calculated for two-lane highway segments using the methodologies and procedures in the Highway Capacity Manual (Transportation Research Board, 2010).
2. Density is reported in passenger car equivalents per mile per lane (pcpmpl). Directional densities and LOS results for multilane highway segments are calculated using the methodologies and procedures in the Highway Capacity Manual (Transportation Research Board, 2010).

SOURCE: Fehr & Peers, 2015

TABLE 3.15-19.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Density[1]	LOS	Density[1]	LOS
Northbound SR 65						
Sunset Blvd. to Placer Parkway	Weave[2]	A.M.	-	D	-	D
	Basic[3]	P.M.	20	C	24	C
Placer Parkway Loop On-Ramp	Merge	A.M.	32	D	39	E
		P.M.	38	E	-	**F**
Whitney Ranch Pkwy. Slip On-Ramp	Merge	A.M.	30	D	-	**F**
		P.M.	-	**F**	-	**F**
Placer Pkwy. to Twelve Bridges Dr.	Basic	A.M.	36	E	-	**F**
		P.M.	-	**F**	-	**F**
Twelve Bridges Drive Off-Ramp	Diverge	A.M.	38	E	-	**F**
		P.M.	-	**F**	-	**F**
Twelve Bridges Drive to Lincoln Blvd.	Weave[2]	A.M.	-	D	-	E
		P.M.	-	**F**	-	**F**
Ferrari Ranch Road Off-Ramp	Diverge	A.M.	14	B	18	C
		P.M.	18	B	22	C
Ferrari Ranch Road On-Ramp	Merge	A.M.	16	B	26	C
		P.M.	16	B	26	C
Ferrari Ranch Road to Nelson Lane	Basic	A.M.	14	B	24	C
		P.M.	14	B	24	C
Nelson Lane to Nicolaus Road	Basic	A.M.	11	B	11	B
		P.M.	10	A	10	A
Nicolaus Road Off-Ramp	Diverge	A.M.	15	B	15	B
		P.M.	14	B	14	B
Nicolaus Road On-Ramp	Merge	A.M.	14	B	14	B
		P.M.	14	B	16	B
Nicolaus Road to Wise Road	Basic	A.M.	10	A	9	A
		P.M.	10	A	11	B
Southbound SR 65						
Wise Road to Nicolaus Road	Basic	A.M.	10	A	11	B
		P.M.	10	A	12	B
Nicolaus Road Off-Ramp	Diverge	A.M.	14	B	15	B
		P.M.	14	B	16	B
Nicolaus Road On-Ramp	Merge	A.M.	13	B	13	B
		P.M.	14	B	16	B

TABLE 3.15-19.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Density[1]	LOS	Density[1]	LOS
Nicolaus Road. to Nelson Lane	Basic	A.M.	10	A	10	A
		P.M.	11	B	13	B
Nelson Lane to Ferrari Ranch Road	Basic	A.M.	14	B	23	C
		P.M.	17	B	29	D
Ferrari Ranch Road Off-Ramp	Diverge	A.M.	18	B	29	D
		P.M.	22	C	34	D
Ferrari Ranch Road Loop On-Ramp	Basic	A.M.	13	B	18	B
		P.M.	11	A	16	B
Ferrari Ranch Road Slip On-Ramp	Merge	A.M.	24	C	29	D
		P.M.	15	B	20	B
Lincoln Blvd. to Twelve Bridges Drive	Weave[2]	A.M.	-	E	-	**F**
		P.M.	-	E	-	**F**
Twelve Bridges Drive On-Ramp	Merge	A.M.	-	**F**	-	**F**
		P.M.	-	**F**	-	**F**
Twelve Bridges Dr. to Placer Pkwy.	Basic	A.M.	44	E	-	**F**
		P.M.	43	E	-	**F**
Placer Parkway Off-Ramp	Diverge	A.M.	-	**F**	-	**F**
		P.M.	-	**F**	-	**F**
Whitney Ranch Pkwy. Loop On-Ramp	Merge	A.M.	35	D	-	**F**
		P.M.	35	E	-	**F**
Placer Parkway to Sunset Blvd.	Basic[3]	A.M.	21	C	26	D
		P.M.	22	C	27	D

NOTES:

1. Density is reported in passenger car equivalents per mile per lane (pcpmpl). Density is unable to be calculated for LOS F conditions.
2. Per Caltrans' *Guide for the Preparation of Traffic Impact Studies*, weave sections are analyzed using the Leisch Method as described in Chapter 500 of the *Highway Design Manual*. Weave LOS results are based on service volume (density not calculated).
3. Based on the Leisch Method analysis, these weave segments are analyzed as basic segments because the weave calculation indicates that the segment falls outside the realm of weaving.

BOLD text indicates the freeway segment operates at an unacceptable LOS based on the Concept LOS presented in the SR 65 CSMP.

UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015

- SR 65 Northbound during the p.m. peak hour: the merge segment at the Placer Parkway loop on-ramp is anticipated to operate at LOS E, while the freeway segments north of Placer Parkway from the Whitney Ranch Parkway on-ramp to Lincoln Boulevard off-ramp are anticipated to operate at LOS F under cumulative no project conditions. The project's incremental contribution under cumulative plus project conditions is anticipated to add more than 700 peak hour vehicles of demand during the p.m. peak hour to these segments, causing worse LOS F conditions from the Placer Parkway loop on-ramp to the Lincoln Boulevard off-ramp.

- SR 65 Southbound – the southbound direction of SR 65 is anticipated to operate at LOS E or F conditions from the Lincoln Boulevard on-ramp to the Placer Parkway off-ramp during both the a.m. and p.m. peak hours under cumulative no project conditions. The project's incremental contribution under cumulative plus project conditions is anticipated to add more than 800 peak hour vehicles of demand during both the a.m. and p.m. peak hour to these segments, causing worse LOS F conditions from the Lincoln Boulevard on-ramp to the Whitney Ranch Parkway loop on-ramp.

As shown in Table 3.15-19 and described above, several segments of SR 65 between Placer Parkway and Lincoln Boulevard are anticipated to operate at either LOS E or F conditions under both cumulative no project and cumulative plus project conditions. The segments of LOS F operations are considered unacceptable. The project's incremental contribution under cumulative plus project conditions further degrades the anticipated LOS F operations.

Impact 3.15-4 beginning on page 3.15-82 is revised to read:

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

The vehicle traffic added by the proposed project would cause two County of Placer intersections operating at an acceptable LOS under existing conditions to operate at an unacceptable LOS under existing plus project conditions. This is considered a **potentially significant** impact.

The following list identifies the intersections that would be significantly impacted by traffic generated by the proposed project during each peak hour:

AM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – LOS A to LOS E (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – LOS B to LOS D (does not meet California MUTCD Peak Hour Signal Warrant)

PM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – LOS B to LOS F (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – LOS C to LOS F (meets California MUTCD Peak Hour Signal Warrant)

The discussion of traffic operations with the improvements in Impact 3.15-6 and Mitigation Measure 3.15-6 beginning on page 3.15-85 is modified as follows to reflect additional analysis:

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

The vehicle traffic added by the proposed project would cause the Nelson Lane/SR 65 (#3) intersection to operate at an unacceptable LOS under existing plus project conditions. This is considered a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.15-6

The project applicants shall pay their fair share cost towards the construction of the new interchange at SR 65/Nelson Lane (#3), as supported by Lincoln General Plan Policy T-2.9. 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~~ LOS F.

To initiate the Caltrans project development process towards implementing the new interchange, the project applicant shall fund the preparation of a Project Study Report – Project Development Support (PSR-PDS) document for a new interchange at SR 65/Nelson Lane (#3) in coordination with the City of Lincoln and Caltrans. The Caltrans project development process will determine the ultimate configuration of the new interchange and ensure that the ultimate configuration provides acceptable operations (i.e., LOS) based on Caltrans standards. Through the Caltrans project development process, the following intersection control options may be considered in accordance with Caltrans' Intersection Control Evaluation (ICE) policy:

- *Unsignalized (side street stop controlled);*
- *Roundabout – Single or multi-lane;*
- *Diverging diamond interchange;*
- *Signalized spread diamond;*
- *Signalized single point urban interchange; or*
- *Signalized partial cloverleaf.*

While the PSR-PDS process would determine the ultimate configuration of the interchange, the City and project applicant assumed a six-lane signalized partial

cloverleaf interchange for this analysis based on the available footprint and the planned circulation network identified in the Village 5 Specific Plan. Since the six-lane partial cloverleaf provides the greatest capacity and has the largest footprint of the options listed above, it was determined that this configuration would verify whether an interchange would adequately mitigate the project's impact on traffic operations (i.e., if a six-lane partial cloverleaf does not meet LOS standards, additional mitigation may be necessary). Analysis presented in Table 3.15-23 shows that the six-lane signalized partial cloverleaf interchange provides acceptable operations with the following lane configurations at the interchange ramp terminal intersections: ~~*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*
- *SR 65 Southbound Ramps/Nelson Lane intersection:*
    - *iv. Southbound SR 65 off-ramp: one left-turn lane and one right-turn lane*
    - *v. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 slip on-ramp*
    - *vi. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 loop on-ramp*

Since the SR 65/Nelson Lane interchange would not be built prior to (or needed for) the initial phases of the project, project applicants shall prepare a traffic study that at a minimum identifies the level of service at the SR 65/Nelson Lane intersection prior to the construction of the new SR 65/Nelson Lane interchange. The traffic study shall be prepared concurrent with the submittal of any application for a tentative tract map, parcel map, or commercial site plan development. The traffic study shall identify any necessary interim improvements to provide acceptable traffic operations, such as striping, temporary widening, or signal timing changes. Any identified improvements shall be included as conditions of approval of any final subdivision maps or commercial site plans and be implemented prior to the issuance of any occupancy permits. The traffic study shall be prepared for the City of Lincoln and provided to Caltrans for review.

Table 3.15-23 presents the resulting intersection operations with ~~this improvement in place~~ a six-lane signalized partial cloverleaf interchange in place at SR 65/Nelson Lane. As shown in Table 3.15-23, the ramp intersections would operate at an acceptable LOS B or better with a six-lane signalized cloverleaf interchange.

TABLE 3.15-23.
CALTRANS INTERSECTION OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS WITH MITIGATION

Intersection	Jurisdiction	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Project with Mitigation	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
3a. Nelson Lane/SR 65 (NB Ramps)	Caltrans	A.M.	22	C	**>150**	**F**	13	B
		P.M.	21	C	**>150**	**F**	18	B
3b. Nelson Lane/SR 65 SB Ramps	Caltrans	A.M.					8	A
		P.M.					7	A

NOTES:
1. Average intersection delay is reported in seconds per vehicle for all approaches.
2. **BOLD** text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
3. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

The addition of a new interchange at SR 65/Nelson Lane would result in additional diverge and merge segments on the freeway system. Table **3.15-23A** presents the resulting freeway operations with this improvement in place. As shown in Table 3.15-23A, the freeway ramp merge and diverge segments would operate at an acceptable LOS C or better with the SR 65/Nelson Lane interchange.

TABLE 3.15-23A.
FREEWAY OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment Type	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR 65								
Ferrari Ranch Road to Nelson Lane	Basic	A.M.	8	A	22	C	22	C
		P.M.	7	A	18	C	18	C
Nelson Lane Off-Ramp	Diverge	A.M.					24	C
		P.M.					23	C
Nelson Lane Loop On-Ramp	Merge	A.M.					10	A
		P.M.					10	A
Nelson Lane Slip On-Ramp	Merge	A.M.					9	A
		P.M.					9	A
Nelson Lane to Wise Road	Basic	A.M.					6	A
		P.M.					6	A

TABLE 3.15-23A.
FREEWAY OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment Type	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Southbound SR 65								
Wise Road to Nelson Lane	Basic	A.M.					7	A
		P.M.					8	A
Nelson Lane Off-Ramp	Diverge	A.M.					10	B
		P.M.					12	B
Nelson Lane Loop On-Ramp	Merge	A.M.					11	B
		P.M.					15	B
Nelson Lane Slip On-Ramp	Merge	A.M.					15	B
		P.M.					22	C
Nelson Lane to Ferrari Ranch Road	Basic	A.M.	8	A	17	B	17	B
		P.M.	9	A	25	C	25	C

NOTES:
1. Density is reported in passenger car equivalents per mile per lane (pcpmpl).
SOURCE: Fehr & Peers, 2016.

Impact Significance After Mitigation: With the construction of a new interchange at SR 65/Nelson Lane as described in Mitigation Measure 3.15-6, the traffic operations at the impacted intersection would be improved to an acceptable LOS. However, not all of the traffic-related improvements would be funded by the City's PFE. Further, even if the SPRTA fee program is approved by the voters, the program would only partially fund the necessary improvements. Because the project-related traffic improvements are not fully funded, this impact would be **significant and unavoidable**.

Impact 3.15-17 and Mitigation Measure 3.15-17 beginning on page 3.15-98 is revised to read:

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

The proposed project would add vehicle traffic to four County of Placer intersections anticipated to operate at an unacceptable LOS under cumulative no project conditions. At the intersections ~~of Fiddyment Road/W. Sunset Boulevard (#18) and~~ Industrial Avenue/ Athens Avenue (#35), the implementation of the proposed project would not increase delay by more than ~~five~~ four seconds. Since the proposed project's incremental effect would increase delay by less than ~~five~~ four seconds over cumulative no project conditions, the project is anticipated to have a **less than cumulatively considerable** impact at these intersections.

At the intersections of Fiddyment Road/Athens Avenue (#16), ~~and~~ Fiddyment Road/ E. Catlett Road (#17), and Fiddyment Road/W. Sunset Boulevard (#18), the incremental addition of project traffic is anticipated to increase delay by ~~five~~ 2.5 seconds or more over cumulative no project conditions and meet the California MUTCD peak hour signal warrant. Therefore, the project is considered to make a cumulatively considerable contribution to a **potentially significant cumulative** impact.

The following list provides additional information regarding the intersections that would be significantly impacted under cumulative plus project conditions by the incremental addition of vehicle traffic generated by the proposed project during each peak hour:

AM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – delay increases from ~~54~~ 440 seconds (LOS ~~D~~F) to ~~110~~ 763 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/E. Catlett Road (#17) – delay increases from 108 seconds (LOS F) to 538 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – delay increases from >1,000 seconds (LOS F) to >3,000 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

PM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – delay increases from ~~45~~ 550 seconds (LOS ~~D~~F) to ~~125~~ 847 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/E. Catlett Road (#17) – delay increases from 20 seconds (LOS C) to 844 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – delay increases from 455 seconds (LOS F) to >1,000 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

Mitigation Measures

Mitigation Measure 3.15-17

a) For the intersection at Fiddyment Road/Athens Avenue (#16) and Fiddyment Road/W. Sunset Boulevard (#18), the project applicants shall implement Mitigation Measure 3.15-4 and widening of Fiddyment Road consistent with Mitigation Measure 3.15-20.

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~~20(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.*

Table 3.15-27 presents the resulting intersection operations with the improvement to mitigate the project's incremental effect in place.

TABLE 3.15-27.
COUNTY OF PLACER INTERSECTION OPERATIONS –
CUMULATIVE CONDITIONS WITH MITIGATION

Intersection	Jurisdiction	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative + Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
16. Fiddyment Road/Athens Avenue	Unincorporated Placer County	A.M.	**~~54~~>150**	**~~D~~F**	**~~110~~>150**	**F**	34	C
		P.M.	**~~45~~>150**	**~~D~~F**	**~~125~~>150**	**F**	**39**	**D**
17. Fiddyment Road/E. Catlett Road	Unincorporated Placer County	A.M.	**108**	**F**	**>150**	**F**	22	C
		P.M.	20	C	**>150**	**F**	27	C
18. Fiddyment Road/W. Sunset Blvd.	Unincorporated Placer County	A.M.	>150	**F**	>150	F	26	C
		P.M.	>150	F	**>150**	**F**	49	D

NOTES:

1. For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches.
2. Per the HCM, the LOS and average delay for the lane with the highest delay is reported for side-street stop controlled intersections.
3. **BOLD** text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
4. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

Impact Significance After Mitigation: With the implementation of Mitigation Measures 3.15-17(a) and 3.15-17(b), the traffic operations at the impacted intersections could be improved to address the project's incremental contribution. However, the improvements listed in Mitigation Measures 3.15-17(a) and 3.15-17(b) are not included in any known fee program. Since these improvements are not included in a known fee program, there is no assurance that the remaining funds for construction will be collected. Additionally, this mitigation requires approvals from agencies other than the City. Since these improvements are not within the City of Lincoln's jurisdiction to implement, it cannot be guaranteed that these improvements will be constructed. Therefore, this impact would be considered **significant and unavoidable**.

The discussion for Mitigation Measure 3.15-19 on page 3.15-103 and 3.15-104 is modified as follows:

Mitigation Measures

Mitigation Measure 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*

Table 3.15-29 presents the resulting intersection operations with these improvements in place.

TABLE 3.15-29.
CALTRANS INTERSECTION OPERATIONS –
CUMULATIVE CONDITIONS WITH MITIGATION

Intersection	Jurisdiction	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative + Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
3a. Nelson Lane/SR 65 (NB Ramps)	Caltrans	A.M.	55	D	**>150**	**F**	21	C
		P.M.	46	D	**>150**	**F**	30	C
3b. Nelson Lane/SR 65 SB Ramps	Caltrans	A.M.					5	A
		P.M.					7	A
4. SR 65 SB Ramps/Ferrari Ranch Rd.	Caltrans	A.M.	**61**	**E**	**110**	**F**	11	B
		P.M.	11	B	36	D	34	C
9. SR 65 NB Ramps/Twelve Bridges Dr.	Caltrans	A.M.	**55**	**E**	**61**	**E**	26	C
		P.M.	46	D	52	D	40	D

NOTES:

1. For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches.
2. Per the HCM, the LOS and average delay for the lane with the highest delay is reported for side-street stop controlled intersections.
3. **BOLD** text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
4. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

The addition of a new interchange at SR 65/Nelson Lane would result in additional diverge and merge segments on the freeway system. **Table 3.15-29A** is a new table which presents the resulting freeway operations with this improvement in place. As shown in Table 3.15-29A, the freeway ramp merge and diverge segments would operate at an acceptable LOS C or better with the SR 65/Nelson Lane interchange, and would not result in any new significant impacts.

TABLE 3.15-29A.
FREEWAY OPERATIONS –
CUMULATIVE PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment type	Peak hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR 65								
Ferrari Ranch Road to Nelson Lane	Basic	A.M.	14	B	24	C	24	C
		P.M.	14	B	24	C	24	C
Nelson Lane Off-ramp	Diverge	A.M.					30	D
		A.M.					30	D
Nelson Lane Loop On-ramp	Merge	A.M.					14	B
		A.M.					13	B

TABLE 3.15-29A.
FREEWAY OPERATIONS –
CUMULATIVE PLUS PROJECT CONDITIONS WITH MITIGATION

Nelson Lane Slip On-ramp	Merge	A.M.					12	B
		A.M.					13	B
Nelson Lane to Nicolaus Road	Basic	A.M.	11	B	11	B	11	B
		A.M.	10	A	10	A	10	A
Southbound SR 65								
Nicolaus Road to Nelson Lane	Basic	A.M.	10	A	10	A	10	A
		A.M.	11	B	13	B	13	B
Nelson Lane Off-ramp	Diverge	A.M.					14	B
		A.M.					17	B
Nelson Lane Loop On-ramp	Merge	A.M.					19	B
		A.M.					22	C
Nelson Lane Slip On-ramp	Merge	A.M.					22	C
		A.M.					27	C
Nelson Lane to Ferrari Ranch Road	Basic	A.M.	14	B	23	C	23	C
		A.M.	17	B	29	D	29	D

NOTES:
1. Density is reported in passenger car equivalents per mile per lane (pcpmpl).
SOURCE: Fehr & Peers, 2016.

Impact 3.15-20 beginning on page 3.15-104 is revised to read:

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

The proposed project would add vehicle traffic to ~~two~~ three study roadway segments in Placer County that are anticipated to operate at an unacceptable LOS under cumulative no project conditions: Fiddyment Road between Moore Road and Athens Avenue, Fiddyment Road between Athens Avenue and Roseville City Limits, and Athens Avenue between Fiddyment Road and Foothills Boulevard. At ~~both~~ all of these locations, the implementation of the proposed project is anticipated to increase the volume-to-capacity ratio by more than 0.0~~1~~5. Therefore, the project is anticipated to result in a cumulatively considerable contribution to a **potentially significant cumulative** impact.

Mitigation Measures

Mitigation Measure 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 Fiddyment Road from Roseville City Limits to Athens Avenue from a two-lane undivided arterial to a four-lane divided arterial.

~~b~~c) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.

Table 3.15-30 presents the resulting roadway segment operations with these improvements in place.

TABLE 3.15-30.
DAILY ROADWAY SEGMENT OPERATIONS –
CUMULATIVE CONDITIONS WITH MITIGATION

	Cumulative No Project[1]			Cumulative Plus Project[1]			Cumulative Plus Project with Mitigation[2]		
Roadway Segment	**Daily Traffic**	**V/C[3]**	**LOS[4]**	**Daily Traffic**	**V/C[3]**	**LOS[4]**	**Daily Traffic**	**V/C[3]**	**LOS[4]**
Fiddyment Road									
Moore Road to Athens Avenue	21,100	**1.06**	**F**	28,800	**1.44**	**F**	28,800	0.72	C
Athens Avenue to Roseville City Limits	27,500	**1.38**	**F**	30,000	**1.50**	**F**	30,000	0.75	C
Athens Avenue									
Fiddyment Road to Foothills Boulevard	22,400	**1.12**	**F**	23,000	**1.15**	**F**	23,000	0.58	A

NOTES:
1. Both study segments are analyzed as two-lane, high-access controlled arterials, per the definition outlined in Table 4-16 of the Placer County Countywide General Plan Final EIR, under cumulative no project and cumulative plus project conditions.
2. Both study segments are analyzed as four-lane, high-access controlled arterials, per the definition outlined in Table 4-16 of the Placer County Countywide General Plan Final EIR, with mitigation.
3. V/C = Volume-to-capacity ratio.
4. Level of service based on thresholds presented in Table 3.15-3 from the Placer County Countywide General Plan Final EIR.

SOURCE: Fehr & Peers, 2015

Impact Significance After Mitigation: With the implementation of Mitigation Measures 3.15-20(a)-(c) ~~and 3.15-20(b)~~, the traffic operations at the impacted roadways would be improved to an acceptable LOS. However, the improvements listed in Mitigation Measures 3.15-20(a)-(c) ~~and 3.15-20(b)~~ are not included in any known fee program. This mitigation also requires approvals from other agencies. Since these improvements are not included in a known fee program, there is no assurance that the remaining funds for construction will be collected. Furthermore, since these improvements are not within the City of Lincoln's jurisdiction to implement, it cannot be guaranteed that these improvements would be constructed. Therefore, this impact would be considered **significant and unavoidable**.

Impact 3.15-22 and explanation following Mitigation Measure 3.15-22 beginning on page 3.15-106 are revised to read:

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

The incremental addition of vehicle traffic generated by the proposed project would add traffic to the study freeway segments and would contribute to unacceptable traffic operations under cumulative plus project conditions. Furthermore, the addition of project trips to SR 65 under cumulative plus project conditions would also cause traffic to use alternate routes on local streets parallel to SR 65, potentially affecting these roadways. **Table 3.15-31** identifies the amount of peak hour trips that the proposed project would add to freeway segments operating at LOS F conditions under cumulative plus project conditions. As shown in Table 3.15-31, the proposed project is expected to add more than 60 peak hour trips to these freeway segments operating at LOS F conditions. Therefore, the project is considered to result in a cumulatively considerable contribution to a **potentially significant cumulative** impact.

TABLE 3.15-1.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project		
			Density	LOS	Density	LOS	Project Trips
Northbound SR 65							
Placer Parkway Loop On-Ramp	Merge	A.M.	32	D	39	E	700
		P.M.	38	E	-	F	740
Whitney Ranch Pkwy. Slip On-Ramp	Merge	A.M.	30	D	-	F	700
		P.M.	-	F	-	F	740
Placer Pkwy. to Twelve Bridges Dr.	Basic	A.M.	36	E	-	F	700
		P.M.	-	F	-	F	740
Twelve Bridges Drive Off-Ramp	Diverge	A.M.	38	E	-	F	700
		P.M.	-	F	-	F	740
Twelve Bridges Drive to Lincoln Blvd.	Weave	A.M.	-	D	-	E	870
		P.M.	-	F	-	F	860
Southbound SR 65							
Lincoln Blvd. to Twelve Bridges Drive	Weave	A.M.	-	E	-	F	1,000
		P.M.	-	E	-	F	1,020
Twelve Bridges Drive On-Ramp	Merge	A.M.	-	F	-	F	850
		P.M.	-	F	-	F	830
Twelve Bridges Dr. to Placer Pkwy.	Basic	A.M.	44	E	-	F	850
		P.M.	43	E	-	F	830
Placer Parkway Off-Ramp	Diverge	A.M.	-	F	-	F	850
		P.M.	-	F	-	F	830
Whitney Ranch Pkwy. Loop On-Ramp	Merge	A.M.	35	D	-	F	850
		P.M.	35	E	-	F	740

NOTES:

1. Density is reported in passenger car equivalents per mile per lane (pcpmpl). Density is unable to be calculated for LOS F conditions.
2. Per Caltrans' *Guide for the Preparation of Traffic Impact Studies*, weave sections are analyzed using the Leisch Method as described in Chapter 500 of the *Highway Design Manual*. Weave LOS results are based on service volume (density not calculated).

TABLE 3.15-1.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project		
			Density	LOS	Density	LOS	Project Trips

3. Based on the Leisch Method analysis, these weave segments are analyzed as basic segments because the weave calculation indicates that the segment falls outside the realm of weaving.
4. **BOLD** text indicates the freeway segment operates at an unacceptable LOS based on the Concept LOS presented in the SR 65 CSMP.
5. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015

Mitigation Measure

Mitigation Measure 3.15-22

The project applicants shall pay their fair share of improvements for impacts to SR 65 ~~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~~ SPRTA 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.

Funding of these improvements would provide additional capacity on SR 65, and prevent the secondary cumulative impacts of SR 65 trip traffic diversion to parallel local roadways.

Section 3.16, Utilities and Infrastructure

Page 3.16-3, the last sentence of the first paragraph is revised to read:

However, with the recent slowdown in the economy and subsequent slowdown in new construction, the City anticipates a need for up to ~~20,336~~ 13,035AFY from PCWA through 2040, the latest year projected in the City's UWMP.[6,7,8]

6 Tully & Young, 2016. City of Lincoln 2015 Urban Water Management Plan, Adopted August 2016.

7 Placer County Water Agency, 2016. Placer County Water Agency 2015 Urban Water Management Plan, Prepared by Tully & Young. Adopted June 2, 2016.

8 Tully & Young, 2016. Village 5/SUD-B Development Project, SB 610 Water Supply Assessment, August 2016, p. 5-6.

Page 3.16-49, Environmental Setting, beginning with the third paragraph is revised to read:

~~In 2011,~~ On June 30, 2016 the landfill was reported to have used ~~11,255,843~~ 11,513,755 of the ~~cubic yards out of a total of~~ 36,350,000 cubic yards of permitted and proposed capacity, and ~~the~~ an average weekday tonnage of ~~824~~ 1,008 tons per day, ~~which~~ is below the permitted peak daily tonnage of 1,900 tons per day.[9] In ~~2014~~ 2015, it was reported that the MRF produced~~s~~ an average peak daily tonnage of 1,140 tons through September of that year. The MRF has a permitted processing limit of 1,750 tons per day, with 910 tons of disposal or transfer and 840 tons designated as other~~, while maintaining a capacity for daily design tonnage up to 3,850 tons~~. Also, since 2006, the City has maintained a 60 percent diversion rate,[10] which exceeds the 50 percent requirement mandated in Assembly Bill (AB) 939.

Page 3.16-51, Regulatory Setting, State, is revised to include discussion for Assembly Bill 341 and Assembly Bill 1826, following the summary of the California Integrated Waste Management Act:

California Assembly Bill 132

California Assembly Bill 341 (AB 341) (2011) directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to recycling service, or subscribe to a recycling service that includes mixed waste processing. The WPWMA MRF is a mixed waste processing facility. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939.

California Assembly Bill 1826

California Assembly Bill 1826 (AB 1826) requires certain businesses, beginning in 2016, to recycle their organic waste. The law also requires jurisdictions to develop and implement an organics recycling program.

Page 3.16-52, Impact 3.16-5 is revised to read:

Impact 3.16-5: Implementation of the proposed project would not result in solid waste exceedance of capacity at the Western Regional Sanitary Landfill.

9 CalRecycle, 2011. Application for Solid Waste Facility Permit/Waste Discharge Permit Requirements: MRF. Accepted on March 22, 2011.

10 Cal Recycle, 2015. Jurisdiction Diversion/Disposal Rate Summary (1995-2006). Available: www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversion.aspx. Accessed June 22, 2015.

Full Specific Plan

The proposed project would include a total of 8,206 residential units and 4,581,600 square feet of commercial and industrial uses. Utilizing the City's solid waste generation rates, provided in the City General Plan (see **Table 3.16-9**), the proposed project would generate a total of 105,145 pounds (lbs) per day of solid waste, or 52.6 tons per day, equivalent to approximately 19,199 tons of solid waste per year (see Table 3.16-9). This amount is likely somewhat overstated because the waste would first be processed at the MRF and recyclable materials would be removed from the waste stream prior to landfilling. Therefore, the use of 52.6 tons per day of waste generation is presented as a worst case. As discussed previously, the WRSL currently receives approximately ~~824~~ 1,008 tons per day on average, with a peak daily tonnage of 1,900 tons (3,800,000 lbs). The increase of 52.6 tons per day would increase daily tonnage at the WRSL from 824 tons (1,648,000 lbs) per day to 876.6 tons (1,753,000 lbs) per day, well below the peak tonnage of 1,900 tons per day.

TABLE 3.16-9.
LINCOLN VILLAGE 5 SPECIFIC PLAN PROJECTED WASTE GENERATION

Land Use	Number of Units	Non-residential Square Footage	Generation Rate (per day)	Generation Rate (per square foot per day)	Solid Waste Generated (per day)
Full Specific Plan					
Residential	8,206	--	7.23 lbs per unit	--	59,329 lbs
Commercial/Industrial	--	4,581,600	--	1 lb per 100 ft^2	45,816 lbs
TOTAL	**8,206**	**4,581,600**	**--**	**--**	**105,145 lbs**
Area A					
Residential	2,417	--	7.23 lbs per unit	--	17,475 lbs
Commercial/Industrial	--	1,094,000	--	1 lb per 100 ft^2	10,940 lbs
TOTAL AREA A	**2,417**	**1,094,000**	**--**	**--**	**28,415 lbs**

Source: City of Lincoln, 2006. City of Lincoln 2050 General Plan Update Draft Environmental Impact Report, October 2006. p. 6-29.

The landfill's MRF ~~currently~~ has a permitted process~~es~~ing ~~a peak daily tonnage~~ limit of 1,750 tons per day~~, yet maintains capacity to process up to 3,850 tons per day~~. The project would result in an estimated increase of 52.6 tons per day at the MRF at buildout. Adding this to the MRF's average of 1,191 tons per day (amount for the period of July 1, 2015 through June 30, 2016), would increase~~ing~~ the daily tonnage from ~~1,750~~ 1,191 to ~~1,802.6~~ 1,243.6 tons. This increase, in combination with existing MRF processing rates, would remain well under MRF processing capacity. Additionally, assuming a 60 percent diversion rate (see previous discussion), approximately 31.6 tons per day would be landfilled under full project buildout. However, this amount, in addition to existing daily disposal rates, would still be far less than the landfill's existing capacity of 1,900 tons per day. Therefore, the proposed project would not require the expansion the WRSL or

construction of any new solid waste facilities, and this impact is considered **less than significant**.

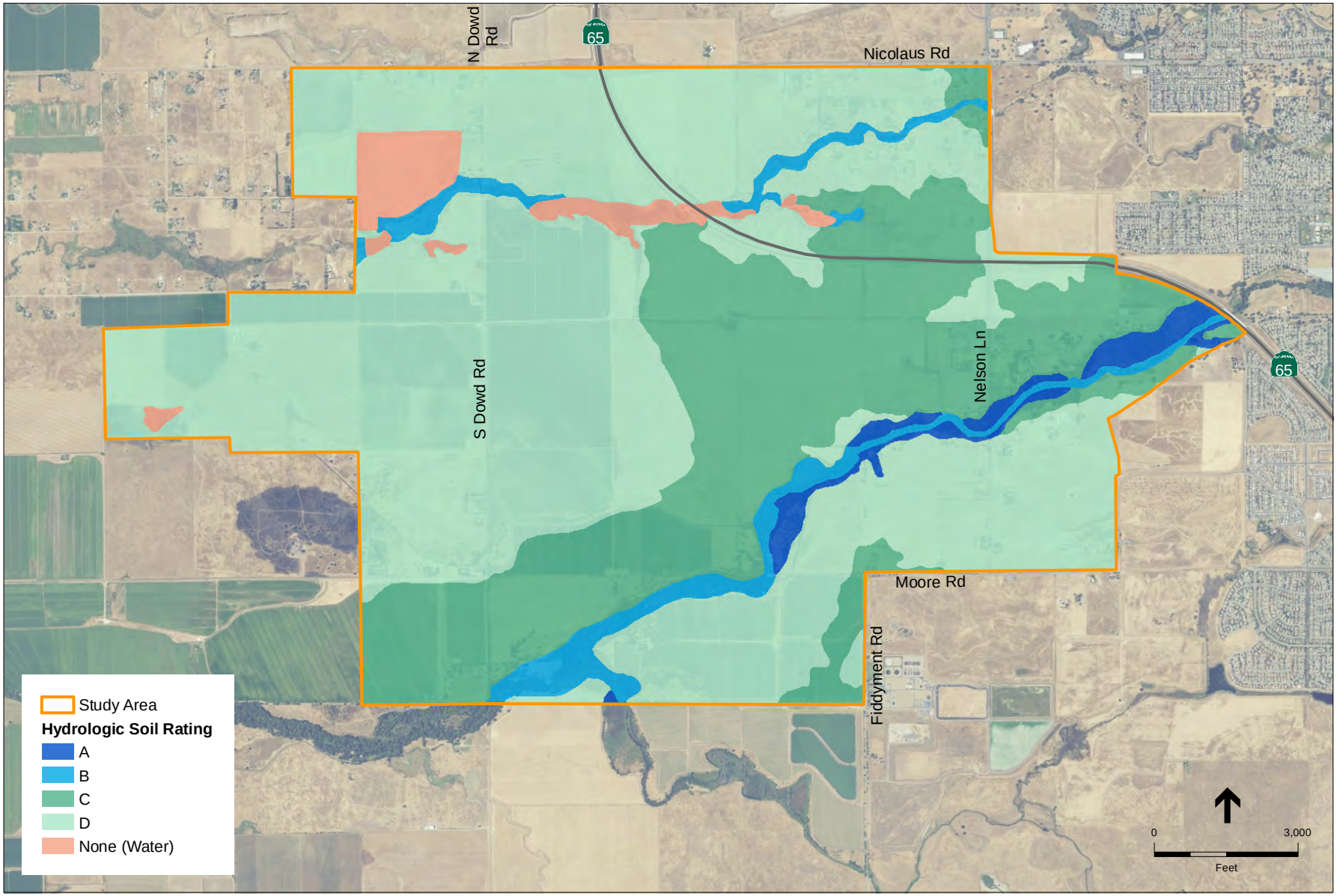
Figures

Figure 3.10-2 of the Draft EIR has been revised to show the hydrologic soil groups for the Plan Area.

Figure 3.11-2 of the Draft EIR has been amended to correctly show the existing General Plan Land Use Designations.

Appendices

Appendix L, Transportation Data, has been revised to include additional transportation modeling data. This revised data reflects analysis of diverge and merge segments created by the addition of an interchange at SR 65/Nelson Lane, analysis of conditions with the SR 65/Nicolaus Road interchange, and the removal of widening of Fiddyment Road under cumulative conditions. A fully revised Appendix L is on file at the City of Lincoln offices.

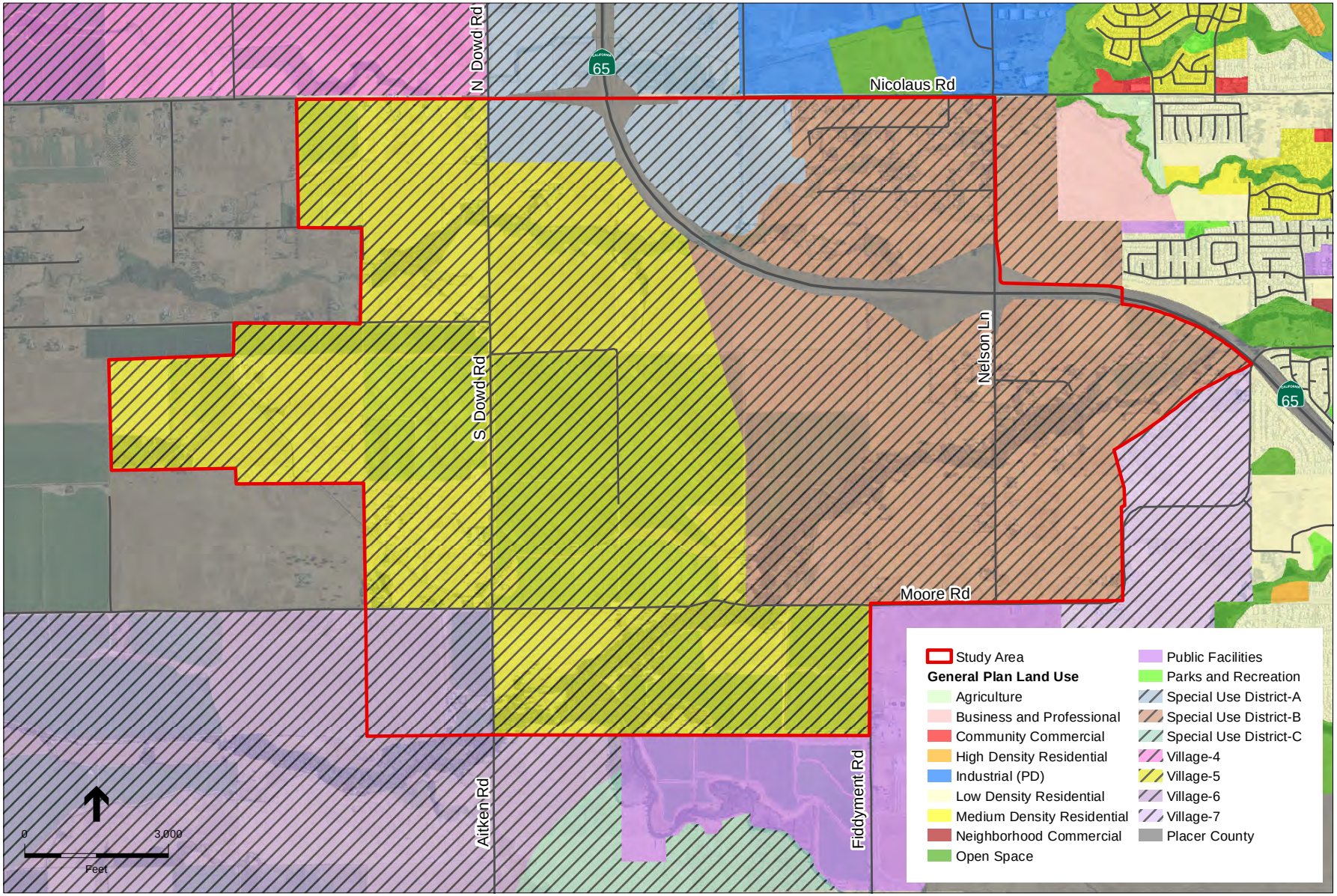


SOURCE: USDA, 2014; NRCS, 2014; ESA, 2017

Lincoln Village 5 EIR . 130368

Figure 3.10-2

Hydrologic Soil Groups



SOURCE: USDA, 2012; City of Lincoln, 2012; ESA, 2017

Lincoln Village 5 EIR . 130368

Figure 3.11-2

City of Lincoln General Plan Land Use Designations

Appendix L
Supplemental Information

Location	23	24	25	25	26	27

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Wise Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	8,840	1,500	2,590	1,500	1,500	20,490
Accel Length				450	450	
Decel Length		175				
Mainline Volume	2,350	2,350	700	700	700	750
On Ramp Volume				130	50	
Off Ramp Volume		1,650				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes (GP)						
GP Volume (vph)	2,350	2,350	700	830	750	750
PHF	0.85	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.0%	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.980	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	2,820	2,529	753	893	807	807
GP Flow (pcphpl)	1,410	1,265	377	447	404	404
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.60	0.54	0.16	0.19	0.17	0.17
Speed (mph)	65.0	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	21.7	19.5	5.8	6.9	6.2	6.2
LOS	C	C	A	A	A	A
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		2,529		749	752	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.54		0.16	0.16	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		700		893	807	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.15		0.19	0.17	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Location	23	24	25	25	26	27

Key
<> Express Lane (HOV)
No Trucks

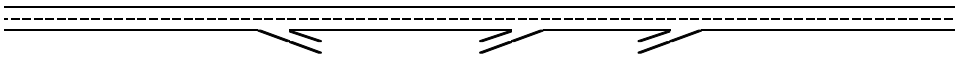
Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Wise Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				130	50	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				4.0%	4.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.980	0.980	
f_P				1.00	1.00	
On Flow (pcph)				144	55	
On Flow (pcphpl)				144	55	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				45	45	
On Ramp Cap (pcph)				2,100	2,100	
On Ramp v/c ratio				0.07	0.03	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		1,650				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		4.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.980				
f_P		1.00				
Off Flow (pcph)		1,829				
Off Flow (pcphpl)		1,829				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.87				
Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				749	752	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.590	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				749	752	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				749	752	
v_{R12a} (pcph)				893	807	
Merge Speed Index				0.29	0.29	
Merge Area Speed				58.3	58.3	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				58.3	58.3	
Merge v/c ratio				0.19	0.18	
Merge Density				9.6	8.9	
Merge LOS				A	A	

Location	23	24	25	25	26	27

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Wise Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		2,529				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.613				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		2,529				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		2,529				
Diverge Speed Index		0.46				
Diverge Area Speed		54.4				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		54.4				
Diverge v/c ratio		0.57				
Diverge Density		24.4				
Diverge LOS		C				
Calculate On Ramp to Off Ramp Flow Rate for Weave Segments						
Calculate On Ramp to Mainline Flow Rate for Weave Segments						
Calculate Mainline to Off Ramp Flow Rate for Weave Segments						
Calculate General Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.60	0.57	0.16	0.19	0.18	0.17
Segment Density	21.7	24.4	5.8	9.6	8.9	6.2
Segment LOS	C	C	A	A	A	A
Over Capacity						

Location	23	24	25	25	26	27



Key

<> Express Lane (HOV)

No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Wise Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	8,840	1,500	2,590	1,500	1,500	20,490
Accel Length				450	450	
Decel Length		175				
Mainline Volume	2,210	2,210	590	590	590	720
On Ramp Volume				280	130	
Off Ramp Volume		1,620				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes (GP)						
GP Volume (vph)	2,210	2,210	590	870	720	720
PHF	0.95	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.0%	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.980	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	2,373	2,379	635	936	775	775
GP Flow (pcphpl)	1,186	1,189	318	468	387	387
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.50	0.51	0.14	0.20	0.16	0.16
Speed (mph)	65.0	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	18.3	18.3	4.9	7.2	6.0	6.0
LOS	C	C	A	A	A	A
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		2,379		626	631	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.51		0.13	0.13	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		583		936	775	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.12		0.20	0.16	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Project: Village 5 SP
Freeway Corridor: Northbound SR-65

Existing Plus Project Conditions - Mitigated
Timee Period: PM Peak Hour

Location	23	24	25	25	26	27

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Wise Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				280	130	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				4.0%	4.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.980	0.980	
f_P				1.00	1.00	
On Flow (pcph)				310	144	
On Flow (pcphpl)				310	144	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				45	45	
On Ramp Cap (pcph)				2,100	2,100	
On Ramp v/c ratio				0.15	0.07	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		1,620				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		4.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.980				
f_P		1.00				
Off Flow (pcph)		1,796				
Off Flow (pcphpl)		1,796				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.86				
Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				626	631	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.590	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				626	631	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				626	631	
v_{R12a} (pcph)				936	775	
Merge Speed Index				0.29	0.29	
Merge Area Speed				58.3	58.4	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				58.3	58.4	
Merge v/c ratio				0.20	0.17	
Merge Density				9.8	8.6	
Merge LOS				A	A	

Location	23	24	25	25	26	27

Key

<> Express Lane (HOV)

No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Wise Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		2,379				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.618				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		2,379				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		2,379				
Diverge Speed Index		0.46				
Diverge Area Speed		54.4				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		54.4				
Diverge v/c ratio		0.54				
Diverge Density		23.1				
Diverge LOS		C				
Calculate On Ramp to Off Ramp Flow Rate for Weave Segments						
Calculate On Ramp to Mainline Flow Rate for Weave Segments						
Calculate Mainline to Off Ramp Flow Rate for Weave Segments						
Calculate General Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.50	0.54	0.14	0.20	0.17	0.16
Segment Density	18.3	23.1	4.9	9.8	8.6	6.0
Segment LOS	C	C	A	A	A	A
Over Capacity						

Project: Village 5 SP
Freeway Corridor: SB SR-65

Existing Plus Project Conditions - Mitigated
Time Period: AM Peak Hour

Location	1	2	3	4	5	6

Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On Ramp	Nelson Ln Slip On Ramp	Nelson Ln to Ferrari Ranch Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	19,590	1,500	1,800	1,000	1,500	7,430
Accel Length				450	1,000	
Decel Length		150				
Mainline Volume	810	810	540	540	990	1,970
On Ramp Volume				450	980	
Off Ramp Volume		270				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes (GP)						
GP Volume (vph)	810	810	540	990	1,970	1,970
PHF	0.95	0.95	0.95	0.95	0.95	0.9
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	861	861	574	1,053	2,094	2,211
GP Flow (pcphpl)	431	431	287	526	1,047	1,105
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.18	0.18	0.12	0.22	0.45	0.47
Speed (mph)	65.0	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	6.6	6.6	4.4	8.1	16.1	17.0
LOS	A	A	A	A	B	B
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		861		559	1,019	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.18		0.12	0.22	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		563		1,053	2,094	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.12		0.22	0.45	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Project: Village 5 SP
Freeway Corridor: SB SR-65

Existing Plus Project Conditions - Mitigated
Time Period: AM Peak Hour

Location	1	2	3	4	5	6

Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On Ramp	Nelson Ln Slip On Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				450	980	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				2.0%	2.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.990	0.990	
f_P				1.00	1.00	
On Flow (pcph)				494	1,076	
On Flow (pcphpl)				494	1,076	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				25	45	
On Ramp Cap (pcph)				1,900	2,100	
On Ramp v/c ratio				0.26	0.51	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		270				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		3.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.985				
f_P		1.00				
Off Flow (pcph)		298				
Off Flow (pcphpl)		298				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.14				
Determine Adjacent Ramp for Three-Lane Mainline						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				559	1,019	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.606	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				559	1,019	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				559	1,019	
v_{R12a} (pcph)				1,053	2,094	
Merge Speed Index				0.31	0.26	
Merge Area Speed				57.9	59.0	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				57.9	59.0	
Merge v/c ratio				0.23	0.46	
Merge Density				10.6	15.0	
Merge LOS				B	B	

Location	1	2	3	4	5	6

Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On Ramp	Nelson Ln Slip On Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		861				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.725				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		861				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		861				
Diverge Speed Index		0.32				
Diverge Area Speed		57.5				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		57.5				
Diverge v/c ratio		0.20				
Diverge Density		10.3				
Diverge LOS		B				
Calculate On Ramp to Off Ramp Flow Rate for Wea						
Calculate On Ramp to Mainline Flow Rate for Weav						
Calculate Mainline to Off Ramp Flow Rate for Weav						
Calculate General Purpose Lanes to General Purpo						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.18	0.20	0.12	0.23	0.46	0.47
Segment Density	6.6	10.3	4.4	10.6	15.0	17.0
Segment LOS	A	B	A	B	B	B
Over Capacity						

Project: Village 5 SP
Freeway Corridor: SB SR-65

Existing Plus Project Conditions - Mitigated
Time Period: PM Peak Hour

Location	1	2	3	4	5	6

Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On Ramp	Nelson Ln Slip On Ramp	Nelson Ln to Ferrari Ranch Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	19,590	1,500	1,800	1,000	1,500	7,430
Accel Length				450	1,000	
Decel Length		150				
Mainline Volume	1,030	1,030	790	790	1,530	2,820
On Ramp Volume				740	1,290	
Off Ramp Volume		240				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose L						
GP Volume (vph)	1,030	1,030	790	1,530	2,820	2,820
PHF	0.95	0.95	0.95	0.95	0.95	0.9
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,095	1,095	840	1,627	2,998	3,165
GP Flow (pcphpl)	548	548	420	813	1,499	1,582
Calculate Speed in General Purpose Lane						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose						
v/c ratio	0.23	0.23	0.18	0.35	0.64	0.67
Speed (mph)	65.0	65.0	65.0	65.0	64.9	64.5
Density (pcphpl)	8.4	8.4	6.5	12.5	23.1	24.5
LOS	A	A	A	B	C	C
Calculate Operations for Entering GP Lan						
GP_{IN} Vol (pcph)		1,095		814	1,582	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.23		0.17	0.34	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		830		1,627	2,998	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.18		0.35	0.64	
Calculate Flow Rate in Express Lanes (EL						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Project: Village 5 SP
Freeway Corridor: SB SR-65

Existing Plus Project Conditions - Mitigated
Time Period: PM Peak Hour

Location	1	2	3	4	5	6

Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On Ramp	Nelson Ln Slip On Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				740	1,290	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				2.0%	2.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.990	0.990	
f_p				1.00	1.00	
On Flow (pcph)				812	1,416	
On Flow (pcphpl)				812	1,416	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				25	45	
On Ramp Cap (pcph)				1,900	2,100	
On Ramp v/c ratio				0.43	0.67	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		240				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		3.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.985				
f_p		1.00				
Off Flow (pcph)		265				
Off Flow (pcphpl)		265				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.13				
Determine Adjacent Ramp for Three-Lane						
Calculate Merge Influence Area Operation						
Effective v_p (pcph)				814	1,582	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.606	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				814	1,582	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				814	1,582	
v_{R12a} (pcph)				1,627	2,998	
Merge Speed Index				0.32	0.31	
Merge Area Speed				57.7	57.9	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				57.7	57.9	
Merge v/c ratio				0.35	0.65	
Merge Density				15.0	21.9	
Merge LOS				B	C	

Location	1	2	3	4	5	6

Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On Ramp	Nelson Ln Slip On Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate Diverge Influence Area Operatio						
Effective v_P (pcph)		1,095				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.720				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		1,095				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		1,095				
Diverge Speed Index		0.32				
Diverge Area Speed		57.6				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		57.6				
Diverge v/c ratio		0.25				
Diverge Density		12.3				
Diverge LOS		B				
Calculate On Ramp to Off Ramp Flow Rat						
Calculate On Ramp to Mainline Flow Rate						
Calculate Mainline to Off Ramp Flow Rate						
Calculate General Purpose Lanes to Gene						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.23	0.25	0.18	0.35	0.65	0.67
Segment Density	8.4	12.3	6.5	15.0	21.9	24.5
Segment LOS	A	B	A	B	C	C
Over Capacity						

Location	20	21	22	22	23	24

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Nicolaus Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	8,840	1,500	2,590	1,500	1,500	7,280
Accel Length				450	450	
Decel Length		175				
Mainline Volume	2,910	2,910	1,140	1,140	1,140	1,150
On Ramp Volume				210	10	
Off Ramp Volume		1,770				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes						
GP Volume (vph)	2,910	2,910	1,140	1,350	1,150	1,150
PHF	0.95	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.978	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	3,132	3,132	1,227	1,453	1,238	1,238
GP Flow (pcphpl)	1,566	1,566	614	727	619	619
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.67	0.67	0.26	0.31	0.26	0.26
Speed (mph)	64.6	64.6	65.0	65.0	65.0	65.0
Density (pcphpl)	24.2	24.2	9.4	11.2	9.5	9.5
LOS	C	C	A	B	A	A
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		3,132		1,220	1,227	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.67		0.26	0.26	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		1,170		1,453	1,238	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.25		0.31	0.26	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Location	20	21	22	22	23	24

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Nicolaus Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				210	10	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				4.0%	4.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.980	0.980	
f_P				1.00	1.00	
On Flow (pcph)				233	11	
On Flow (pcphpl)				233	11	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				45	45	
On Ramp Cap (pcph)				2,100	2,100	
On Ramp v/c ratio				0.11	0.01	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		1,770				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		4.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.980				
f_P		1.00				
Off Flow (pcph)		1,962				
Off Flow (pcphpl)		1,962				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.93				
Determine Adjacent Ramp for Three-Lane Main						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				1,220	1,227	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.590	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				1,220	1,227	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				1,220	1,227	
v_{R12a} (pcph)				1,453	1,238	
Merge Speed Index				0.30	0.29	
Merge Area Speed				58.2	58.2	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				58.2	58.2	
Merge v/c ratio				0.32	0.27	
Merge Density				13.9	12.3	
Merge LOS				B	B	

Location	20	21	22	22	23	24

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Nicolaus Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		3,132				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.591				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		3,132				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		3,132				
Diverge Speed Index		0.47				
Diverge Area Speed		54.1				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		54.1				
Diverge v/c ratio		0.71				
Diverge Density		29.6				
Diverge LOS		D				
Calculate On Ramp to Off Ramp Flow Rate for V						
Calculate On Ramp to Mainline Flow Rate for W						
Calculate Mainline to Off Ramp Flow Rate for W						
Calculate General Purpose Lanes to General Pu						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.67	0.71	0.26	0.32	0.27	0.26
Segment Density	24.2	29.6	9.4	13.9	12.3	9.5
Segment LOS	C	D	A	B	B	A
Over Capacity						

Project: Village 5 SP
Freeway Corridor: Northbound SR-65

Cumulative Plus Project with Mitigation
Timee Period: PM Peak Hour

Location	20	21	22	22	23	24

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Nicolaus Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	8,840	1,500	2,590	1,500	1,500	7,280
Accel Length				450	450	
Decel Length		175				
Mainline Volume	2,950	2,950	1,190	1,190	1,190	1,200
On Ramp Volume				50	10	
Off Ramp Volume		1,760				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes						
GP Volume (vph)	2,950	2,950	1,190	1,240	1,200	1,200
PHF	0.95	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.4%	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.988	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	3,143	3,175	1,281	1,335	1,292	1,292
GP Flow (pcphpl)	1,571	1,588	640	667	646	646
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.67	0.68	0.27	0.28	0.27	0.27
Speed (mph)	64.6	64.5	65.0	65.0	65.0	65.0
Density (pcphpl)	24.3	24.6	9.9	10.3	9.9	9.9
LOS	C	C	A	A	A	A
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		3,175		1,279	1,280	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.68		0.27	0.27	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		1,224		1,335	1,292	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.26		0.28	0.27	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Location	20	21	22	22	23	24

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Nicolaus Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				50	10	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				4.0%	4.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.980	0.980	
f_P				1.00	1.00	
On Flow (pcph)				55	11	
On Flow (pcphpl)				55	11	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				45	45	
On Ramp Cap (pcph)				2,100	2,100	
On Ramp v/c ratio				0.03	0.01	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		1,760				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		4.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.980				
f_P		1.00				
Off Flow (pcph)		1,951				
Off Flow (pcphpl)		1,951				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.93				
Determine Adjacent Ramp for Three-Lane Main						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				1,279	1,280	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.590	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				1,279	1,280	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				1,279	1,280	
v_{R12a} (pcph)				1,335	1,292	
Merge Speed Index				0.30	0.29	
Merge Area Speed				58.2	58.2	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				58.2	58.2	
Merge v/c ratio				0.29	0.28	
Merge Density				13.0	12.7	
Merge LOS				B	B	

Location	20	21	22	22	23	24

Key
<> Express Lane (HOV)
No Trucks

Name	Ferrari Ranch Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On-Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Nicolaus Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		3,175				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.591				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		3,175				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		3,175				
Diverge Speed Index		0.47				
Diverge Area Speed		54.1				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		54.1				
Diverge v/c ratio		0.72				
Diverge Density		30.0				
Diverge LOS		D				
Calculate On Ramp to Off Ramp Flow Rate for V						
Calculate On Ramp to Mainline Flow Rate for W						
Calculate Mainline to Off Ramp Flow Rate for W						
Calculate General Purpose Lanes to General Pu						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.67	0.72	0.27	0.29	0.28	0.27
Segment Density	24.3	30.0	9.9	13.0	12.7	9.9
Segment LOS	C	D	A	B	B	A
Over Capacity						

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project with Mitigation
Time Period: AM Peak Hour

Location	5	6	7	8	9	10

Key
<> Express Lane (HOV)
No Trucks

Name	Nicolaus Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Ferrari Ranch Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	7,680	1,500	1,800	1,000	1,500	7,430
Accel Length				450	1,000	
Decel Length		150				
Mainline Volume	1,240	1,240	1,180	1,180	2,000	2,830
On Ramp Volume				820	830	
Off Ramp Volume		60				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes (GP)						
GP Volume (vph)	1,240	1,240	1,180	2,000	2,830	2,830
PHF	0.95	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,318	1,318	1,255	2,126	3,009	3,009
GP Flow (pcphpl)	659	659	627	1,063	1,504	1,504
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.28	0.28	0.27	0.45	0.64	0.64
Speed (mph)	65.0	65.0	65.0	65.0	64.8	64.8
Density (pcphpl)	10.1	10.1	9.7	16.4	23.2	23.2
LOS	A	A	A	B	C	C
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		1,318		1,226	2,098	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.28		0.26	0.45	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		1,252		2,126	3,009	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.27		0.45	0.64	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project with Mitigation
Time Period: AM Peak Hour

Location	5	6	7	8	9	10

Key
<> Express Lane (HOV)
No Trucks

Name	Nicolaus Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				820	830	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				2.0%	2.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.990	0.990	
f_P				1.00	1.00	
On Flow (pcph)				900	911	
On Flow (pcphpl)				900	911	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				25	45	
On Ramp Cap (pcph)				1,900	2,100	
On Ramp v/c ratio				0.47	0.43	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		60				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		3.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.985				
f_P		1.00				
Off Flow (pcph)		66				
Off Flow (pcphpl)		66				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.03				
Determine Adjacent Ramp for Three-Lane Mainline						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				1,226	2,098	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.606	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				1,226	2,098	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				1,226	2,098	
v_{R12a} (pcph)				2,126	3,009	
Merge Speed Index				0.33	0.31	
Merge Area Speed				57.4	57.9	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				57.4	57.9	
Merge v/c ratio				0.46	0.65	
Merge Density				18.8	22.3	
Merge LOS				B	C	

Location	5	6	7	8	9	10

Key
<> Express Lane (HOV)
No Trucks

Name	Nicolaus Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		1,318				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.724				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		1,318				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		1,318				
Diverge Speed Index		0.30				
Diverge Area Speed		58.0				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		58.0				
Diverge v/c ratio		0.30				
Diverge Density		14.2				
Diverge LOS		B				
Calculate On Ramp to Off Ramp Flow Rate for Wea						
Calculate On Ramp to Mainline Flow Rate for Weav						
Calculate Mainline to Off Ramp Flow Rate for Weav						
Calculate General Purpose Lanes to General Purpo						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.28	0.30	0.27	0.46	0.65	0.64
Segment Density	10.1	14.2	9.7	18.8	22.3	23.2
Segment LOS	A	B	A	B	C	C
Over Capacity						

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project with Mitigation
Time Period: PM Peak Hour

Location	5	6	7	8	9	10

Key
<> Express Lane (HOV)
No Trucks

Name	Nicolaus Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Ferrari Ranch Rd
Define Freeway Segment						
Type	Basic	Diverge	Basic	Merge	Merge	Basic
Length (ft)	7,680	1,500	1,800	1,000	1,500	7,430
Accel Length				450	1,000	
Decel Length		150				
Mainline Volume	1,560	1,560	1,350	1,350	2,450	3,440
On Ramp Volume				1,100	990	
Off Ramp Volume		210				
Express Lane Volume						
EL On Ramp Volume						
EL Off Ramp Volume						
Calculate Flow Rate in General Purpose Lanes (GP)						
GP Volume (vph)	1,560	1,560	1,350	2,450	3,440	3,440
PHF	0.95	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,659	1,659	1,435	2,605	3,657	3,657
GP Flow (pcphpl)	829	829	718	1,302	1,829	1,829
Calculate Speed in General Purpose Lanes						
Lane Width (ft)						
Shoulder Width						
TRD						
f_{LW}						
f_{LC}						
Calculated FFS						
Measured FFS						
FFS Curve	65	65	65	65	65	65
Calculate Operations in General Purpose Lanes						
v/c ratio	0.35	0.35	0.31	0.55	0.78	0.78
Speed (mph)	65.0	65.0	65.0	65.0	62.4	62.4
Density (pcphpl)	12.8	12.8	11.0	20.0	29.3	29.3
LOS	B	B	B	C	D	D
Calculate Operations for Entering GP Lanes						
GP_{IN} Vol (pcph)		1,659		1,397	2,570	
GP_{IN} Cap (pcph)		4,700		4,700	4,700	
GP_{IN} v/c ratio		0.35		0.30	0.55	
Calculate Operations for Exiting GP Lanes						
GP_{OUT} Vol (pcph)		1,427		2,605	3,657	
GP_{OUT} Cap (pcph)		4,700		4,700	4,700	
GP_{OUT} v/c ratio		0.30		0.55	0.78	
Calculate Flow Rate in Express Lanes (EL)						
Calculate Speed in Express Lanes						
Calculate Operations in Express Lanes						

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project with Mitigation
Time Period: PM Peak Hour

Location	5	6	7	8	9	10

Key
<> Express Lane (HOV)
No Trucks

Name	Nicolaus Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate On Ramp Flow Rate						
On Volume (vph)				1,100	990	
PHF				0.92	0.92	
Total Lanes				1	1	
Terrain				Level	Level	
Grade %				0.0%	0.0%	
Grade Length (mi)				0.00	0.00	
Truck & Bus %				2.0%	2.0%	
RV %				0.0%	0.0%	
E_T				1.5	1.5	
E_R				1.2	1.2	
f_{HV}				0.990	0.990	
f_P				1.00	1.00	
On Flow (pcph)				1,208	1,087	
On Flow (pcphpl)				1,208	1,087	
Calculate On Ramp Roadway Operations						
On Ramp Type				Right	Right	
On Ramp Speed (mph)				25	45	
On Ramp Cap (pcph)				1,900	2,100	
On Ramp v/c ratio				0.64	0.52	
Calculate Off Ramp Flow Rate						
Off Volume (vph)		210				
PHF		0.92				
Total Lanes		1				
Terrain		Level				
Grade %		0.0%				
Grade Length (mi)		0.00				
Truck & Bus %		3.0%				
RV %		0.0%				
E_T		1.5				
E_R		1.2				
f_{HV}		0.985				
f_P		1.00				
Off Flow (pcph)		232				
Off Flow (pcphpl)		232				
Calculate Off Ramp Roadway Operations						
Off Ramp Type		Right				
Off Ramp Speed		45				
Off Ramp Cap (pcph)		2,100				
Off Ramp v/c ratio		0.11				
Determine Adjacent Ramp for Three-Lane Mainline						
Calculate Merge Influence Area Operations						
Effective v_P (pcph)				1,397	2,570	
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FM} (Eqn 13-3)				0.590	0.606	
P_{FM} (Eqn 13-4)						
P_{FM} (Eqn 13-5)						
P_{FM}				1.000	1.000	
v_{12} (pcph)				1,397	2,570	
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)				1,397	2,570	
v_{R12a} (pcph)				2,605	3,657	
Merge Speed Index				0.35	0.38	
Merge Area Speed				56.9	56.2	
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed				56.9	56.2	
Merge v/c ratio				0.57	0.80	
Merge Density				22.4	27.2	
Merge LOS				C	C	

Location	5	6	7	8	9	10

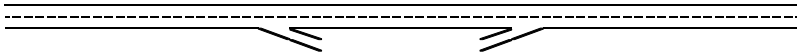
Key
<> Express Lane (HOV)
No Trucks

Name	Nicolaus Rd to Nelson Ln	Nelson Ln Off-Ramp	Nelson Ln Off to On Ramp	Nelson Ln Loop On-Ramp	Nelson Ln Slip On-Ramp	Nelson Ln to Ferrari Ranch Rd
Calculate Diverge Influence Area Operations						
Effective v_P (pcph)		1,659				
Up Ramp L_{EQ}						
Down Ramp L_{EQ}						
P_{FD} (Eqn 13-9)		0.708				
P_{FD} (Eqn 13-10)						
P_{FD} (Eqn 13-11)						
P_{FD}		1.000				
v_{12} (pcph)		1,659				
v_3 (pcph)						
v_{34} (pcph)						
v_{12a} (pcph)		1,659				
Diverge Speed Index		0.32				
Diverge Area Speed		57.7				
Outer Lanes Volume						
Outer Lanes Speed						
Segment Speed		57.7				
Diverge v/c ratio		0.38				
Diverge Density		17.2				
Diverge LOS		B				
Calculate On Ramp to Off Ramp Flow Rate for Wea						
Calculate On Ramp to Mainline Flow Rate for Weav						
Calculate Mainline to Off Ramp Flow Rate for Weav						
Calculate General Purpose Lanes to General Purpo						
Calculate Weave Segment Operations						
Summarize Segment Operations						
Segment v/c ratio	0.35	0.38	0.31	0.57	0.80	0.78
Segment Density	12.8	17.2	11.0	22.4	27.2	29.3
Segment LOS	B	B	B	C	C	D
Over Capacity						

Project: Village 5 SP
Freeway Corridor: Northbound SR-65

Cumulative No Project Conditions
Timee Period: AM Peak Hour

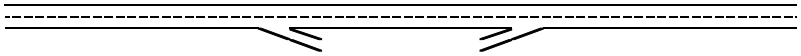
Location	21	22	23	23	24



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	8,580	1,500	2,590	1,500	9,270
Accel Length				175	
Decel Length		175			
Mainline Volume	1,200	1,350	970	970	1,150
On Ramp Volume				180	
Off Ramp Volume		380			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes					
GP Volume (vph)	1,350	1,350	970	1,150	1,150
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,453	1,453	1,044	1,238	1,238
GP Flow (pcphpl)	727	727	522	619	619
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.31	0.31	0.22	0.26	0.26
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	11.2	11.2	8.0	9.5	9.5
LOS	B	B	A	A	A
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,453		1,038	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.31		0.22	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		1,032		1,238	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.22		0.26	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

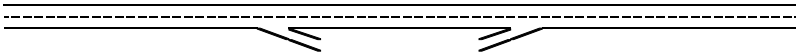
Location	21	22	23	23	24



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate On Ramp Flow Rate					
On Volume (vph)				180	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				4.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.980	
f_P				1.00	
On Flow (pcph)				200	
On Flow (pcphpl)				200	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.10	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		380			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		4.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.980			
f_P		1.00			
Off Flow (pcph)		421			
Off Flow (pcphpl)		421			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.20			
Determine Adjacent Ramp for Three-Lane Main					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				1,038	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.582	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				1,038	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				1,038	
v_{R12a} (pcph)				1,238	
Merge Speed Index				0.32	
Merge Area Speed				57.7	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				57.7	
Merge v/c ratio				0.27	
Merge Density				13.9	
Merge LOS				B	

Location	21	22	23	23	24



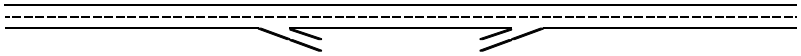
Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,453			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.704			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,453			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,453			
Diverge Speed Index		0.34			
Diverge Area Speed		57.3			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.3			
Diverge v/c ratio		0.33			
Diverge Density		15.2			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for V					
Calculate On Ramp to Mainline Flow Rate for W					
Calculate Mainline to Off Ramp Flow Rate for W					
Calculate General Purpose Lanes to General Pu					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.31	0.33	0.22	0.27	0.26
Segment Density	11.2	15.2	8.0	13.9	9.5
Segment LOS	B	B	A	B	A
Over Capacity					

Project: Village 5 SP
Freeway Corridor: Northbound SR-65

Cumulative No Project Conditions
Timee Period: PM Peak Hour

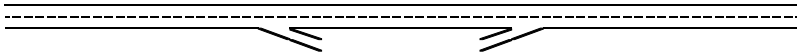
Location	21	22	23	23	24



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	8,580	1,500	2,590	1,500	9,270
Accel Length				175	
Decel Length		175			
Mainline Volume	1,190	1,190	760	760	1,210
On Ramp Volume				450	
Off Ramp Volume		430			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes					
GP Volume (vph)	1,190	1,190	760	1,210	1,210
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,281	1,281	818	1,302	1,302
GP Flow (pcphpl)	640	640	409	651	651
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.27	0.27	0.17	0.28	0.28
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	9.9	9.9	6.3	10.0	10.0
LOS	A	A	A	A	A
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,281		803	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.27		0.17	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		804		1,302	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.17		0.28	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

Location	21	22	23	23	24



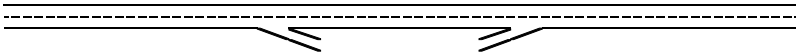
Key

<> Express Lane (HOV)

No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate On Ramp Flow Rate					
On Volume (vph)				450	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				4.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.980	
f_P				1.00	
On Flow (pcph)				499	
On Flow (pcphpl)				499	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.24	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		430			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		4.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.980			
f_P		1.00			
Off Flow (pcph)		477			
Off Flow (pcphpl)		477			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.23			
Determine Adjacent Ramp for Three-Lane Main					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				803	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.582	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				803	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				803	
v_{R12a} (pcph)				1,302	
Merge Speed Index				0.32	
Merge Area Speed				57.6	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				57.6	
Merge v/c ratio				0.28	
Merge Density				14.3	
Merge LOS				B	

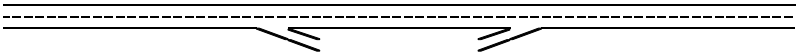
Location	21	22	23	23	24



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,281			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.706			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,281			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,281			
Diverge Speed Index		0.34			
Diverge Area Speed		57.2			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.2			
Diverge v/c ratio		0.29			
Diverge Density		13.7			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for V					
Calculate On Ramp to Mainline Flow Rate for W					
Calculate Mainline to Off Ramp Flow Rate for W					
Calculate General Purpose Lanes to General Pu					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.27	0.29	0.17	0.28	0.28
Segment Density	9.9	13.7	6.3	14.3	10.0
Segment LOS	A	B	A	B	A
Over Capacity					

Location	1	2	3	4	5



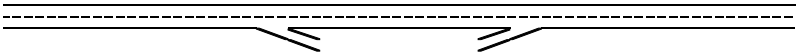
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off- to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Nelson Ln
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	9,270	1,500	1,800	1,500	8,580
Accel Length				450	
Decel Length		150			
Mainline Volume	1,190	1,190	780	780	1,210
On Ramp Volume				430	
Off Ramp Volume		410			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes (GP)					
GP Volume (vph)	1,190	1,190	780	1,210	1,210
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,265	1,265	829	1,286	1,286
GP Flow (pcphpl)	633	633	415	643	643
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.27	0.27	0.18	0.27	0.27
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	9.7	9.7	6.4	9.9	9.9
LOS	A	A	A	A	A
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,265		814	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.27		0.17	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		813		1,286	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.17		0.27	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative No Project
Time Period: AM Peak Hour

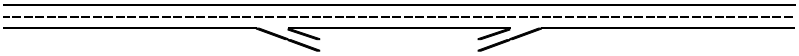
Location	1	2	3	4	5



Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off- to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Nelson Ln
Calculate On Ramp Flow Rate					
On Volume (vph)				430	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				2.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.990	
f_P				1.00	
On Flow (pcph)				472	
On Flow (pcphpl)				472	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.22	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		410			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		3.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.985			
f_P		1.00			
Off Flow (pcph)		452			
Off Flow (pcphpl)		452			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.22			
Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				814	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.590	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				814	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				814	
v_{R12a} (pcph)				1,286	
Merge Speed Index				0.29	
Merge Area Speed				58.2	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				58.2	
Merge v/c ratio				0.28	
Merge Density				12.5	
Merge LOS				B	

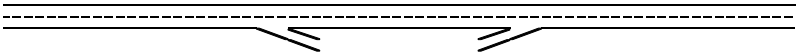
Location	1	2	3	4	5



Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off- to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Nelson Ln
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,265			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.708			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,265			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,265			
Diverge Speed Index		0.34			
Diverge Area Speed		57.2			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.2			
Diverge v/c ratio		0.29			
Diverge Density		13.8			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for Weave Segments					
Calculate On Ramp to Mainline Flow Rate for Weave Segments					
Calculate Mainline to Off Ramp Flow Rate for Weave Segments					
Calculate General Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.27	0.29	0.18	0.28	0.27
Segment Density	9.7	13.8	6.4	12.5	9.9
Segment LOS	A	B	A	B	A
Over Capacity					

Location	1	2	3	4	5



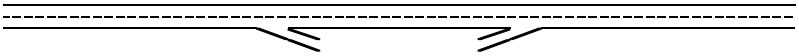
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp (SBR+SBL)	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp (WBL+EBR)	Nicolaus Rd to Nelson Ln
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	9,270	1,500	1,800	1,500	8,580
Accel Length				450	
Decel Length		150			
Mainline Volume	1,260	1,260	1,030	1,030	1,370
On Ramp Volume				340	
Off Ramp Volume		230			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes (GP)					
GP Volume (vph)	1,260	1,260	1,030	1,370	1,370
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,340	1,340	1,095	1,457	1,457
GP Flow (pcphpl)	670	670	548	728	728
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.29	0.29	0.23	0.31	0.31
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	10.3	10.3	8.4	11.2	11.2
LOS	A	A	A	B	B
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,340		1,083	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.29		0.23	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		1,086		1,457	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.23		0.31	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative No Project
Time Period: PM Peak Hour

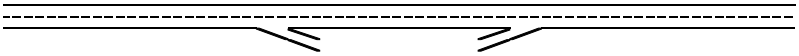
Location	1	2	3	4	5



Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp (SBR+SBL)	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp (WBL+EBR)	Nicolaus Rd to Nelson Ln
Calculate On Ramp Flow Rate					
On Volume (vph)				340	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				2.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.990	
f_P				1.00	
On Flow (pcph)				373	
On Flow (pcphpl)				373	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.18	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		230			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		3.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.985			
f_P		1.00			
Off Flow (pcph)		254			
Off Flow (pcphpl)		254			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.12			
Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				1,083	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.590	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				1,083	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				1,083	
v_{R12a} (pcph)				1,457	
Merge Speed Index				0.30	
Merge Area Speed				58.2	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				58.2	
Merge v/c ratio				0.32	
Merge Density				13.8	
Merge LOS				B	

Location	1	2	3	4	5



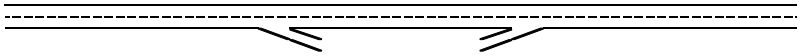
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp (SBR+SBL)	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp (WBL+EBR)	Nicolaus Rd to Nelson Ln
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,340			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.715			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,340			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,340			
Diverge Speed Index		0.32			
Diverge Area Speed		57.6			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.6			
Diverge v/c ratio		0.30			
Diverge Density		14.4			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for Weave Segments					
Calculate On Ramp to Mainline Flow Rate for Weave Segments					
Calculate Mainline to Off Ramp Flow Rate for Weave Segments					
Calculate General Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.29	0.30	0.23	0.32	0.31
Segment Density	10.3	14.4	8.4	13.8	11.2
Segment LOS	A	B	A	B	B
Over Capacity					

Project: Village 5 SP
Freeway Corridor: Northbound SR-65

Cumulative Plus Project Conditions
Time Period: AM Peak Hour

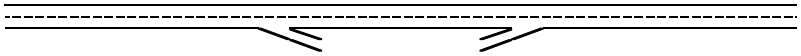
Location	21	22	23	24	25



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	8,580	1,500	2,590	1,500	9,270
Accel Length				175	
Decel Length		175			
Mainline Volume	1,360	1,360	930	930	1,130
On Ramp Volume				200	
Off Ramp Volume		430			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes					
GP Volume (vph)	1,360	1,360	930	1,130	1,130
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,464	1,464	1,001	1,216	1,216
GP Flow (pcphpl)	732	732	500	608	608
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.31	0.31	0.21	0.26	0.26
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	11.3	11.3	7.7	9.4	9.4
LOS	B	B	A	A	A
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,464		994	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.31		0.21	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		987		1,216	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.21		0.26	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

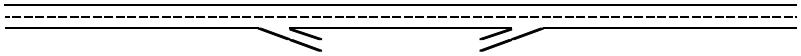
Location	21	22	23	24	25



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate On Ramp Flow Rate					
On Volume (vph)				200	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				4.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.980	
f_P				1.00	
On Flow (pcph)				222	
On Flow (pcphpl)				222	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.11	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		430			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		4.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.980			
f_P		1.00			
Off Flow (pcph)		477			
Off Flow (pcphpl)		477			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.23			
Determine Adjacent Ramp for Three-Lane Main					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				994	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.582	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				994	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				994	
v_{R12a} (pcph)				1,216	
Merge Speed Index				0.32	
Merge Area Speed				57.7	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				57.7	
Merge v/c ratio				0.26	
Merge Density				13.8	
Merge LOS				B	

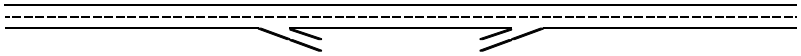
Location	21	22	23	24	25



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,464			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.701			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,464			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,464			
Diverge Speed Index		0.34			
Diverge Area Speed		57.2			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.2			
Diverge v/c ratio		0.33			
Diverge Density		15.3			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for V					
Calculate On Ramp to Mainline Flow Rate for W					
Calculate Mainline to Off Ramp Flow Rate for W					
Calculate General Purpose Lanes to General Pu					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.31	0.33	0.21	0.26	0.26
Segment Density	11.3	15.3	7.7	13.8	9.4
Segment LOS	B	B	A	B	A
Over Capacity					

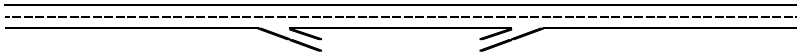
Location	21	22	23	24	25



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	8,580	1,500	2,590	1,500	9,270
Accel Length				175	
Decel Length		175			
Mainline Volume	1,250	1,250	810	810	1,370
On Ramp Volume				560	
Off Ramp Volume		440			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes					
GP Volume (vph)	1,250	1,250	810	1,370	1,370
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	4.5%	4.5%	4.5%	4.5%	4.5%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.978	0.978	0.978	0.978	0.978
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,345	1,345	872	1,475	1,475
GP Flow (pcphpl)	673	673	436	737	737
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.29	0.29	0.19	0.31	0.31
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	10.3	10.3	6.7	11.3	11.3
LOS	A	A	A	B	B
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,345		854	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.29		0.18	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		858		1,475	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.18		0.31	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

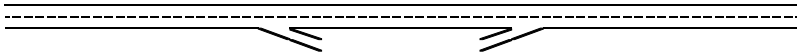
Location	21	22	23	24	25



Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate On Ramp Flow Rate					
On Volume (vph)				560	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				4.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.980	
f_P				1.00	
On Flow (pcph)				621	
On Flow (pcphpl)				621	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.30	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		440			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		4.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.980			
f_P		1.00			
Off Flow (pcph)		488			
Off Flow (pcphpl)		488			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.23			
Determine Adjacent Ramp for Three-Lane Main					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				854	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.582	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				854	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				854	
v_{R12a} (pcph)				1,475	
Merge Speed Index				0.32	
Merge Area Speed				57.6	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				57.6	
Merge v/c ratio				0.32	
Merge Density				15.6	
Merge LOS				B	

Location	21	22	23	24	25



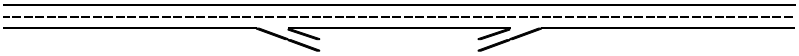
Key
<> Express Lane (HOV)
No Trucks

Name	Nelson Ln to Nicolaus Rd	Nicolaus Road Off-Ramp	Nicolaus Rd Off to On-Ramp	Nicolaus Rd On-Ramp	Nicolaus Rd to Wise Rd
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,345			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.704			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,345			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,345			
Diverge Speed Index		0.34			
Diverge Area Speed		57.1			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.1			
Diverge v/c ratio		0.31			
Diverge Density		14.2			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for V					
Calculate On Ramp to Mainline Flow Rate for W					
Calculate Mainline to Off Ramp Flow Rate for W					
Calculate General Purpose Lanes to General Pu					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.29	0.31	0.19	0.32	0.31
Segment Density	10.3	14.2	6.7	15.6	11.3
Segment LOS	A	B	A	B	B
Over Capacity					

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project
Time Period: AM Peak Hour

Location	1	2	3	4	5



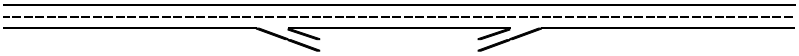
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp	Nicolaus Rd to Nelson Ln
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	9,270	1,500	1,800	1,500	8,580
Accel Length				450	
Decel Length		150			
Mainline Volume	1,350	1,350	880	880	1,240
On Ramp Volume				360	
Off Ramp Volume		470			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes (GP)					
GP Volume (vph)	1,350	1,350	880	1,240	1,240
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,435	1,435	936	1,318	1,318
GP Flow (pcphpl)	718	718	468	659	659
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.31	0.31	0.20	0.28	0.28
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	11.0	11.0	7.2	10.1	10.1
LOS	B	B	A	A	A
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,435		923	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.31		0.20	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		917		1,318	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.20		0.28	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project
Time Period: AM Peak Hour

Location	1	2	3	4	5



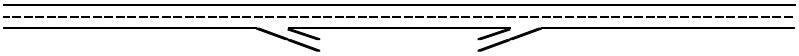
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp	Nicolaus Rd to Nelson Ln
Calculate On Ramp Flow Rate					
On Volume (vph)				360	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				2.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.990	
f_P				1.00	
On Flow (pcph)				395	
On Flow (pcphpl)				395	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.19	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		470			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		3.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.985			
f_P		1.00			
Off Flow (pcph)		519			
Off Flow (pcphpl)		519			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.25			
Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				923	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.590	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				923	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				923	
v_{R12a} (pcph)				1,318	
Merge Speed Index				0.30	
Merge Area Speed				58.2	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				58.2	
Merge v/c ratio				0.29	
Merge Density				12.8	
Merge LOS				B	

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project
Time Period: AM Peak Hour

Location	1	2	3	4	5



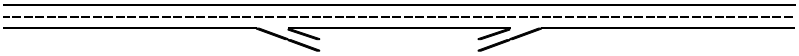
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp	Nicolaus Rd to Nelson Ln
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,435			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.700			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,435			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,435			
Diverge Speed Index		0.34			
Diverge Area Speed		57.1			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.1			
Diverge v/c ratio		0.33			
Diverge Density		15.2			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for Weave Segments					
Calculate On Ramp to Mainline Flow Rate for Weave Segments					
Calculate Mainline to Off Ramp Flow Rate for Weave Segments					
Calculate General Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.31	0.33	0.20	0.29	0.28
Segment Density	11.0	15.2	7.2	12.8	10.1
Segment LOS	B	B	A	B	A
Over Capacity					

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project
Time Period: PM Peak Hour

Location	1	2	3	4	5



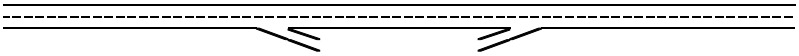
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp	Nicolaus Rd to Nelson Ln
Define Freeway Segment					
Type	Basic	Diverge	Basic	Merge	Basic
Length (ft)	9,270	1,500	1,800	1,500	8,580
Accel Length				450	
Decel Length		150			
Mainline Volume	1,450	1,450	1,170	1,170	1,610
On Ramp Volume				440	
Off Ramp Volume		280			
Express Lane Volume					
EL On Ramp Volume					
EL Off Ramp Volume					
Calculate Flow Rate in General Purpose Lanes (GP)					
GP Volume (vph)	1,450	1,450	1,170	1,610	1,610
PHF	0.95	0.95	0.95	0.95	0.95
GP Lanes	2	2	2	2	2
Terrain	Level	Level	Level	Level	Level
Grade %	0.0%	0.0%	0.0%	0.0%	0.0%
Grade Length (mi)	0.00	0.00	0.00	0.00	0.00
Truck & Bus %	2.0%	2.0%	2.0%	2.0%	2.0%
RV %	0.0%	0.0%	0.0%	0.0%	0.0%
E_T	1.5	1.5	1.5	1.5	1.5
E_R	1.2	1.2	1.2	1.2	1.2
f_{HV}	0.990	0.990	0.990	0.990	0.990
f_P	1.00	1.00	1.00	1.00	1.00
GP Flow (pcph)	1,542	1,542	1,244	1,712	1,712
GP Flow (pcphpl)	771	771	622	856	856
Calculate Speed in General Purpose Lanes					
Lane Width (ft)					
Shoulder Width					
TRD					
f_{LW}					
f_{LC}					
Calculated FFS					
Measured FFS					
FFS Curve	65	65	65	65	65
Calculate Operations in General Purpose Lanes					
v/c ratio	0.33	0.33	0.26	0.36	0.36
Speed (mph)	65.0	65.0	65.0	65.0	65.0
Density (pcphpl)	11.9	11.9	9.6	13.2	13.2
LOS	B	B	A	B	B
Calculate Operations for Entering GP Lanes					
GP_{IN} Vol (pcph)		1,542		1,229	
GP_{IN} Cap (pcph)		4,700		4,700	
GP_{IN} v/c ratio		0.33		0.26	
Calculate Operations for Exiting GP Lanes					
GP_{OUT} Vol (pcph)		1,233		1,712	
GP_{OUT} Cap (pcph)		4,700		4,700	
GP_{OUT} v/c ratio		0.26		0.36	
Calculate Flow Rate in Express Lanes (EL)					
Calculate Speed in Express Lanes					
Calculate Operations in Express Lanes					

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project
Time Period: PM Peak Hour

Location	1	2	3	4	5



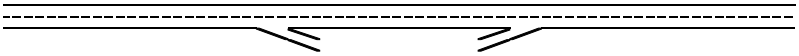
Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp	Nicolaus Rd to Nelson Ln
Calculate On Ramp Flow Rate					
On Volume (vph)				440	
PHF				0.92	
Total Lanes				1	
Terrain				Level	
Grade %				0.0%	
Grade Length (mi)				0.00	
Truck & Bus %				2.0%	
RV %				0.0%	
E_T				1.5	
E_R				1.2	
f_{HV}				0.990	
f_P				1.00	
On Flow (pcph)				483	
On Flow (pcphpl)				483	
Calculate On Ramp Roadway Operations					
On Ramp Type				Right	
On Ramp Speed (mph)				45	
On Ramp Cap (pcph)				2,100	
On Ramp v/c ratio				0.23	
Calculate Off Ramp Flow Rate					
Off Volume (vph)		280			
PHF		0.92			
Total Lanes		1			
Terrain		Level			
Grade %		0.0%			
Grade Length (mi)		0.00			
Truck & Bus %		3.0%			
RV %		0.0%			
E_T		1.5			
E_R		1.2			
f_{HV}		0.985			
f_P		1.00			
Off Flow (pcph)		309			
Off Flow (pcphpl)		309			
Calculate Off Ramp Roadway Operations					
Off Ramp Type		Right			
Off Ramp Speed		45			
Off Ramp Cap (pcph)		2,100			
Off Ramp v/c ratio		0.15			
Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps					
Calculate Merge Influence Area Operations					
Effective v_P (pcph)				1,229	
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FM} (Eqn 13-3)				0.590	
P_{FM} (Eqn 13-4)					
P_{FM} (Eqn 13-5)					
P_{FM}				1.000	
v_{12} (pcph)				1,229	
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)				1,229	
v_{R12a} (pcph)				1,712	
Merge Speed Index				0.30	
Merge Area Speed				58.1	
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed				58.1	
Merge v/c ratio				0.37	
Merge Density				15.8	
Merge LOS				B	

Project: Village 5 SP
Freeway Corridor: Southbound SR-65

Cumulative Plus Project
Time Period: PM Peak Hour

Location	1	2	3	4	5



Key
<> Express Lane (HOV)
No Trucks

Name	Wise Rd to Nicolaus Rd	Nicolaus Rd Off-Ramp	Nicolaus Rd Off to On Ramp	Nicolaus Rd On Ramp	Nicolaus Rd to Nelson Ln
Calculate Diverge Influence Area Operations					
Effective v_P (pcph)		1,542			
Up Ramp L_{EQ}					
Down Ramp L_{EQ}					
P_{FD} (Eqn 13-9)		0.707			
P_{FD} (Eqn 13-10)					
P_{FD} (Eqn 13-11)					
P_{FD}		1.000			
v_{12} (pcph)		1,542			
v_3 (pcph)					
v_{34} (pcph)					
v_{12a} (pcph)		1,542			
Diverge Speed Index		0.33			
Diverge Area Speed		57.5			
Outer Lanes Volume					
Outer Lanes Speed					
Segment Speed		57.5			
Diverge v/c ratio		0.35			
Diverge Density		16.2			
Diverge LOS		B			
Calculate On Ramp to Off Ramp Flow Rate for Weave Segments					
Calculate On Ramp to Mainline Flow Rate for Weave Segments					
Calculate Mainline to Off Ramp Flow Rate for Weave Segments					
Calculate General Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments					
Calculate Weave Segment Operations					
Summarize Segment Operations					
Segment v/c ratio	0.33	0.35	0.26	0.37	0.36
Segment Density	11.9	16.2	9.6	15.8	13.2
Segment LOS	B	B	A	B	B
Over Capacity					

Intersection	
Intersection Delay, s/veh	439.6
Intersection LOS	F

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	320	70	0	520	570	0	430	590
Future Vol, veh/h	0	320	70	0	520	570	0	430	590
Peak Hour Factor	0.89	0.92	0.92	0.89	0.92	0.92	0.89	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	348	76	0	565	620	0	467	641
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	44.2	514.7	510.6
HCM LOS	E	F	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	82%	42%
Vol Thru, %	48%	0%	58%
Vol Right, %	52%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1090	390	1020
LT Vol	0	320	430
Through Vol	520	0	590
RT Vol	570	70	0
Lane Flow Rate	1185	424	1109
Geometry Grp	1	1	1
Degree of Util (X)	2.088	0.833	2.076
Departure Headway (Hd)	7.718	9.165	8.147
Convergence, Y/N	Yes	Yes	Yes
Cap	486	398	455
Service Time	5.718	7.165	6.147
HCM Lane V/C Ratio	2.438	1.065	2.437
HCM Control Delay	514.7	44.2	510.6
HCM Lane LOS	F	E	F
HCM 95th-tile Q	68.7	7.7	64.7

Intersection	
Int Delay, s/veh	1160.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	650	360	80	450	590	300
Future Vol, veh/h	650	360	80	450	590	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	707	391	87	489	641	326

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	804	967	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 141	~ 383	712	-	-	-
Stage 1	~ 440	-	-	-	-	-
Stage 2	~ 512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 117	~ 383	712	-	-	-
Mov Cap-2 Maneuver	~ 117	-	-	-	-	-
Stage 1	~ 440	-	-	-	-	-
Stage 2	~ 426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2792.2	1.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	712	-	155	-	-
HCM Lane V/C Ratio	0.122	-	7.083	-	-
HCM Control Delay (s)	10.8	$	2792.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	121.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	547.8
Intersection LOS	F

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	540	480	0	730	480	0	100	680
Future Vol, veh/h	0	540	480	0	730	480	0	100	680
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	587	522	0	793	522	0	109	739
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	528.6	698.1	339.7
HCM LOS	F	F	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	53%	13%
Vol Thru, %	60%	0%	87%
Vol Right, %	40%	47%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1210	1020	780
LT Vol	0	540	100
Through Vol	730	0	680
RT Vol	480	480	0
Lane Flow Rate	1315	1109	848
Geometry Grp	1	1	1
Degree of Util (X)	2.482	2.111	1.657
Departure Headway (Hd)	10.718	9.02	12.432
Convergence, Y/N	Yes	Yes	Yes
Cap	355	410	305
Service Time	8.718	7.02	10.432
HCM Lane V/C Ratio	3.704	2.705	2.78
HCM Control Delay	698.1	528.6	339.7
HCM Lane LOS	F	F	F
HCM 95th-tile Q	66.9	60.6	29.8

Intersection	
Int Delay, s/veh	98.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	430	150	470	750	490	720
Future Vol, veh/h	430	150	470	750	490	720
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	467	163	511	815	533	783

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2765	928	1317	0	-	0
Stage 1	926	-	-	-	-	-
Stage 2	1839	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 21	325	525	-	-	-
Stage 1	~ 386	-	-	-	-	-
Stage 2	~ 138	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	324	524	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	~ 385	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 463.5	23.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	324	-	-
HCM Lane V/C Ratio	0.975	-	1.946	-	-
HCM Control Delay (s)	61.4	0	$ 463.5	-	-
HCM Lane LOS	F	A	F	-	-
HCM 95th %tile Q(veh)	13	-	43.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	763.1
Intersection LOS	F

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	320	160	0	890	570	0	550	750
Future Vol, veh/h	0	320	160	0	890	570	0	550	750
Peak Hour Factor	0.89	0.92	0.92	0.89	0.92	0.92	0.89	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	348	174	0	967	620	0	598	815
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	80	924	834.6
HCM LOS	F	F	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	67%	42%
Vol Thru, %	61%	0%	58%
Vol Right, %	39%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1460	480	1300
LT Vol	0	320	550
Through Vol	890	0	750
RT Vol	570	160	0
Lane Flow Rate	1587	522	1413
Geometry Grp	1	1	1
Degree of Util (X)	2.996	1.009	2.793
Departure Headway (Hd)	9.206	9.449	9.801
Convergence, Y/N	Yes	Yes	Yes
Cap	413	391	382
Service Time	7.206	7.449	7.801
HCM Lane V/C Ratio	3.843	1.335	3.699
HCM Control Delay	924	80	834.6
HCM Lane LOS	F	F	F
HCM 95th-tile Q	101.9	12.2	86.8

Intersection	
Int Delay, s/veh	3396.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	690	360	80	780	710	340
Future Vol, veh/h	690	360	80	780	710	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	750	391	87	848	772	370

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1979	957	1141	0	-	0
Stage 1	957	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Critical Hdwy	7.12	6.22	4.12	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 46	~ 313	612	-	-	-
Stage 1	~ 310	-	-	-	-	-
Stage 2	~ 285	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 36	~ 313	612	-	-	-
Mov Cap-2 Maneuver	~ 36	-	-	-	-	-
Stage 1	~ 227	-	-	-	-	-
Stage 2	~ 208	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 9572.9	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	612	-	52	-	-
HCM Lane V/C Ratio	0.142	-	21.948	-	-
HCM Control Delay (s)	11.9	-	$ 9572.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	139.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	846.9
Intersection LOS	F

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	540	590	0	1090	480	0	190	1070
Future Vol, veh/h	0	540	590	0	1090	480	0	190	1070
Peak Hour Factor	0.89	0.92	0.92	0.89	0.92	0.92	0.89	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	587	641	0	1185	522	0	207	1163
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	624.5	1045.7	798.6
HCM LOS	F	F	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	15%
Vol Thru, %	69%	0%	85%
Vol Right, %	31%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1570	1130	1260
LT Vol	0	540	190
Through Vol	1090	0	1070
RT Vol	480	590	0
Lane Flow Rate	1707	1228	1370
Geometry Grp	1	1	1
Degree of Util (X)	3.246	2.325	2.686
Departure Headway (Hd)	13.224	9.323	14.482
Convergence, Y/N	Yes	Yes	Yes
Cap	290	405	274
Service Time	11.224	7.323	12.482
HCM Lane V/C Ratio	5.886	3.032	5
HCM Control Delay	1045.7	624.5	798.6
HCM Lane LOS	F	F	F
HCM 95th-tile Q	80.5	68.8	56.8

Intersection	
Int Delay, s/veh	282.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	550	150	470	990	810	790
Future Vol, veh/h	550	150	470	990	810	790
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	163	511	1076	880	859

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3408	1310	1739	0	-	0
Stage 1	1310	-	-	-	-	-
Stage 2	2098	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 8	194	~ 361	-	-	-
Stage 1	~ 252	-	-	-	-	-
Stage 2	~ 102	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	194	~ 361	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	~ 252	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1362.9	74.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	~ 361	-	194	-	-
HCM Lane V/C Ratio	1.415	-	3.922	-	-
HCM Control Delay (s)	231.2	$	1362.9	-	-
HCM Lane LOS	F	A	F	-	-
HCM 95th %tile Q(veh)	26.1	-	74.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

CHAPTER 3
Comments and Responses

3.1 Introduction

This chapter contains the comment letters that were received on the Draft Environmental Impact Report (Draft EIR). Following each comment letter is a response by the City intended to supplement, clarify, or amend information provided in the Draft EIR or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are generally included following the response to comment. However, in some cases when the text change is extensive, the reader is instead referred to Chapter 2, Text Changes to the Draft EIR, where all the text changes can be found.

Occasionally, a response to a comment provides a cross-reference to another response to comment. This occurs when the same, or very similar, comment was made or question asked, and an appropriate response was included elsewhere.

3.2 Master Responses

This section presents responses to environmental issues raised in multiple comments. Rather than responding individually, master responses have been developed to address such comments comprehensively and these master responses are organized per topic in this section. The Master Response number is then identified in the individual response to comment so that reviewers can readily locate all relevant information pertaining to the following issues of concern. There are three Master Responses in this section. Master Response 1 relates to Water Supply and Groundwater; Master Response 2 relates to the Agricultural Overlay (AO) Zone; and Master Response 3 relates to Placer County Conservation Plan (PCCP).

Master Response 1: Water Supply and Groundwater

Two commenters question the adequacy of the proposed project's water supply. The comments specifically address the certainty of the proposed project's water supply, the project's proposed development of up to six back-up wells, and proposed project's impact on the quantity of water in Auburn Ravine.

Certainty of Water Supply

CEQA does not require a guaranteed water supply. A replacement or alternative water supply analysis is required when a water supply is uncertain. The Draft EIR and Village 5 Water Supply Assessment (WSA) show that the City of Lincoln's water supply is reasonably certain. The City receives water supplies from six primary sources to meet water demand in the City service area (which includes the Plan Area), including: (1) Placer County Water Agency (PCWA) treated water contract; (2) Nevada Irrigation District (NID) temporary raw water sales agreement; (3) groundwater; (4) reclaimed water; (5) PCWA raw water; and (6) NID raw water. (Draft EIR, page 3.16-2.) The City relies on treated surface water from PCWA as the primary source of water. The WSA shows PCWA supply is highly reliable in all year types. (WSA, pages 4-4, 4-13, and 5-6 through 5-10; Draft EIR, page 3.16-24.) PCWA potable surface water supplies and groundwater are allocated to meet the demands for the proposed project.

The identified supply is derived from PCWA's rights and entitlement to waters on the American River watershed, PCWA's and Pacific Gas & Electric's (PG&E) contract based on PG&E water rights, and groundwater resources. (Draft EIR, pages 3.16-5 to 3.16-6.) All of these water supplies are deemed reliable by the WSA. PCWA can supply up to 37,000 acre feet (AF) per year, but the City only anticipates a need for 13,035 AFY from PCWA through 2040. (Draft EIR, page 3.16-3.) PCWA is likely to have sufficient water to meet the City's buildout demand for PCWA water, and the adequacy of this supply does not depend on additional water rights or water supplies. (Draft EIR, pages 3.16-3 to 3.16-4.) The Draft EIR addresses the reliability of these water supplies and indicates that neither NID nor PCWA reduced water deliveries in 2015, the driest year in California's history. (Draft EIR, pages 3.16-7 to 3.16-8.) The Draft EIR also indicates that groundwater in the basin is relatively stable. (Draft EIR, page 3.16-12.) Reclaimed water is also a stable source of water because as municipal uses increase, so will the amount of water delivered to the Lincoln Wastewater Treatment and Recycling Facility (WWTRF).

Although not required, the City has identified two alternative water supplies for the proposed project should an unforeseen issue arise: (1) use of non-potable, reclaimed water supplies to offset the use of potable water for non-potable water demands; or (2) purchase additional water from NID. Neither of these alternative supplies would have environmental impacts not studied by the EIR. Surplus water exists from the City's available sources under all projected hydrological conditions: normal, single-dry and multi-dry years. (Draft EIR, Table 3.16-6, page 3.16-22.) Although there is no basis to assume reductions in water supply to Village 5, if water supplies from PCWA were curtailed during single-dry and multiple-dry years, the water supply could be supplemented with non-potable water delivered through non-potable water lines constructed

outside the project as part of the City's Reclamation Master Plan,[1] and inside the proposed project area as part of the proposed development. This non-potable, reclaimed water supply could offset an approximately 25 percent deficit in potable water. Sources of non-potable water within the Plan Area are as follows:

TABLE 1
ANTICIPATED RECLAIMED WATER VOLUMES[1]

Reclaimed Water Use	Projected Demands (acre feet per year)
Village 5 Recycled Water Plan[2]	800
Existing City Parks[3]	240
Existing City Schools[4]	140
Existing Median Landscaping[5]	50
Water Connection to Material Recovery Facility[6]	85
Lumber Mill[6]	450
Rio Bravo Power Plant[6]	450
Formica Company[6]	560
Livingston Concrete[6]	50
Total	**2,825**

SOURCES:
1. Tully & Young. Water Supply Options for Village 5 SUD B for use in the Village 5 SUD B Specific Plan CEQA Compliance Document. February 13, 2017.
2. Cunningham Engineering. Reclaimed Water Master Plan for Village 5 Specific Plan. November 17, 2015.
3. Current actively irrigated park land and cemeteries.
4. Current actively irrigated school turf.
5. Estimate of irrigation demand in West Side median landscaping.
6. City of Lincoln. Reclamation Master Plan. December 2004.

The City's treatment plant was previously certified to produce up to 4,700 AFY[2] of reclaimed water, was recently expanded to produce up to 6,600 AFY[3] of reclaimed water, and anticipates producing as much as 6,800 AFY[4] of reclaimed water at build-out conditions. As such, recycled water is among the most reliable water supplies available as the source is derived from indoor water uses primarily from within the City itself.

The other option to address a hypothetical shortfall in water supply would be for the City to purchase surplus water assets from NID and deliver those assets to PCWA for treatment and conveyance to the City of Lincoln. The infrastructure for this conveyance already exists as NID already delivers water supplies to PCWA to meet demands in the NID service area within the City limits. As described in NID's 2015 Urban Water Management Plan, NID has significant water supplies, including a safe yield of 480,000 acre feet of water. Presently NID captures only 202,000 acre feet and by 2040 could capture as much as 360,800 acre feet of its rights.

1 City of Lincoln. Reclamation Master Plan. December 2004.
2 Tully & Young. 2016 Wastewater Treatment and Reclamation Plant Flow Summary.
3 Kristofer Olaf, Tully & Young. 2017. Personal communication with Christina Erwin, ESA. July 6, 2017.
4 Tully & Young. City of Lincoln Water Master Plan 2017. April 2017. Page 5-23.

Water Quantity in Auburn Ravine

The proposed project will result in a portion of the project water being discharged back into Auburn Ravine. Approximately 1.0 AF/acre of the 1.3 AF/acre of water use in the proposed project is for indoor consumptive uses. Indoor consumptive water uses include water used for showers, washing machines, dishwashers, toilets, and indoor sinks. This water flows through the City's wastewater system and is delivered to the City's Wastewater Treatment and Reclamation Facility (WWTRF). The water delivered to the WWTRF is then treated at the plant, through tertiary level water treatment protocols, and then discharged into Auburn Ravine under the City's wastewater discharge permit. As such, the 1.0 AF/acre of water that is used for indoor residential uses will be discharged back into Auburn Ravine, constituting additional flows in the Auburn Ravine system.

Additionally, as urbanization occurs and agricultural uses are phased out, not only will significantly less water be used overall, but significantly less water will be withdrawn by agricultural users from Auburn Ravine, leaving more water in it.

Wells

Up to six new groundwater wells could be installed throughout Village 5. Nonetheless, the project is not anticipated to have a significant impact on groundwater levels or existing private wells. First, the proposed project has been designed based on City standards to have well pumping capacity equal to 75 percent of the average day demand, plus a backup well for every three wells. The Village 5 project's average day demand is estimated to be 3,248 gallons per minute (GPM); 75 percent of 3,248 is 2,436 GPM, which would equate to four wells with a capacity to pump 700 GPM and two backup wells. Thus, up to six wells could be located throughout Areas B through I. However, it is possible that less than six wells may be required if more than 700 GPM could be pumped from each well. Second, but equally important, under the Western Placer County Groundwater Management Plan – with which the City must comply – groundwater use will be limited to "system peaking" and backup/emergency purposes, as the City's own General Plan policies and Water Master Plan limit the use of groundwater to 10 percent of average annual supply in the City. Currently, the percentage of groundwater use in the Western Placer County Groundwater Management Program region is about 90 percent agriculture and 10 percent municipal. Thus, as development proceeds and agricultural irrigation lessens, more water will remain in the groundwater basin.

Table 3.16-5 on page 3.16-22 shows that groundwater pumping will increase from 1,229 AFY in 2020 to 2,034 AFY in 2040 to meet City-wide demands, but pumping will not exceed 10 percent of overall supplies. Up to six additional groundwater wells are proposed for the V5SP Area. The Draft EIR explains that up to six wells would be needed to serve the Plan Area at build out, but only for purposes of ensuring sufficient fire flow pressure system redundancy in the case of a major emergency. (Draft EIR, page 2-33.) Historical data provides evidence that the City has historically maintained its commitment to not extracting groundwater for more than 10 percent of

its overall water usage. (Draft EIR, page 3.16-11.) There is no evidence to suggest the City will or will need to increase groundwater pumping to the statewide averages.

Master Response 2: Agricultural Overlay

The project applicant has amended the description of the Agricultural Overlay (AO) Zone in the General Development Plan (GDP) to read:

3.4.13 Agricultural Overlay (AO)

The Agricultural Overlay Zone allows for the continuation of agricultural uses and agricultural support uses as defined herein. The AO Zone is superimposed over the urban zoning assigned by the Specific Plan Land Use Diagram, shown on Exhibit 4.2 in the V5SP. The AO Zone is applied to the entirety of the Plan Area with the exception of the areas zoned as Open Space (VOSP and VOSN). Any use in the AO Zone which was existing and allowed at the time of annexation of the property may continue as a non-conforming use, pursuant to the Municipal Code, Section 18.46.

It is the intent of the Specific Plan ~~AO Zone~~ to allow~~, compatible~~ agricultural uses existing at the time of annexation to continue, on an interim basis or in perpetuity, concurrent with development of the Specific Plan land uses, by requiring buffers on the adjacent zoned parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut an agricultural activity, operation or facility are addressed in the Development Standards of each applicable zone in the GDP, Tables 3.2 through 3.9. The buffers apply to all property boundaries of the Zoned Parcel where the parcel abuts an existing agricultural activity, operation or facility within the Plan Area. In addition, all Zoned Parcels which abut an existing agricultural activity, operation or facility shall provide notice, disclosure and acknowledgement to all non-agricultural uses of the subject land that they may be subject to inconveniences or discomforts arising from the pursuit of those adjacent agricultural operations.

The AO Zone ~~is intended to~~ establishes ~~alternative~~ land development requirements for ~~the underlying zoning for properties that continue the existing~~ any "new" agricultural and rural residential uses within the AO Zone ~~Plan Area~~ upon/after annexation by the City. ~~The agricultural overlay is superimposed over the urban zoning assigned by the Specific Plan Land Use diagram. It is the intent of the AO Zone to allow existing, compatible agricultural uses to continue, on an interim basis or in perpetuity, with development of the Specific Plan land uses by requiring buffers on the adjacent zoned parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut agricultural activity, operation or facility are addressed in the Development Standards of each applicable zone, Tables 3.2 through 3.9. The buffers apply to all property boundaries of the Zoned Parcel where the parcel abuts an existing agricultural activity, operation or facility within the Plan Area.~~

> The permitted uses for "new" uses in the AO Zone are listed in Section 3.4.13.2 ~~below~~. Table 3.11 provides the development standards for parcels in the AO Zone. Where a use is not specifically contemplated by these AO Zone standards, the underlying urban zoning regulations as defined by the Specific Plan shall apply. No development can occur on lands subject to the Williamson Act, except to the extent allowed by the applicable Williamson Act contract.

As described in the text amendments above, agricultural operations existing at the time of annexation will be allowed to continue under the designation of "non-conforming uses" in perpetuity or until property owners elect to alter land uses. Permitted uses within the AO Zone, as described in Section 3.4.13.2 "Permitted Uses" of the GDP, are applicable to any proposed land use that is not in existence on legal parcels at the time of annexation to the City of Lincoln. Thus, any changes from operations at the time of annexation will be subject to GDP Sections 3.4.13.2 Permitted Uses, 3.4.13.3 Animal Keeping/Separation Standards, 3.4.13.4 Crop/Crop Storage Separation Standards, 3.4.13.5 Edge Maintenance, and 3.4.13.5 AO Infrastructure Standards. Additionally, any new uses within the AO Zone would be subject to the City's municipal code, including Title 15, Buildings and Construction; Title 17, Subdivisions; and Title 18, Zoning, which regulate how development and building occur within the city limits. "New uses" refers to any proposed land use not in existence on legal parcels at the time of annexation to the City of Lincoln. New uses may range from a plan or project as large as a residential subdivision to a project as small as construction of a new barn or equipment storage structure. "Buffer" means any method of achieving a physical separation between uses, including building setbacks, roadways, open space, greenbelts, hedges, trees, linear parkway or any combination of the above.

Changes to the AO Zone language provided in the GDP also includes additional language regarding edge maintenance:

> 3.4.13.5 Edge Maintenance
>
> A. The property owner is required to maintain the setback/separation areas described in 3.4.13.3 and 3.4.13.4. These setback areas shall be maintained in accordance with the City of Lincoln Weed Abatement and Public Nuisance requirements.

As described above, buffers would be required on parcels developed under the V5SP to ensure that new uses are buffered adequately from existing agricultural uses. To put it another way, the provision of a buffer would be incumbent on newly developing parcels and no changes would be required to existing, adjacent parcels used for agricultural purposes. Similarly, if a new agricultural use were to develop adjacent to an existing residential area, that agricultural use would be required to comply with the buffers on its land.

Master Response 3: Placer County Conservation Plan (PCCP)

The mitigation measures presented in section 3.4, Biological Resources, of the Draft EIR lay out a strategy for effective mitigation both if the PCCP is adopted and if the PCCP is not adopted. The

V5SP EIR does not assume that the PCCP will be adopted. Instead, as stated on page 3.4-52 of the Draft EIR, "a public draft of the PCCP has not yet been released and ultimate adoption of the PCCP is as of yet uncertain." Reliance of the adoption of the PCCP would be presumptive. Therefore, the V5SP EIR developed mitigation measures that specifically identified required mitigation if the PCCP is eventually adopted, and mitigation required if the PCCP is not adopted. For example, Mitigation Measure 3.4-1 (a) and (b) specifically state:

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: …

For mitigation measures that explicitly would be implemented if the PCCP is not adopted, the mitigation ratios identified match those ratios identified in the working draft PCCP so as to mirror as closely as possible the ratios that could be adopted as part of the PCCP.

Letter A1

MIWOK MAIDU United Auburn Indian Community of the Auburn Rancheria

Gene Whitehouse, Chairman | John L. Williams, Vice Chairman | Danny Rey, Secretary | Jason Camp, Treasurer | Calvin Moman, Council Member

September 14, 2016

Jim Bermudez
City of Lincoln
600 Sixth Street
Lincoln, Ca 95648

Subject: Village 5 Specific Plan EIR

Dear Jim Bermudez,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes. 1

The UAIC's preservation committee has identified cultural resources in and around your project area, and would like to recommend that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Tribal Office 10720 Indian Hill Road Auburn, CA 95603 (530) 883-2390 FAX (530) 883-2380

Letter A1 Response **Gene Whitehouse, United Auburn Indian Community of the Auburn Rancheria**
September 14, 2016

A1-1 The City respects and appreciates the UAIC's comments and concerns regarding development within its aboriginal territory, which could impact sensitive cultural areas of significance.

The City and its consultant, ESA, met with UAIC representatives on June 18, 2014 to discuss the Village 5 Specific Plan project and the potential for Native American resources to be present within the Plan Area. On February 24, 2015, ESA's archaeologist met with three UAIC representatives, one property owner, and a Richland Communities representative to survey Auburn Ravine and evaluate whether there were any identifiable resources in the ravine. During the site visit, no prehistoric cultural resources were identified. UAIC members decided that they wanted to conduct additional background research to determine the potential extent of sensitive resources in the ravine.

A formal letter was mailed to UAIC on March 12, 2015from the project applicant's cultural resources consultant, ECORP Consulting, requesting information on whether there may be sensitive cultural resources in the Plan Area.

On March 17, 2015, UAIC's Cultural Resource Manager responded to ECORP indicating there may be sensitive resources on site and provided a map of the area in question to ECORP. A site visit with the UAIC Cultural Resource Manager was scheduled for April 23, 2015, but the Tribal Manager cancelled the site visit. ECORP conducted its field survey of the area in question on April 24, 2015 and did not identify any artifacts, midden soils or cultural features on either the fields, access roads or in the riparian zone, and prepared a Cultural Resources Inventory Report dated May 2015, which has been provided to the City. A copy of the report was also furnished to UAIC in response to the request in this comment letter.

The area in question has been actively farmed (i.e., tilled and disced) for decades. As noted in the Cultural Resources Report, the current owner has farmed the property since 1986, and has never come across any artifacts, dark soils or other indications of cultural resources. Notwithstanding this fact, the ravines are known to have cultural resource sites located along their banks, and thus, these areas are considered "sensitive." As such, the V5SP designates the ravine areas as open space and parks. Additionally, the applicant will dedicate the riparian corridors, plus a 100-foot wide buffer on each side, for preservation and management in perpetuity for inclusion in the Placer County Conservation Plan (PCCP), or other

similar program. Finally, further consultation with UAIC will occur in accordance with Section 106 and federal permitting of the project; a determination of tribal monitoring will be made at that time.

Letter A2

Jim Bermudez

From: Calderaro, Angela@Wildlife <Angela.Calderaro@wildlife.ca.gov>
Sent: Tuesday, September 20, 2016 3:57 PM
To: Jim Bermudez
Cc: Wildlife R2 CEQA
Subject: Comment: DEIR for the Village 5 and Special Use District B Specific Plan (SCH 2014052071)

Dear Mr. Bermudez,

The California Department of Fish and Wildlife (Department) is providing comments on the Draft Environmental Impact Report (DEIR) for the Village 5 and Special Use District B Specific Plan (project) as both a trustee agency and responsible agency under the California Environmental Quality Act (CEQA). As trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species (Guidelines § 15386). The Department may also be a responsible agency for a project affecting biological resources where we will exercise our discretion after the lead agency to approve or carry out a proposed project or some facet thereof (CEQA Guidelines § 15096). 1

The 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 applicant requests approval of the specific plan which 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. Buildout of the Plan Area is estimated to accommodate development of approximately 8,206 dwelling units. Approximately 4.6 million square feet total of employment-generating and commercial land uses are proposed as part of the project.

Scoping

The DEIR does not state whether a biological report was prepared for the project. Generally to determine whether there may be significant impacts to biological resources, the Department recommends that each project identify and analyze potential impacts to sensitive species and habitats beginning with adequate scoping, followed by surveys, and feasible avoidance, minimization and mitigation development. 2

The process the Department recommends for identifying and analyzing impacts to sensitive species and habitats begins with scoping, followed by surveys and mitigation development. Although the California Natural Diversity Database (CNDDB) is one tool that may identify potential sensitive resources in the area, the dataset should not be regarded as complete for the elements or areas with the potential to be impacted. Other sources for identification of species and habitats near or adjacent to the project area should include, but may not be limited to, State and federal resource agency lists, California Wildlife Habitat Relationship (CWHR) System, California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations. In addition, CNDDB is not a comprehensive database. It is a positive detection database. Records in the database exist only where species were detected and reported. This means there is a bias in the database towards locations that have had more development pressures, and thus more survey work. Places that are empty or have limited information in the database often signify that little survey work has been done there. A nine United States Geologic Survey (USGS) 7.5-minute quadrangle search is recommended to determine what may occur in the region (see Data Use Guidelines on the Department webpage http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp). The methodology was not described in the DEIR, instead a species was not analyzed if the known range for a species "may be outside of the immediate Plan Area" or if occurrence records were located in the "immediate area". The term immediate is not described. In addition, it is not known how the range for a species was determined. It is unknown whether a species was considered in the impact analysis if for example the range is one mile or even a half mile from the 3

1

Letter A2

Plan Area boundary. This should be clarified so the Department can determine if the methodology used is accurate. If there is habitat for special-status species on the project site or special-status species could be impacted by project activities by either direct or indirect means, then we recommend additional surveys to confirm presence or you can assume presence and develop appropriate avoidance and minimization measures. The project site may be nesting and foraging habitat for tricolored blackbird, western pond turtle, or other special-status species.

3 cont.

Figure 3.4-3 of the DEIR does not properly cite CNDDB nor does it provide an accurate representation of the data. Our "Data Use Guidelines" are clearly stated on our website (see https://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp) requirements for using this data includes adding a disclaimer and date to the map, at any scale larger (more zoomed in) than 1:350,000 the polygon layer should not be shown on a public map.

4

Special-status Plants

Since the drought may affect whether certain plants will be identified, impacts may occur if surveys do not identify the plants because surveys were not conducted on multiple site visits and in multiple years. The Department recommends using established rare plant survey protocol, such as the *Protocol for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html), to identify rare plants that may occur on the project site or otherwise be impacted by project activities. In addition, drought and other adverse conditions may mean that some plant taxa will not be evident or identifiable this year. This may be particularly true for annual and short-lived perennial plant taxa and plants with persistent long-lived seed banks that are known not to germinate every year. Because of these conditions, the failure to locate a plant during the floristic surveys of one field season does not constitute evidence that the plant is absent from the surveyed location. The timing and number of visits necessary to conduct a floristic survey should be determined by geographic location, the natural communities present and the weather patterns of the year, with the understanding that more than one field visit or field season may be necessary to accurately survey the floristic diversity of a site and detect the presence of special status plant taxa.

To make the most out of this field season the Department recommends that:

- Botanical surveys be floristic in nature (every plant taxon that occurs on a site is identified to the taxonomic level necessary to determine rarity and listing status);
- Surveys be conducted in the field at the time of year when target plant taxa are both evident and identifiable (usually during flowering or fruiting), and multiple visits to a site be made (e.g. in early, mid, and late-season) to accurately survey the floristic diversity of the site and detect the presence of all special status plant taxa that are evident and identifiable;
- Nearby reference populations be visited whenever possible to determine if known special status plant populations are evident and identifiable this year, and to obtain a visual image of the target species, associated habitat, and associated natural community. Reference populations may be particularly important this year to ensure that the timing of surveys is appropriate and to help substantiate negative findings in adverse conditions caused by drought.

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Again, additional field seasons of surveys may be necessary to accurately survey the floristic diversity of a site and substantiate negative findings. This may be particularly true when surveying for annual or short-lived perennial plant taxa during drought conditions, and in years where an evident and identifiable reference population could not be referenced.

Reports for surveys that are conducted this year should include a discussion of how the drought affects the comprehensiveness of the surveys, and the potential for false negative surveys. The size, condition, and phenological development of any special-status plant reference populations that were visited should also be described.

If suitable habitat is present, the Department recommends that surveys are conducted in accordance with the protocol identified above to determine whether any rare plants which are either State or federally listed, or meet the criteria

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pursuant to Guidelines Section 15380(b) are present. A full discussion of the determination and timing of species-specific mitigation to avoid impacts to sensitive plant species present within the vicinity of project site should be included in the CEQA analysis. CEQA guidelines Section 15021 establishes a duty for public agencies to avoid or minimize environmental damage where feasible. CEQA also requires that lead agencies give major consideration to preventing environmental damage, and should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment. The Department recommends that the lead agency evaluate and demonstrate the project's ability to avoid and minimize both direct and indirect impacts to rare plants and their habitat, and require project modifications as necessary to accomplish these tasks. For those locations of the project site where impacts to sensitive plants are unavoidable, mitigation for this project should be established off-site in accordance with the off-site mitigation program elements. The mitigation plan should be developed that demonstrates specific details designed to accomplish these off-site mitigation program elements. Mitigation measure 3.4-4 states that if the rare plant are present and cannot be avoided then the mitigation for vernal pool wetlands and grasslands will be implemented to offset those impacts. However this mitigation (MM3.4-3 and 2) does not provide details as to how it will offset impacts to the plants only the habitat. The plants should be salvaged, preserved, and otherwise mitigated for through success criteria specific to those plants. Mitigation measure 3.4-2 and 3 do not give performance standards for the restoration site. In addition, it is not clear whether compensatory mitigation relies solely on whether the rare plant species are found again during another round of surveys. The Department recommends that the lead agency condition the project to require Department's review and approval of a mitigation plan and that the mitigation plan require a 3:1 mitigation ratio (3 acres restored for each acre disturbed) and that performance standards are built into the plan. If performance standards are not me following ten years of monitoring, then additional mitigation would be required. In some instances, they may not be able to fully mitigate the loss of rare or state-listed plants as the transplantation and seeding potential for some rare plants are not known. Therefore, the mitigation as proposed would not reduce impacts to special-status plants to a less than significant level as stated.

5 cont.

Riparian Habitat/ Streambed Alteration Agreement

The CEQA analysis should state what, if any, Department-jurisdictional features will be removed, disturbed, or otherwise altered by the project. The DEIR does not mention or show the limit of the Department's jurisdiction under FGC 1600. The Department's jurisdiction includes the bed, bank and channel and any associated habitat including areas where water has flowed and where the width of its course can be identified by physical or biological indicators. The DEIR incorrectly describes our jurisdiction as the "top of bank or outside extent of riparian vegetation, whichever is greatest". This terminology is not found in our code or guidance materials. The DEIR should include a map showing a delineation of Department-jurisdictional features including but not limited to the riparian habitat and associated seasonal or perennial wetlands. The DEIR does not quantify impacts to our jurisdiction, which is distinct from the USACE's and SWRCB's definitions. The project would result in direct and indirect impacts to Department-jurisdictional features. The CEQA document should address direct (temporary and permanent), indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. Mitigation measure 3.4-9 does not provide mitigation that would reduce the impact to a less than significant level .

6

Direct Impacts

An entity (any person, State, local government agency, or public utility) should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the Department under Section 1600 et seq. of the FGC. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and watercourses. As a responsible agency under CEQA, the Department must rely on the CEQA analysis for the project when exercising our discretion after the lead agency to approve or carry out some facet of a proposed project, such as the issuance of a Lake and Streambed Alteration Agreement (LSAA). Therefore, the CEQA document should include specific, enforceable measures to be carried out onsite or within the same stream system that will avoid, minimize and/or mitigate for project impacts to the natural resources. If CDFW-jurisdictiona features will be removed as a result of the project, the Department recommends a minimum *3 acres of*

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restored habitat for each acre removed. Mitigation measures should also describe when the mitigation measure will be implemented, and explain why the measure is feasible. The Department recommends that the CEQA document does not defer mitigation details to some future time. The CEQA document should identify the following items: how each measure will be carried out; who will perform the measures; when the measures will be performed; the performance standards and mechanisms for achieving success, and an assured source of funding to acquire and manage identified mitigation lands. The CEQA document should describe a range of enforceable mitigation measures that will be implemented in instances where approval and cooperation with the entities identified above either does or does not occur.

7 cont.

Indirect Impacts

Project activities may result in disrupted reproduction depending on the time of year construction occurs; noise, light, dust, and ground vibration during construction; and possible increased sedimentation into associated seasonal wetlands and floodplain resulting from fill material inadvertently entering the waterway. Indirect impacts from development may occur from effects to water quality, increase in noise, light and human-wildlife interaction, as well as disturbances to wildlife species and the habitats on which they depend.

8

Deferred Mitigation

CEQA Guidelines §15126.4 (a)(1)(B) states that formulation of mitigation measures should not be deferred until some future time. The DEIR includes a number of mitigation measures for biological resources (i.e. MM 3.4-1(b1), MM 3.4-2(b)), that rely on future approvals or agreements with USACE, USFWS and CDFW and entities entrusted with carrying out the project as a means to bring identified significant environmental effects to below a level that is significant. Because there is no guarantee that these approvals or cooperation with all of the above entities will ultimately occur, the Department believes that the above mitigation measures are unenforceable and do not bring the impacts to biological resources to below a level that is significant. MM 4.8-8 states that the project proponent will obtain a Streambed Alteration Agreement. As a responsible agency issuing a Streambed Alteration Agreement, the Department must rely on CEQA document to adequately address all potential impacts associated with the project and to have enforceable mitigation measures to avoid, minimize or mitigate those impacts. The Department cannot issue a Notice of Determination based on a CEQA document, which in turn relies on the Agreement for mitigation; it is circular logic. Mitigation measures in the DEIR rely on development of future mitigation plans with no agency oversight or approval. It is recommended that Mitigation Plans are developed prior to finalizing the DEIR and that any potential impacts associated with the Mitigation Plans are analyzed as well (i.e., restoration or enhancement of habitat may have impacts to sensitive resources).

9

Nesting Birds and Raptors

The project has the potential to disturb bird species or nests protected under the Migratory Bird Treaty Act (MBTA), FGC §3503 and 3503.5. Since project activities may occur during the nesting season (determined by region, species, and climate), construction activities could result in disturbance to nesting raptors and other migratory birds. Raptors and other migratory birds are protected under the MBTA and FGC §3503.5; therefore, potential impacts may be considered potentially significant unless adequate avoidance, minimization and/or mitigation is incorporated. If nests are identified on or adjacent to the project site, implementation of the project may adversely impact the success of the nest site and/or take a bird, their eggs and/or nest.

Mitigation Measure 3.4-6 states that preconstruction surveys will be conducted within 30 days prior to the start of construction. The Department recommends that this is changes to three (3) days prior to the start of construction. In addition, if there is a break in construction activity of more than 2 weeks or if there is a change in the level of disturbance at a site, then subsequent surveys should be conducted. Due to changes in weather patterns some birds are nesting earlier in the year. The Department recommends changing the nesting season dates so that surveys would be required between February 15th and September 1st. All measures to protect birds should be performance-based. While some birds may tolerate disturbance within 500 feet of construction activities, other birds may have a different

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disturbance threshold and "take" (FGC §86) could occur if the no-work buffers are not designed to reduce stress to that individual pair. The Department recommends including performance-based protection measures for avoiding all nests protected under the Migratory Bird Treaty Act and FGC §3503.5. A 500-foot no-work buffer may be sufficient; however, that buffer may need to be increased based on the birds' tolerance level to the disturbance. Below is an example of a performance-based protection measure:

Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer will be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

The best method is to have a qualified biologist onsite monitoring activities as birds may nest within pipes or on cleared ground.

10 cont.

Burrowing Owl

Suitable habitat for burrowing owl is present on and adjacent to the project site. Burrowing owls are present on the project site and the proposed project has the potential to significantly impact this species.

Under the *Staff Report on Burrowing Owl Mitigation*.(CDFG 2012), the Department recommends a qualified biologist will complete four surveys for burrowing owl. The biologist will conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June. Surveys will be conducted on the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, where feasible. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible. If burrowing owls or evidence of burrowing owls (e.g., whitewash or pellets) are not observed during surveys, no additional mitigation is necessary. If the birds are present, then there is potential for impacts to occur and the project proponent to take a bird protected under FGC. If any new burrowing owl colonizes the project site after the CEQA document has been adopted, it may constitute changed circumstances that should be addressed in a re-circulated CEQA document (CDFG 2012).

Passive relocation is considered an impact to the species unless there is adjacent natural habitat nearby. The Department recommends that mitigation measure 3.4-6 (5-7) is amended so it is consistent with the *Staff Report on Burrowing Owl Mitigation*. Namely, the project proponent should develop a Burrowing Owl Exclusion Plan approved by the Department. In addition, the impact analysis does not include compensatory mitigation for the loss of occupied burrowing owl habitat. This species was observed on the project site and would result in permanent loss of its habitat. The Department recommends that temporary and permanent loss of habitat is mitigated as outlined in the Department's staff report to include permanent protection of mitigation land, a management plan, and endowment.

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California Endangered Species Act

The Department has regulatory authority pursuant to California Endangered Species Act (CESA) over projects that have the potential to result in the take[1] of any species of wildlife designated by the California Fish and Game Commission as an endangered, threatened, or candidate species. Take of species protected pursuant to CESA is prohibited (Fish and Game Code [FGC] § 2080). However, the Department, may authorize the take of these species by permit if the conditions set forth in FGC Section 2081, subdivisions (b) and (c) are met (See also Cal. Code Regs., title 14, § 783.4).

The Department has concern that the project may adversely affect and may take a State-listed species. If the project may result in the take of any species protected pursuant to CESA, an incidental take permit, issued by the Department, should be obtained before the take occurs. If the Department issues an incidental take permit, the Department must rely on the CEQA document to prepare and issue its own findings regarding the project (CEQA Guidelines §§15096 and 15381). The Department will only use the CEQA document if it adequately addresses the effects of those project activities, including all avoidance, minimization and the mitigation required for the take authorization.

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Any activity resulting in loss of habitat, decreased reproductive success, or other negative effects on population levels of species protected pursuant to CESA should be analyzed. Project activities should be designed to avoid and minimize the potential for take of CESA species. If the project has the potential to take CESA species, those impacts will need to be fully mitigated. 12 cont.

Tricolored Blackbird

Tri-colored blackbird is known to occur in the area; there are numerous occurrences within a 10-mile radius (CDFW 2016; CNDDB layer in BIOS). Tricolored blackbird is a candidate for State listing. Any activity resulting in loss of habitat, decreased reproductive success, or other negative effects on population levels of species protected pursuant to CESA should be analyzed. Project activities should be designed to avoid and minimize the potential for take of CESA species. If the project has the potential to take CESA species, those impacts will need to be fully mitigated. The DEIR should address potential impacts to foraging habitat for tricolored blackbird as it may result in decreased reproductive success such as abandonment of a nearby colony site. The loss of foraging habitat should be mitigated for in relation to the species nesting habitat. Impacts to foraging habitat may have a detrimental impact on a colony. If adjacent foraging habitat is removed, it may cause colony abandonment and result in a tremendous loss of reproductive success for a species that is already at risk and in decline. The mitigation as proposed is not enough to offset impacts to this species. 13

Swainson's Hawk

There are numerous occurrence records within a 10-mile radius of the project (CDFW 2016; CNDDB layer in BIOS). The loss of nesting and foraging habitat due to agricultural and urban expansion has greatly reduced the breeding range and abundance of Swainson's Hawk in California (CDFW 1993; 5-year Status Review: Swainson's Hawk). The CEQA document proposes mitigation which would contribute to the decline of the species. The Department recommends that mitigation for loss of Swainson's hawk foraging habitat includes 1 acre preserved for each 1 acre lost (1:1 ratio) *at a minimum*. The DEIR proposes a 0.75:1 ratio which is unacceptable. Even a 1:1 ratio represents a net loss as no new habitat is being created only existing land is being preserved. Over time the cumulative impact would be significant. In addition, riparian habitat represents high quality nesting habitat and any adjacent foraging habitat is of greater value as the hawk does not need to expend additional energy traveling farther to forage which may aid in having more reproductive success. Mitigation land should be of equal or greater value of foraging habitat for Swainson's hawk and preserved in perpetuity under a conservation easement. Nearby preserved nesting sites should be located in close proximity to the mitigation land. In addition the land should not have conflicting land uses (i.e., airports), or conflicting mineral rights or wind rights, and should have an endowment to manage land in perpetuity to uphold habitat values. The Department recommends that any mitigation for loss of Swainson's Hawk foraging habitat is reviewed and approved by the Department, that it includes a greater than 1:1 mitigation ratio, and it includes management and funding in perpetuity specifically for Swainson's hawk. Mitigation Measure 3.4-6 (3-4) only takes into account a recent nest site and not historic nest sites. It also does not analyze the loss of the nest tree or use of the nest tree after construction is complete and during project implementation (the urbanization of the area). This is a serious oversight. The Department recommends that the analysis consider these potentially significant impacts and propose mitigation that would reduce impacts to a less than significant level. 14

For mitigation to Swainson's Hawk foraging habitat, the Department considers the following criteria.
1) Proposed mitigation parcel should be occupied by Swainson's Hawk
2) Foraging habitat mitigation sites should be in close proximity to the impact sites
3) Foraging habitat mitigation sites should contain at least the same quality or better of suitable foraging habitat than habitat impact sites
4) Foraging habitat mitigation sites should be connected to other protected habitat thereby contributing to a larger habitat preserve
5) Foraging habitat mitigation sites should be outside of areas identified for urban growth
6) Foraging habitat mitigation sites should be managed in perpetuity as foraging habitat
7) CEQA Lead Agencies should be supportive
8) Regional conservation efforts should be supportive

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The Department recommends that the project provide a minimum 2:1 mitigation ratio. The Draft PCCP uses an approximate 1.4:1 ratio; however this low ratio takes into account the wider aim of the conservation strategy which is to provide large contiguous blocks of habitat which cannot be done on a project-by-project basis. Until the Plan is adopted, the Department must assume a higher mitigation ratio.

14 cont.

Placer County Conservation Plan

Although the Placer County Conservation Plan has not yet been adopted, the parties have signed the Planning Agreement, which requires a consistency review of interim projects in the Plan Area. This project is a "Interim Project" as described in the Planning Agreement which outlines an interim project process (Section 6.6) this process must be followed for all projects that meet the interim project definition. Since this process was not completed, the Department recommends that the CEQA document analyze the project's consistency with the Habitat Conservation Plan/Natural Communities Conservation Plan and provide the necessary documentation to the Wildlife Agencies as outlined in the Planning Agreement. The PCCP identifies areas within the project boundary as "Reserve Acquisition Area" and therefore the development of the project may be in direct conflict with the PCCP. Under "Methodology and Assumptions", the document states that the mitigation measures for potential biological resources were developed to be consistent with the current Draft PCCP. However if the PCCP is not adopted prior to phases or buildout, additional mitigation may be necessary to offset the project-by-project mitigation approach. It is also incorrect to assume that if the PCCP is adopted, then participation shall satisfy ALL mitigation requirements under CEQA as it will not cover mitigation for rare plants or other non-Covered Species, or for impacts to Department jurisdictional features under FGC 1600. The HCP/NCCP only addresses impacts to Covered Species and not wetlands, waters of the US or other resources which would be under the purview of the County Aquatic Resources Program (CARP). This is a serious oversight and needs to be addressed. The Department recommends re-analyzing the impacts and mitigation and re-circulating the document. In addition, as stated previously, the low ratios embedded within the PCCP take into account all the benefits of the PCCP including management and preservation of large contiguous blocks. Therefore the ratios provided in the DEIR for impacts to wetlands and other sensitive impacts must consider whether the PCCP is not in place at the time of implementation. Specifically there should be a minimum 3:1 mitigation ratio for the loss of sensitive wetland habitats. This should be increased if the nature of the wetlands are determined to be biologically unique. Mitigation Measure 3.4-1 #7 particularly is not consistent with the PCCP as it would allow mitigation outside of Placer County which may result in the failure of the Plan to reach it's biological goals and objectives.

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Thank you for considering our comments. If you could please reply and let me know you received this email, it would be greatly appreciated. Department personnel are available for consultation regarding biological resources and strategies to minimize impacts. If you have questions, please do not hesitate to contact me.

Regards,

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To report a violation please notify the Californians Turn in Poachers and Polluters (CalTIP) program by calling 1-888-DFG-Caltip or texting "tip411" (numerically, 847411 – Start message with "Caltip") You can even send photos via text. Also, the CalTIP App can be downloaded for free via the Google Play Store and iTunes App Store

Note: I do not work most Thursdays.

[1] Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

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Letter A2 **Angela Calderaro, California Department of Fish and Wildlife**
Response September 20, 2016

A2-1 As stated on page 2-44 of the Draft EIR, the California Department of Fish and Wildlife (CDFW) is listed as a trustee agency and as a responsible agency for the anticipated processing of Streambed Alteration Agreements (Section 1602 of the Fish and Game Code). The CDFW commenter's brief summary of the proposed project is correct.

A2-2 Nine biological resources reports were prepared for the Project or its components. A complete biological resources assessment was prepared by ECORP (2015). These reports included scoping of biological resources for the Plan Area to determine which species would have potential to occur and surveys for special-status species and their habitats. The reports are listed below and are cited and referenced in full on pages 3.4-1 and 3.4-2 of the Draft EIR. Feasible avoidance, minimization and mitigation were developed for the Project and are discussed under the relevant impacts as appropriate on pages 3.4-56 to 3.4-93 of the Draft EIR.

- ECORP Consulting, Inc., 2015. Biological Resources Assessment for the Lincoln Village 5 & SUD-B Specific Plan. Prepared for Richland Developers, Inc. March 18, 2015.
- ECORP Consulting, Inc., 2014. Federally listed large brachiopod dry season surveys, Lincoln Village 5, Phase 1 Project. Letter addressed to U.S. Fish and Wildlife Service, Sacramento, CA. December 16, 2014.
- ECORP Consulting, Inc., 2014. Wetland Delineation for the Lincoln Village 5, Phase 1 Project. Prepared for Richland Developers, Inc. December 1, 2014.
- ECORP Consulting, Inc., 2014. Special-Status Plant Survey for the Lincoln Village 5, Phase 1 Project. Prepared for Richland Developers, Inc. August 27, 2014.
- ECORP Consulting, Inc., 2014. Results of Elderberry Shrub Surveys for the Lincoln Village 5, Phase 1 Project. Prepared for Richland Developers, Inc. March 9, 2015.
- Cardno, 2015. Preliminary Biological Assessment for the Moore Road Property. March 2, 2015.
- The Moore Road property is a small portion of Area J as described in the V5SP, referred to as Windsor Cove in this EIR.
- Cardno, 2015. Wetland Delineation and Preliminary Jurisdictional Determination. Moore Road Property. February 4, 2015.

- Cardno, 2015. Moore Road Property Arborist and Native Oak Inventory. March 2, 2015.

A2-3 The process that was followed for identifying special-status species and sensitive habitats is described on pages 3.4-1 and 3.4-2 and the references cited therein. In addition, Appendix D, Biological Resources Species Data, provides parameters, results, and dates of special-status data base searches. Scoping of the special-status species for the Project was based on ECORP's 2015 Biological Resources Assessment. This report uses the February 2015 GIS update of the California Natural Diversity Database (CNDDB) for the Gold Hill, Lincoln, Nicolaus, Pleasant Grove, Rocklin, Roseville and Sheridan USGS 7.5' quadrangles (see footnote to Figure 3.4-3 in the Draft EIR). Appendix D of the Draft EIR also presents an Official Species List from the U.S. Fish and Wildlife Service, dated April 16, 2015 for the Plan Area polygon; a California Natural Diversity Database search for the Lincoln (3812183), Roseville (3812173), Pleasant Grove (3812174) or Sheridan (3812184) 7.5' USGS quadrangles of the April 7, 2015 version of the database, and the search results for the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (online edition, v8-02, accessed April 16, 2015). Species within these search parameters were analyzed for their potential to occur in the Plan Area as is documented in detail in Table 3.4-3. The impact assessment was conducted for all species except for those that had a "low", "absent" (known not to occur in the Plan Area) or "unlikely" rating for their potential to occur in the Plan Area. Potential to occur was determined by a conservative interpretation of known species range, as well as extensive surveys, documented in the reports listed in the Response to Comment A2-2.

A2-4 Figure 3.4-3 cites the quadrangles and distance (5 miles from the proposed project's boundary) that were searched and database date. Footnotes on the figure also provide caveats regarding the data. Species polygons and the topographic map background are sufficiently vague and depicted with a dashed line, such that specific occurrences cannot be identified on the ground. Point locations would provide more specific locational information than these polygons. As Figure 3.4-3 in the Draft EIR states locations for western pond turtle were suppressed.

A2-5 The following text (shown in underlining) is added to Mitigation Measures 3.4-4 (a) and (b).

> *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, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year to detect each of these species. In order to determine the appropriate survey window, the qualified biologist shall visit reference populations when such populations are available and accessible. 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 Measure 3.4-2, 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. In addition, the applicant shall retain a qualified biologist to develop and implement a special-status plant salvage and transplantation plan that shall be approved by CDFW. The plan shall provide for the salvage of seeds of the impacted special-status plants and soil from the site surrounding those plants. The salvaged seeds and soil shall be transplanted to a protected site with appropriate habitat. To ensure the success of transplantation and the species, the applicant shall monitor the protected site for three years from the date of transplantation.

Although, success of transplanting special-status plants is not guaranteed, habitat for these species will also be preserved and restored as specified in Mitigation Measures 3.4-1, 3.4-2 and 3.4-3. Mitigation for the impact on special-status plants does not rely solely on transplantation success.

A2-6 The Draft EIR clearly outlines the CDFW's jurisdiction under the California Fish and Game Code (CFGC) section 1600 *et seq*. (Draft EIR, page 3.4-46.) The Draft EIR also thoroughly describes and quantifies the impacts of the proposed project to features under jurisdiction of the state under CFGC section 1600 *et seq*. In particular, replacement and/or expansion of existing bridges of Auburn and Markham Ravines is described on Draft EIR page 3.4-77 which states: "The proposed project would require existing bridges be replaced or expanded (widened) where Nelson Lane, Moore Road, and Dowd Road cross Auburn Ravine and where Nelson Lane and Dowd Road cross Markham Ravine. Thus, bridge replacement and construction could affect approximately 17 acres of riparian habitat by removal or damaging of riparian trees and shrubs." The

replacement or expansion of existing bridges would also result in placement of new piers in Auburn Ravine. Those impacts are described on page 3.4-75 of the Draft EIR and in Chapter 2, Revisions to the Draft EIR, of this document. Due to access constraints and the limited availability of detailed design available within most of the Plan Area, it is not feasible to delineate all potentially CDFW-jurisdictional features or to identify precise impacts at this time.

Mitigation for these impacts to CFGC section 1600 *et seq.* jurisdictional features would reduce these impacts to less than significant by preserving the majority of lands associated with the Markham and Auburn Ravine floodplains and ensuring no net loss of riparian habitat values, and implementing Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1, which would include mitigation for impacts to waters under jurisdiction of CDFW (Draft EIR, p.3.4-78). Under Mitigation Measure 3.4-2 an Open Space, Agricultural Land and Biological Resources Mitigation Plan will be prepared and implemented if the PCCP would not be in place and it shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity, which also applies to land cover under CFGC section 1600 *et seq.* jurisdiction. This is the proposed mitigation ratio provided in the PCCP. And, while the PCCP may be adopted by the time the V5SP is considered for approval by the City, the PCCP's adoption is anticipated by the time construction commences on the V5 project, and thus, the proposed mitigation measures in the PCCP should suffice. However, the CDFW has discretion in the issuance of its section 1602 permit and would review evidence at the time support a different mitigation ratio, if necessary.

A2-7 See Response to Comment A2-6. Mitigation of impacts to CFGC section 1600 *et seq.* jurisdictional features would be mitigated by preserving the majority of lands associated with the Markham and Auburn Ravine floodplains and ensuring no net loss of riparian habitat values, as well as implementing Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1 which would include mitigation for impacts to waters under jurisdiction of CDFW.

A2-8 Both direct and indirect impacts on biological resources were considered in the impact analysis of the Draft EIR. Indirect impacts are mentioned throughout the impact analysis section (e.g., "Implementation of the proposed project could have a substantial adverse effect, either directly or indirectly through habitat modification on special-status species." [page 3.4-60 of the Draft EIR], "sensitive natural communities include vernal pools, seasonal swales, seasonal wetlands, fresh emergent marsh, and riverine (creek) habitat as shown in Table 3.4-2. Those habitats would be affected directly and indirectly by implementation of the V5SP through permanent and temporary construction disturbance in the Plan Area, or future operation within the Plan Area. [Draft EIR, page 3.4-60], and other mentions). Installation of protective fencing, buffer zones and erosion and

urban runoff control measures to control indirect effects on jurisdictional wetlands or other protected waters is provided in Mitigation Measure 3.4-1(b)–(8),(9),(10)) on page 3.4-61 of the Draft EIR. To clarify that both direct and indirect impacts were considered in the impact analysis, the first paragraph under the "Methodology and Assumptions" section on page 3.4-53 is revised to read:

> The impact analysis focuses on foreseeable changes to the baseline condition of the Plan Area in the context of the significance criteria presented above. In the impact analysis both direct and indirect impacts were considered. In conducting the following impact analysis, three principal components of the Guidelines outlined above were considered:

A2-9 Mitigation Measures 3.4-1(b) and 3.4-2(b) are not deferred, and are enforceable mitigation measures because the applicants would not legally be able to fill wetlands without U.S. Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) approvals. Agency approval is mandatory prior to the proposed project proceeding. The measures specify mitigation that includes restoration and preservation of wetland habitat at identified mitigation ratios, and the measures specify where and when the mitigation would occur. Purchase of credits at approved mitigation or conservation banks is provided as an option. This is acceptable mitigation under CEQA.

The Draft EIR does not include a Mitigation Measure 4.8-8. As is stated in the Responses to Comments A2-6, A2-7 and A2-8, mitigation for impacts on protected waters and associated riparian habitat under jurisdiction of section 1600 of CFGC does not rely on the issuance of a Streambed Alteration Agreement, but instead relies on Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-9 and 3.10-1. These measures include implementation of mitigation through an adopted PCCP or, if the PCCP has not yet been adopted, individual measures that avoid, minimize or compensate for direct or indirect effects on protected waters and riparian habitat, including those features under jurisdiction of CFGC section 1600. Whichever mitigation options are undertaken, they will require final agency approval. Final mitigation plans are not required prior to lead agency approval of the proposed project because exact the design of all project elements have not yet been determined, which is why outlining performance measures for mitigation measures is required.

A2-10 The Draft EIR acknowledges that the proposed project has the potential to disturb bird species or their nests, which are protected under the Migratory Bird Treaty Act. (Impact 3.4-6.) The CDFW commenter recommends revising the preconstruction surveys to require them to be conducted within three (instead of 30) days prior to the commencement of construction. This is infeasible. The EIR

provides a 30-day window as is typically required by the CDFW. The EIR already requires additional construction surveys if there is a break in construction for more than 14 days. However, in accordance with the CDFW request, Mitigation Measure 3.4-6 (c) (Draft EIR, page 3.4-72) will be revised as follows to address earlier nesting patterns and survey requirements when there is any substantial reduction in activity at a site within the Plan Area:

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~~ February 15 - September 1), 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 construction activities. 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, or if there is a substantial change in the level of disturbance at the site, 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 shall be required. However, should any active nests be located within 500 feet of a proposed construction area at any time throughout the construction, 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~~ February 15 - September 1) 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 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. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then a qualified biologist should identify an increased exclusionary buffer such that activities are far enough from the nest to stop this agitated behavior.

With the added mitigation language proposed by CDFW staff, the City does not believe in its independent judgment that an onsite biological monitor is necessary.

A2-11 The Draft EIR acknowledges that suitable habitat for the burrowing owl is present on and adjacent to the V5SP Plan Area, and that the proposed project has the potential to significantly impact this species. (Impact 3.4-6.) Accordingly, Mitigation Measure 3.4-6 (c)(5)-(7) (Draft EIR pages 3.4-73 – 3.4-74) shall be revised as follows:

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~~2012 Staff Report on Burrowing Owl Mitigation.[5] ~~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.~~ A qualified biologist will conduct four survey visits: 1) at least one visit between February 15 and April 15, and 2) a minimum of three survey visits, at least three weeks apart between April 15 and July 1. If

[5] California Department of Fish and Wildlife. 2012. Staff Report on Burrowing Owl Mitigation. State of California Natural Resources Agency, Sacramento.

feasible, at least one visit will occur after June 15. Surveys will be conducted within areas that, according to the qualified biologist, could support burrowing owl nesting habitat at the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, if feasible.

6) *If burrowing owls are discovered during the surveys ~~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).*

7) *If complete avoidance is not feasible, the CDFW shall be consulted regarding ~~the implementation of avoidance or passive relocation methods~~ a Burrowing Owl Exclusion Plan. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.*

Contrary to the CDFW comment, the Draft EIR provides for compensatory mitigation for impacts to the burrowing owl's habitat and nesting grounds, as well as other impacted raptor species. Specifically, Mitigation Measure 3.4-6 (a) states that compensatory mitigation shall comply with the PCCP, if it has been adopted and approved. If the PCCP has not be adopted and approved, a project applicant must provide compensatory mitigate for the loss of both foraging habitat under Mitigation Measure 3.4-6(b) and nesting habitat under Mitigation Measure 3.4-6(c). These measures require the preparation of a mitigation plan, permanent mitigation of comparable land, and an endowment pursuant to the reference to Mitigation Measure 3.4-2(b).

A2-12 The Draft EIR acknowledges that "Under CESA, CDFW has the responsibility for maintaining a list of endangered and threatened species" and that such species cannot be "taken" without an Incidental Take Permit issued pursuant to Section 2801. (Draft EIR, pages 3.4-45 and 3.4-46) If the PCCP has not been adopted and approved prior to the need for permitting the project, individual regulatory permits will be acquired as discussed throughout the Draft EIR.

A2-13 The Draft EIR states that the Plan Area has not been surveyed for nesting habitat, but is known to provide potential habitat for tricolored blackbird (Draft EIR, pages 3.4-18, 3.4-37, and 3.4-38). The species is included as a covered species in the PCCP, and mitigation for impacts to the species will be included in the PCCP, when implemented. However, the following text will be added to Mitigation Measure 3.4-6 (c) (Draft EIR, page 3.4-74) to ensure the Tricolored Blackbird is fully protected if the PCCP is not adopted and approved by the time a project applicant wishes to commence construction:

Additional Measures for Tricolored Blackbird

8) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct a tricolored blackbird nesting survey within the area to be disturbed, targeting potential breeding habitat such as emergent marsh, riparian thickets, and blackberry brambles. Two surveys shall be conducted at least three weeks apart between March 15 and September 1 within 500 feet of the area subject to ground disturbance. If a nesting colony is found within the survey area the project applicant(s) shall consult with CDFW to develop a Tricolored Blackbird Mitigation Plan to avoid, minimize and compensate for impacts to occupied nesting habitat and adjacent foraging habitat. Mitigation measures may include work windows (March 15 to September 1) to avoid impacting an active on-site nesting colony, purchasing conservation easements to protect occupied nesting and foraging habitat, or other measures mutually agreed upon by the applicant(s) and CDFW.

A2-14 Under Mitigation Measure 3.4-2(b)(5), impacted annual grassland used for foraging shall be mitigated at a ratio of 1.35 to 1 (1.35 acres conserved for every acre removed) (Draft EIR page 3.4-63), not 0.75 to 1. Nesting areas shall be surveyed prior to the start of construction, consistent with Mitigation Measure 3.4-6(c)(1). If nesting areas are to be removed, nesting habitat shall be replaced at a ratio consistent with the underlying habitat type, such as riparian, pastures, or wetlands, as described in Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.

The following underlined text is added to Mitigation Measure 3.4-6 (c)(4) (Draft EIR, page 3.4-72) for clarification:

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. If high quality Swainson's hawk foraging habitat would be removed (i.e., alfalfa fields and pasture), then the applicant shall purchase mitigation credits for Swainson's hawk foraging habitat at a CDFW-approved mitigation bank at a ratio of 1.35:1 or protect similar value agricultural land at a ratio of 1.35:1 with a conservation easement that maintains the land in high-value Swainson's hawk foraging habitat in perpetuity, consistent with Mitigation Measure 3.4-2(b)(2)-(10).

A2-15 See Master Response 3 regarding the reliance on the PCCP for mitigation ratios.

The Draft EIR outlines the PCCP provisions and mitigation ratios. (Draft EIR, pages 3.4-51 - 52.) As discussed in the Draft EIR, the proposed project would not conflict with the Reserve Acquisition Area, but has been designed to strictly comply with those areas. Further, the Draft EIR specifically states that the proposed PCCP would not cover special-status state or federally-listed plants. As a result, Impact 3.4-4 discusses the loss and/or degradation of rare plant populations, and appropriate mitigation, including the requirement for Incidental Take Permits if protocol surveys reveal rare plant species in the Plan Area. Further, the commenter from CDFW is incorrect in stating that the PCCP would not cover wetlands, waters of the US or other water resources. The proposed PCCP includes a County Aquatic Resources Program (CARP) that would serve as an implementation program supporting the issuance of permits under the federal Clean Water Act and the CFGC. (https://www.placer.ca.gov/Departments/CommunityDevelopment/Planning/PCCP.aspx) In addition, the Draft EIR discusses impacts to wetlands, Waters of the US, and Waters of the State in a detailed manner in Impact 3.4-1 and specifically contemplates a scenario where the PCCP has not yet been adopted by the time the V5SP is implemented. As such, this issue has been adequately addressed in the Draft EIR and there is no need for recirculation. All mitigation measures require replacement or compensation ratio in excess of 1:1, depending on the land cover in issue. Ratios range from 1:1.25 to 1.5 due to the amount of mitigation that will occur and because the project applicant will control a large part of the mitigation land in question, including the Markham and Auburn Ravines, which will be preserved in perpetuity pursuant to a conservation easement. As such, the City believes this is more than sufficient project-specific mitigation. Mitigation Measure 3.4-1 ~~4.3-1~~(b)(7) indicates the City may allow the project applicant to purchase mitigation lands or credits located outside of Placer County only if the

PCCP has not been adopted and approved and only if doing so would advance the City's conservation goals and meet the biological intent of this mitigation strategy.

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California Water Boards

Edmund G. Brown Jr., Governor

Matthew Rodriguez, Secretary for Environmental Protection

Central Valley Regional Water Quality Control Board

30 September 2016

Jim Bermudez
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

CERTIFIED MAIL
91 7199 9991 7035 8362 8776

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, VILLAGE 5 AND SPECIAL USE DISTRICT B (SUD-B) SPECIFIC PLAN PROJECT, SCH# 2014052071, PLACER COUNTY

Pursuant to the State Clearinghouse's 26 August 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Village 5 and Special Use District B (SUD-B) Specific Plan Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38. 1

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

Karl E. Longley ScD, P.E., chair | Pamela C. Creedon P.E., BCEE, Executive Officer

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the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

1 cont.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

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(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

1 cont.

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

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drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. 1 cont.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

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http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

1 cont.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

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For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

1 cont.

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Letter A3 Response **Stephanie Tadlock, Central Valley Regional Water Quality Control Board (CVRWQCB)**
September 30, 2016

A3-1 The comment describes applicable Water Board plans and considerations that the proposed projects must comply with including the applicable Basin Plan and the State Water Board Antidegradation Policy. The comment identifies potential types of permits that could be required from the Central Valley Regional Water Quality Control Board (CVRWQCB). Such permits could include a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, an Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Act Section 401 Permit, a Waste Discharge Requirement (WDR) permit, a dewatering permit, a permit for commercially irrigated agriculture, a Low or Limited Threat General NPDES Permit, or meeting Waste Discharge Requirements. Water quality permit requirements for the proposed project are detailed in Section 3.10, Hydrology and Water Quality. As described in Impact 3.10-1, the proposed project would be required to comply with both state and local regulations designed to reduce or eliminate construction-related water quality effects.

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PLACER COUNTY
AIRPORT LAND USE
COMMISSION

October 6, 2016

Jim Bermudez, Development Services Manager
City of Lincoln Community Development Department
600 Sixth Street
Lincoln, CA 95648

Re: Village 5 and Special Use District B (SUD-B) Specific Plan Draft Environmental Impact Report (SCH No. 2014052071)
Lincoln Regional Airport Land Use Compatibility (ALUC 2016/17 – 2)

Dear Mr. Bermudez:

The City of Lincoln prepared a Draft Environmental Impact Report (DEIR) for the Village 5 and Special Use District B (SUD-B) Specific Plan. Local action required for this proposal includes approval of several entitlements: General Plan Amendment, Specific Plan, General Development Plan, pre-zoning and zoning, Development Agreements, and annexation into the City of Lincoln. The Placer County Airport Land Use Compatibility Plan (ALUCP) for Lincoln Regional Airport shows that a majority of Village 5 is located in the airport influence area. The ALUCP requires that an Airport Land Use Commission (ALUC) consistency determination be completed on the proposed project before local agency approval. The ALUC filing fee for the mandatory project review is $1,250, and must be submitted by the City of Lincoln with a request for a Village 5 Specific Plan consistency determination. 1

Overall, the Village 5 DEIR provides a good review of land use compatibility issues and adequately presents the environmental issues that encompass aircraft noise and safety due to aircraft operations. We would like to bring to your attention our following concerns.

Biological Impacts

Village 5 includes both Open Space Preserve and Natural Open Space areas located within ALUCP Compatibility Zone B1. Village 5 also includes several on-site detention basins located in Compatibility Zones B1, C1, C2 and D. All of these proposed land uses are subject to various mitigation measures for impacts that Village 5 would have on biological resources. Generally our concern is that majority of Village 5 is located where about 80 percent of aircraft overflights occur. Open space and on-site detention uses create an increased attraction for wildlife, especially large flocks of birds, which also pose hazards to aircraft in flight. Please ensure that the mitigation measures are implemented in a manner consistent with Federal Aviation Administration (FAA) regulations (FAA Advisory Circular 150/5200-33B, "Hazardous Wildlife Attractants On or Near Airports"). Similarly, please refer to ALUCP Policy 3.5.3(a) (6). 2

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Land Use Impacts
The Land Use impact analysis indicates that the majority of proposed uses are "permitted" or "compatible" within the ALUCP Compatibility Zone categories. To clarify, aside from land uses located within Zone D, the majority of proposed land uses are "conditionally compatible" subject to meeting the density/intensity criteria identified in the ALUCP. 3

Noise Impacts
As noted in the Village 5 DEIR, proposed land uses located in Compatibility Zones B1 and C1 would be exposed to exterior aircraft noise levels from at least 55 dBA CNEL, with noise levels that could potentially exceed 60 dBA CNEL. The DEIR notes that commercial land uses within Zone C1 could include a daycare center and recommends appropriate noise mitigation. Please note that Zone C1 includes Village Commercial, which could include motels and hotels. Zone C1 also includes Public/Quasi-Public uses, which could include schools, community centers, and libraries. To be consistent with ALUCP noise policy recommendations, these additional commercial and Public/Quasi-Public uses should all be subject to Mitigation Measure 3.13-4 requirements. 4

Thank you for the opportunity to comment on the Village 5 DEIR. We appreciate your interest in planning for compatible land uses around the Lincoln Regional Airport. Should you have any questions regarding our comments, please contact David Melko of my staff at 530.823.4090.

Sincerely,

Celia McAdam, FAICP CTP
Executive Director

DM/CM/ss

c: Bob Fiore, Caltrans Division of Aeronautics
David Melko, PCTPA

Letter A4 Response **Celia McAdam, Placer County Airport Land Use Commission (ALUC)**
October 6, 2016

A4-1 The comment regarding the Placer County ALUC jurisdiction and requirement for the completion of an ALUC consistency determination, prior to agency approval of the proposed project, is noted. Consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP) is analyzed in Section 3.11, Land Use and Planning, and evaluated under the discussion for Impact 3.11-5. On November 15, 2016, the Placer County ALUC conducted a duly noticed public hearing regarding consistency of the Village 5 GPA and SP with the Placer County ALUCP. The ALUC found that both the GPA and SP are consistent with the ALUCP subject to the provided recommendations, which have been incorporated into the project.

A4-2 As discussed in Impact 4.9-5 beginning on page 4.9-25 of the Draft EIR, the Placer County ALUCP designates detention and retention ponds as a conditional use. The detention ponds would be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms in accordance with FAA Advisory Circular (AC) 150/5200-33B. Additionally, per AC 150/5200-33B, because Lincoln Regional Airport serves piston-powered aircraft, the V5SP would also comply with the two perimeter requirements for wildlife hazards: (1) a separation of 5,000 feet from the airport runway to any land use that could attract wildlife hazards (namely, bird strikes) and (2) a separation of five statute miles from the aircraft operations area (AOA) to any land use that could cause hazardous wildlife movement into or across the approach or departure space at the airport.[6]

A4-3 The comment describes the proposed project as being conditionally compatible with ALUCP requirements. As described the analysis for Impact 3.11-5, the proposed project would not conflict with the ALUCP because land uses and proposed densities from the Village 5 Specific Plan (V5SP) are consistent with the restrictions of the ALUCP Compatibility zones. For areas of the project site where V5SP land uses could potentially allow for structures that would exceed the maximum allowable heights, described in the ALUCP, restrictions imposed by the General Development Plan (GDP) for the Plan Area would provide height limits that ensure compatibility with ALUCP requirements. (Impact 3.11-5)

A4-4 As stated on page 3.12-33 of the Draft EIR, the proposed project design and layout would conform to all of the Placer County ALUCP's compatibility zone

[6] Federal Aviation Administration, 2007. FAA Advisory Circular 150/5200-33B, "Hazardous Wildlife Attractants on or Near Airports." August 28, 2007.

requirements. New structures within Compatibility Zone B1 and C1 will be required to incorporate sound attenuation design features sufficient to meet the interior noise level criterial of 45 dBA CNEL. Therefore, sensitive land uses within Compatibility Zone's B1 and C1 must demonstrate an exterior to interior noise reduction of at least 25 dB and 20 dB, respectively. The comment identifies concern regarding potential land uses including hotels, motels, schools, community centers, and libraries locating within Compatibility Zone C1. Those specific uses are addressed in Policy 3.3.2(a) of the ALUCP and would be required to demonstrate exterior to interior noise reduction of 20 dB, as described above. Thus, no mitigation would be required for the above uses.

Letter A5

DEPARTMENT OF THE AIR FORCE
9TH MISSION SUPPORT GROUP (ACC)
BEALE AIR FORCE BASE, CALIFORNIA

October 7, 2016

Colonel Danielle L. Barnes
Commander
9th Mission Support Group
6000 C Street, STE 300
Beale Air Force Base, CA 95903

Mr. Jim Bermudez
Development Services Division Manager
Community Development Department
City of Lincoln CA
600 6th Street, Lincoln CA 95648

REF: Comments to Draft Environmental Impact Report (DEIR) for City of Lincoln, Village 5

Dear Mr. Bermudez,

Beale AFB appreciates the opportunity to provide the City of Lincoln with comments regarding the proposed Village 5 development project. Beale AFB owns the West Coast HF Global Station on Moore Road which is bounded on the north and east fences by the western boundary of the proposed Village 5 development. It is one of 13 high frequency global radio stations located worldwide that make up the Air Force High Frequency Global Communications System (HFGCS). The system provides support to the President, Senior Leaders, DOD aircraft and ships of the United States government during peacetime, contingency situations, and war. Additionally, HFGCS provides Nuclear Command and Control Communications (NC3) mission support.

When the base was made aware of the development, we met with the City of Lincoln Planning Department to voice our concerns. At that time, we provided a copy of a September 2014 Technical Report entitled "Destructive Effects of Man-Made Sources of Radio Interference on HF Receiving Sites" for their use and to share with the developer.

In waiting for the DEIR to be published, the base provided the HFGCS experts a copy to the Notice of Preparation (NOP) for the DEIR to obtain their professional opinion on the potential effects of the development on the Receiver Site. There are significant concerns regarding overhead high voltage power lines and consumer electronics within the development.

The attached desktop study provides an overview of these concerns as well as recommendations to lessen the adverse effects of the development on the West Coast HF Global Station. Attachment 2 provides follow-up information regarding the adverse effects should the mitigation strategies not be followed.

1

Letter A5

While Beale AFB holds a neutral position on whether or not this project should go forward, we highly encourage the City of Lincoln and the Developer consider our comments and incorporate the mitigation strategies into the project in order to minimize adverse effects on this National Security Asset. 1 cont.

Sincerely

Danielle L Barnes

DANIELLE L. BARNES, Colonel, USAF
Commander, 9th Mission Support Group

2 Attachments:
1. Desktop Study Lincoln Receiver Site
2. Additional Information – Lincoln

Letter A5

Desktop Study - Lincoln Receive Site

Eric E. Johnson, PhD, PE
September 2016

Background

The West Coast receive site for the USAF HF Global Communications System (HFGCS) is located in a rural area outside Lincoln, CA. A new proposed development (Lincoln Village 5) would be in close proximity to this important national resource. The purpose of this study is to estimate the potential impact of the increased level of manmade noise from this development on HFGCS mission performance.

The proposed land use plan is shown below. The blue star shows the approximate location of the HFGCS receiver site.

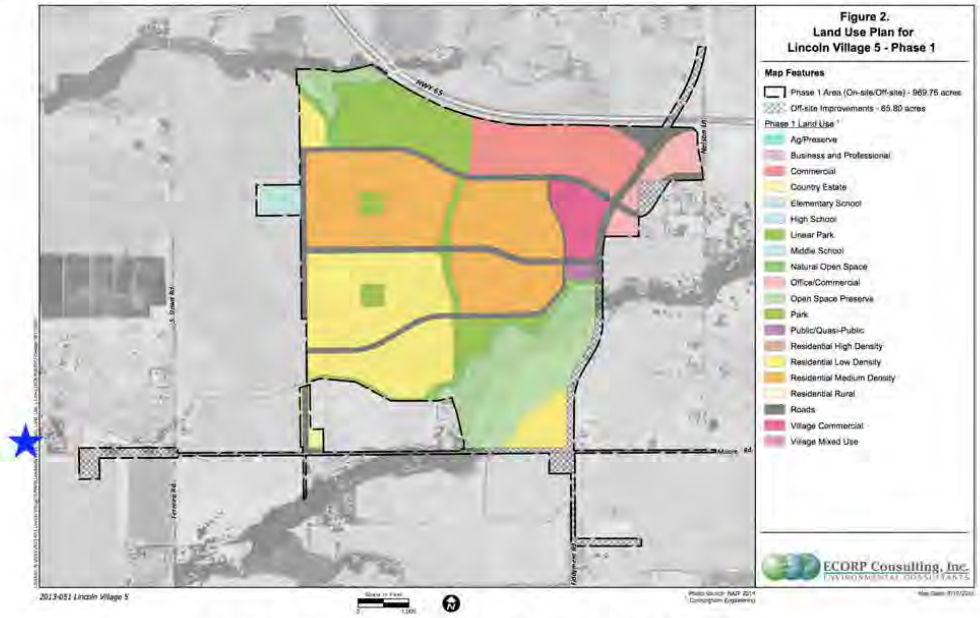

Figure 1: Proposed Lincoln Village 5 Land Use Plan

2

Concerns

3

Development of Nearby Residential and Business Districts

The vicinity of the Lincoln receive site is currently rural. Such areas usually have low levels of manmade electromagnetic noise in the HF bands. According to NTIA measurements [1, 2], residential areas will have manmade noise levels about 5 dB higher than rural areas, while business districts will have manmade noise levels about 9 dB higher than rural areas.

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Approximate locations of nearby existing and new developed areas are shown in Figure 2. Although the new development would not be immediately adjacent to the receiver site, it appears that the proposed new residential areas will be less than half as far away as existing developed areas in Lincoln. *If manmade noise from Lincoln currently determines the noise floor* at the receiver site, that noise floor could increase by as much as 8 dB = 20 log (3.8/1.5). However, atmospheric noise is sometimes greater than manmade noise, so the rise in manmade noise may be masked to some extent.

Figure 2: Approximate Distances to New and Existing Developments

A joint Army/Air Force Planning Bulletin [3] recommends the following ideal and minimum separation distances for an HF receiving station (from Table 2-2 in the Planning Bulletin):

Table 1: Separation Distances (Army/Air Force)

Activity	Ideal Distance	Minimum Distance
Residential Area	2 mi	1 mi
Business Area/Light Industrial	3 mi	1.5 mi

The proposed development meets the minimum separation distances in the 1989 Planning Bulletin, but not the ideal separation distances.

A more recent study by Longwave Communications [4] notes that manmade noise levels have been rising as electronic devices have become more prevalent in both residential and commercial areas. *If unmitigated*, the noise from dense clusters of such devices could impact HF receiver performance unless they are kept at least 10 to 12 miles from the receiver site.

3 cont.

2

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Fortunately, the current FCC Part 15 rules for emissions by Class B (consumer) devices provide useful mitigation, as seen in Table 2:

Table 2: Separation Distances (Longwave)

Activity	Distance – unmitigated (Figure 96 in [4])	Distance – mitigated (Figure 97 in [4])
Housing Areas (Buried Power Lines)	4 mi	1 mi
Housing Areas (Overhead Power Lines)	10 mi	2 mi
Industrial Facility	10 mi	2 mi

The Longwave recommendations for "Source-to-Separation Distances with Source Mitigation" (Figure 97) are similar to the older Army/Air Force Planning Bulletin. These separations would be sufficient if all electronic devices in the new development satisfy the Class B requirements of FCC Part 15. All devices sold for residential use must meet the Class B limits, but equipment for commercial facilities need only meet the less stringent Class A requirements. *Any new commercial equipment within 10 miles of the receiver site should be required to meet Class B limits.*

Power line noise

At and below the middle of the HF band, a large part of the received noise is generated by or propagated along power lines. The NTIA measurements show that noise under a 115 kV power line can be 20 dB higher than expected for a rural area, but that moving at least ¼ mile away largely mitigates that effect (see the graph below).

3 cont.

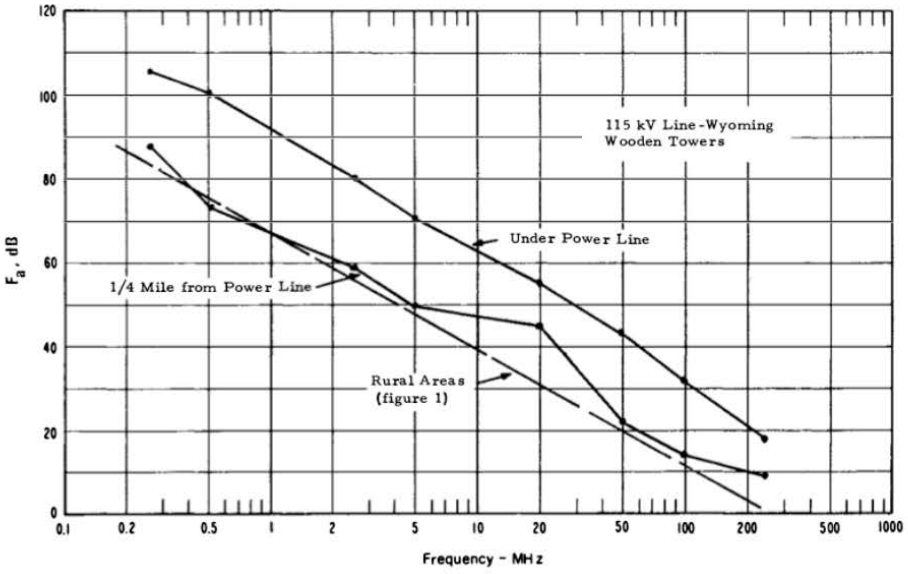

Figure 3: Measurements of Power Line Noise

3

Letter A5

The joint Army/Air Force Planning Bulletin [3] Table 2-2 recommends the following ideal and minimum separation distances between an HF receiving station and various types of power lines:

Table 3: Power Line Separation Distances (Army/Air Force)

Overhead Power Lines	Ideal Distance	Minimum Distance
Less than 15 kV	0.5 mi	1250 ft
15 kV to 100 kV	1 mi	0.5 mi
Over 100 kV	2 mi	1 mi

Any power lines less than 100 kV *within the proposed development* meet the ideal separation distance recommendations of the planning bulletin. Nearby high-voltage transmission lines (e.g., the PG&E Rio Oso Atlantic 230 kV line) also appear to fall at least 2 mi from the receiver site.

The Longwave report [4] also offers recommendations for separation of a receiving station from power lines, again with and without noise mitigation:

Table 4: Power Line Separation Distances (Longwave)

Overhead Power Lines	Distance – unmitigated (Figure 96 in [4])	Distance – mitigated (Figure 97 in [4])
Distribution Lines	10 mi	0.1 mi
Transmission Lines	1 mi	1 mi

Mitigation of noise from hardware on overhead power lines (for example, bell insulators, insulated tie wires, damaged lightning arresters [4]) is not a simple matter of procuring hardware that complies with a suitable standard. It will instead require an ongoing commitment to find and mitigate noise sources as they arise on all overhead power lines within line-of-sight of the HFGCS receiving antennas.

3 cont.

BPL

Another concern may arise if a residential power distribution network is installed near the receiver site: broadband data transmission over power lines (BPL). This technology is sometimes offered by power companies as an added service to bring broadband Internet access to homes.

Current regulations require 30 days advance notice if BPL is to be installed on medium or low voltage power lines within 4 km of a strategic receiver site. Most of the proposed development is within 4 km of the receiver site, so this issue should be raised early.

Power companies usually mitigate BPL interference to communications receivers by suppressing energy in narrow bands around the frequencies in use. This is practical for co-existence with radio amateurs in the neighborhood as the "ham bands" are narrow and well-known. The power companies may be able to avoid the HFGCS frequencies in the same way, but they may be reluctant to do so as the spectrum potentially used by the HFGCS would require much more extensive filtering than for the ham bands.

4

4

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Impact

What is the likely impact on HFGCS performance if the Lincoln Village 5 is developed? A number of tools have been developed to evaluate the global coverage provided by the HFGCS, as well as to gauge the impact of adding or losing stations.

Criticality

The HFGCS "Criticality" tool draws color contours on a world map that show how important any one station is for complete system coverage. Each point on the map in Figure 4 is colored according to the following rules:

Color	Significance
Red	Critical – at some hours of the day, Lincoln is the only station reachable
Yellow	Primary – at some hours of the day, Lincoln is the best station but other(s) are reachable
Blue	Secondary – at some hours of the day, Lincoln is the second best station
Green	Not critical

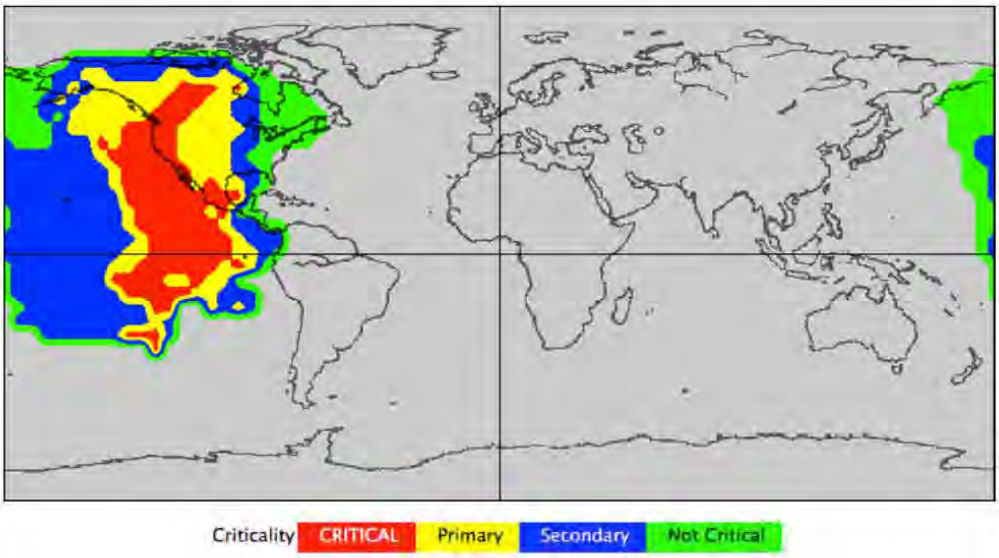

Figure 4: Criticality of West Coast Site (July SSN 10)

4 cont.

Noise Impact

A new "Noise Impact" tool has been developed to show the impact on overall HFGCS system performance of a rising level of noise and interference at any one station. The Noise Impact tool

5

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allows the user to adjust the noise floor at a single station, and then plots the global impact on communications coverage of that change. The results consider two levels of impact:

- Coverage to a location is "lost" if no station has reliable coverage after the rise in noise.
- Otherwise, if we still have reliable coverage but at a lower SNR, coverage is "degraded."

The impact of increased noise at one station is combined with the criticality of that station:

- In the Critical regions for the station of interest, if coverage to a location is "lost," that's indicated as a Critical Loss (red). Otherwise, overall coverage is Degraded (dark green), since this is sometimes the only station reachable.
- In Primary regions, a "loss" of coverage is a Primary Loss (yellow), not quite as bad as a Critical loss since there's at least one other station reachable. If the station is still the best one, even after reducing the SNR, that's Degraded coverage. However, if another station now has better coverage, that's not quite as severe, so that is designated as Secondary degradation (light green).
- In Secondary and Not Critical regions, a loss of coverage is indicated as Secondary (light green). If the station is still reachable, but at reduced SNR, that's not considered to be even Secondary degradation, so there's nothing drawn on the map.

As noted on page 2, the impact of developing Lincoln Village 5 is an expected increase in the manmade noise level at the receiving site, perhaps as much as 8 dB. If the damage can be limited to a 3 dB rise in the noise floor, HFGCS mission performance would suffer lost or degraded communications in the regions shown in Figure 5.

4 cont.

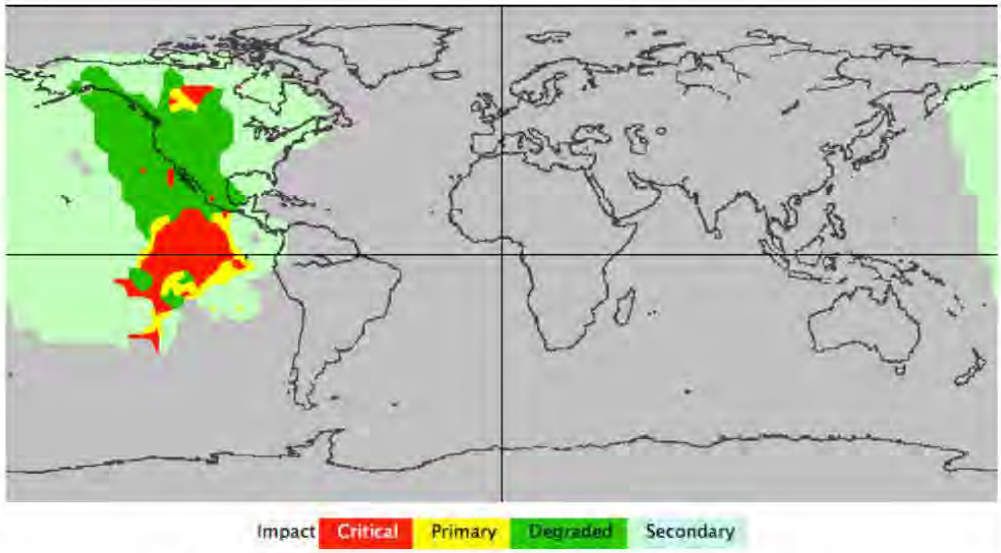

Figure 5: Impact of 3 dB Rise in Noise Floor (July SSN 10)

6

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However, the impact of an 8 dB rise in the noise floor would be more severe (see Figure 6).

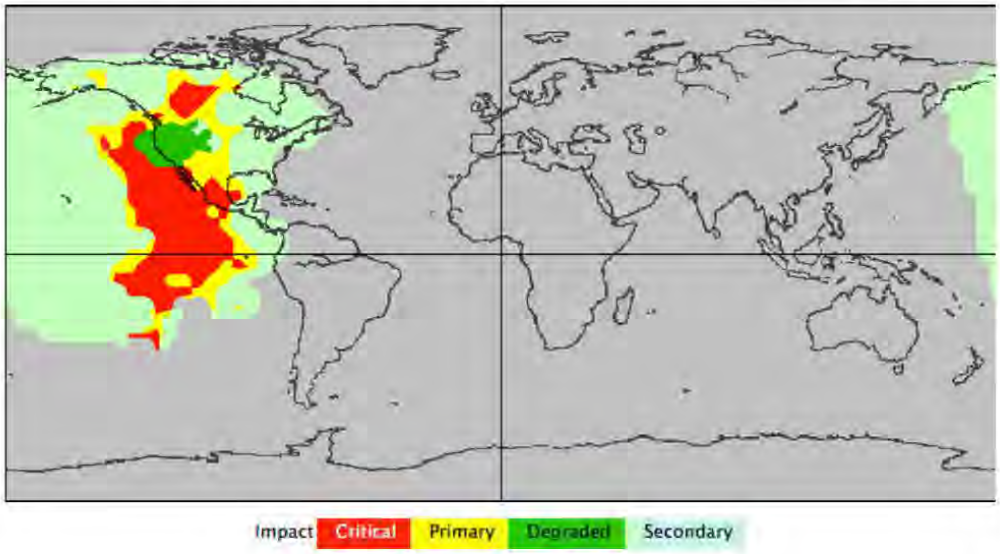

Figure 6: Impact of 8 dB Rise in Noise Floor (July SSN 10)

4 cont.

Recommendations

HFGCS coverage in the Eastern Pacific and Western North America is currently adequate, but increased manmade noise at the Lincoln receiving site is likely to result in degraded coverage or total outages of radio coverage during some hours of the day in these regions. If the proposed development cannot be stopped, the following measures are recommended to minimize the loss of coverage:

1. Require all electronic equipment installed in Lincoln Village 5 (commercial as well as residential) to meet FCC Class B limits.
2. Mandate ongoing maintenance of all overhead power lines (especially distribution lines) within 10 miles of the site to identify and mitigate HF noise sources.

5

References

1. Commerce Dept. Office of Telecommunications, "Man-Made Radio Noise," OT Report 74-38, June 1974.
2. International Telecommunications Union (ITU) ITU-R P.372
3. Air Force Directorate of Engineering and Services and Army Corps of Engineers, Communications Systems Planning Bulletin AFD-070924-048, 1989.
4. Longwave Communications, "Destructive Effects of Man-Made Sources of Radio Interference to HF RX Sites," Technical Report LW 14-08-15, September 2014.

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DESKTOP STUDY – LINCOLN RECEIVER SITE ADDITIONAL INFORMATION

In addition to the attached Desktop Study/White Paper, there was a follow-up question asked with regards to the impacts to the Lincoln Receiver Site should the developer not adhere to the recommendations in the White Paper.

Answer:

Should any unmitigated residential or commercial expansion be undertaken which results in an increase in the noise floor; it will negatively impact the Lincoln receive site. If there is a 3 dB rise in the noise floor we can expect to have degraded reception of desired HF signals. An 8dB increase in the noise floor can result in the loss of reception of desired HF signals. It is highly recommended that the recommendations in the white paper be followed. Following the recommendations may result in an increase to the development cost but it will ensure that we have a HF receive site that can continue to perform its mission. 6

Jeffery Blosser
HFGCS Senior Systems Engineer

Letter A5 Response **Col. Danielle L. Barnes, Commander, Department of the Air Force, 9th Mission Support Group (ACC), Beale Air Force Base**
October 7, 2016

A5-1 The comment is noted and will be conveyed to the City Council for its consideration. The City addresses the commenters' specific concerns in Responses to Comments A5-2 through A5-6.

A5-2 The purpose of the desktop study and location of the U.S. Air Force Global Communications System (HFGCS) site are noted and will be conveyed to the City Council for its consideration.

A5-3 Based on the proposed land uses for the V5SP, the City does not anticipate the introduction or use of Class A digital devices within the V5SP Area (47 CFR Part 15). The City anticipates that electronic device usage within the V5SP would be limited to Class B digital devices, as defined by the Federal Communications Commission (FCC) (47 CFR Part 15; §47.1(i).15.3(i)). The City will work with Beale Air Force Base and HFGCS site commanders, providing notice to those parties if projects are proposed that may have potential to introduce Class A digital equipment to the V5SP Area. At present, proposed uses appear to be within the acceptable thresholds for Class B digital device radio noise levels, as identified in the comment, based on the proximity of development to the HFGCS site.

Proposed overhead power lines and substation would be located beyond the 1-mile threshold for critical impacts to receiver functionality, as described in comment A5-3. Based on the sequencing of the project, there may be some interim overhead electrical facilities, however transmission lines would ultimately be replaced with underground facilities as later phases reach completion. The City anticipates that in the interest of maintaining optimal transmission and end-user services, PG&E would provide regular and timely maintenance to proposed and existing overhead or subsurface electrical lines within the V5SP Area and surrounding areas. Thus, potential radio noise generated by the proposed electrical lines would be minimized.

A5-4 Should a residential power distribution network be installed near the receiver site, broadband data over transmission power lines (BPL), the applicant would notify the Department of the Air Force 30 days prior to installation, consistent with current regulations.

Please see Response to Comment A5-3.

A5-5 Please see Response to Comment A5-3.

A5-6 As described in the Response to Comment A5-3, the proposed project would be anticipated to generate HF noise that would be within the acceptable thresholds as defined by the white paper attached to Comment Letter A5.

Letter A6

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4199
FAX (530) 741-5346
TTY 711
www.dot.ca.gov/dist3

Serious Drought.
Serious drought.
Help save water!

October 10, 2016

GTS# 03-2016-PLA-00017
03-PLA-65/PM R17.446
SCH# 2014052071

Mr. Jim Bermudez
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

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

Dear Mr. Bermudez,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. 1

The proposed Village 5 & SUD-B Specific Plan includes approximately 4,943 acres in the western area of Placer County, immediately west of the City of Lincoln. The project site is located within the adopted Sphere of Influence of the City of Lincoln. The proposed project would create a mix of land uses including residential, retail commercial, office/business professional, recreational, open space, and public/quasi-public, consistent with development patterns in Lincoln, would be annexed to the City of Lincoln. The following comments are based on the Draft Environmental Impact Report (DEIR).

Traffic Operations

There are proposed ramp configurations given for a new interchange at Nelson Road. With Caltrans Intersection Control Evaluation (ICE) policy, other intersections or interchange configurations must be considered as part of this interchange project. This could be roundabout intersections rather than a signalized interchange, or other types of interchanges such as a Diverging Diamond interchange. 2

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Letter A6

The timing of construction for this interchange is not well defined – "Therefore, the project applicants shall pay their fair share towards these improvements through the City of Lincoln's updated Public Facility Element (PFE) fee program and ensure that they are constructed prior to the service level degrading to an unacceptable LOS D or worse." If LOS is to be the determining factor, please provide the following information:

- Please indicate who will monitor or pay for the monitoring of the intersection, and provide Caltrans with these results.
- Please specify if this will be an average of values determined seasonally, or an annual monitoring.

It may be more straightforward to have the interchange construction tied to a number of building permits issued; homes, retail square footage, etc. But building this interchange is assumed to not be fully funded.

The following is a description of the City of Lincoln's Public Facilities Fee Program.

> "The City of Lincoln has adopted a Public Facilities Element Fee Program (PFE) which was established to provide a nexus between the projected new development in the City and the new capital facilities required to serve new development within the City's 1988 General Plan boundary as well as the proposed Village 7 and Lincoln 270 developments. The program serves as a basis for requiring development impact fees in accordance with the provisions of Government Code Section 66000 et seq. The City of Lincoln being a full service city has established the PFE to address the capital facilities required in a wide range of service areas: wastewater, drainage, water, transportation, police, fire, administration, solid waste, as well as parks and recreational facilities. As part of the program the City maintains a master list of capital improvements in each category that are needed to service new development. The cost of improvements are funded by the collection of fees from new development based upon an equivalent dwelling units basis which represents each project's share in the capital facilities needed to serve development. In some instances, projects may be required to build one of the improvements from the Master Improvement List in which case they are able to receive credits against the fee they would have otherwise been required to pay. The City's Public Facilities Element (PFE) contains the list of specific projects to be paid for by the fee program. The City is currently in the process of updating the PFE fee program and the list of specific projects."

The applicant should encourage the city to schedule the fees for the developer such that the interchange (and any other needed improvements) are fully funded. This would make the impacts Significant, but not Unavoidable.

2 cont.

Letter A6

While there is an intersection analysis done for the mitigated configuration, there is no analysis of the mainline freeway with the new ramps added, (new merge and diverge locations). Please provide further analysis that will address this concern. 2 cont.

This project is specifically intending to draw trips from outside of Lincoln and Placer County. Comparing Cumulative no project with Cumulative Plus Project diagrams, at intersection #1 (Riosa / SR 65), in the AM hour this project will have 150 new SB trips and 40 new NB trips; in the PM this is 200 new SB trips and 300 new NB trips. This represents 7.8% of AM traffic north of the Riosa Road intersection and 15.7% of PM peak hour traffic. These would have an impact on the SR 65 intersections in Wheatland and the project should have a fair share contribution to the future SR 65 Wheatland Bypass. 3

Nicholas Road interchange is still mentioned several times in the body of the report, it is described as a 6 lane facility and the land use describes major commercial retail sites near this interchange. If this interchange is still intended to be constructed, traffic analysis will have to be performed on the new facility as well as its impacts on the surrounding road and highway network. 4

Caltrans would encourage the applicant to use roundabouts in the surrounding road network. They have consistently proven to reduce the occurrence and the severity of collisions, as well as reduce emissions. New construction is an ideal time to reserve right of way for construction of such intersections. 5

Hydraulics

This project proposes to develop land on both sides of Highway 65 in the vicinity of Nelson Lane. There are several creeks/streams that flow under Highway 65. Please consider the following while preparing the design for this project. 6

- The development of this site will increase impervious surface area through the construction of roads, driveways, parking lots, buildings, etc. with a corresponding increase in surface water runoff. This project will decrease surface water detention, retention and infiltration. No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans drainage facilities as a result of the project. Any cumulative impacts to Caltrans drainage facilities arising from effects of development on surface water runoff discharge from the 100-year storm event should be minimized through project drainage mitigation measures.

- Increases in peak runoff discharge for the 100-year storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to

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at or below the pre-construction levels. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.

- All grading and/or drainage improvements must maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway right of way or to Caltrans drainage facilities. The developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of storm water management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

- Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.

6 cont.

Encroachment Permit

Any work or traffic control that encroaches upon the State's ROW requires a Caltrans issued encroachment permit. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans indicating the State's ROW must be submitted to the address below:

Office of Permits
Caltrans – District 3
703 B Street
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. Please visit the following URL for additional information: http://www.dot.ca.gov/hq/traffops/developserv/permits/.

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We would appreciate the opportunity to review and comment on any changes related to this development. Please provide our office with copies of any other actions concerning this project. 8

If you have questions regarding these comments or require additional information, please contact Kevin Yount, Intergovernmental Review Coordinator for Placer, by phone at (530) 741-4286 or via email to kevin.yount@dot.ca.gov.

Sincerely,

KEVIN YOUNT, (Acting) Branch Chief
Office of Transportation Planning
Regional Planning Branch—North

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter A6 **Kevin Yount, California Department of Transportation (Caltrans)**
Response October 10, 2016

A6-1 The California Department of Transportation's (Caltrans) reasoning for review of this EIR and interpretation of project elements are noted. Further, the City notes that the V5SP Area includes approximately 4,787 acres, not 4,943 acres.

A6-2 Caltrans comments that the ramp configurations for a new interchange at Nelson Road should be analyzed under Caltrans' ICE policy and further defined generally. In response to this comment, Mitigation Measure 3.15-6 is modified as follows to address traffic monitoring and construction timing as well as reference Caltrans ICE policy as it relates to the new interchange at SR 65/Nelson Lane. Analysis of the freeway merge and diverge locations at SR 65/Nelson Lane under the mitigated scenario was conducted. The results of this analysis show that the freeway would operate an acceptable LOS with the SR 65/Nelson Lane interchange in place. Therefore, no new significant impacts result from this additional analysis. The discussion of traffic operations with the improvements in Impact 3.15-6 and Mitigation Measure 3.15-6 beginning on page 3.15-85 is modified as follows to reflect this additional analysis:

> **Impact 3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.**
>
> The vehicle traffic added by the proposed project would cause the Nelson Lane/SR 65 (#3) intersection to operate at an unacceptable LOS under existing plus project conditions. This is considered a **potentially significant** impact.
>
> Mitigation Measures
>
> **Mitigation Measure 3.15-6**
>
> *The project applicants shall pay their fair share cost towards the construction of the new interchange at SR 65/Nelson Lane (#3), as supported by Lincoln General Plan Policy T-2.9. 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~~ LOS F.*

To initiate the Caltrans project development process towards implementing the new interchange, the project applicant shall fund the preparation of a Project Study Report – Project Development Support (PSR-PDS) document for a new interchange at SR 65/ Nelson Lane (#3) in coordination with the City of Lincoln and Caltrans. The Caltrans project development process will determine the ultimate configuration of the new interchange and ensure that the ultimate configuration provides acceptable operations (i.e., LOS) based on Caltrans standards. Through the Caltrans project development process, the following intersection control options may be considered in accordance with Caltrans' Intersection Control Evaluation (ICE) policy:

- *Unsignalized (side street stop controlled);*
- *Roundabout – Single or multi-lane;*
- *Diverging diamond interchange;*
- *Signalized spread diamond;*
- *Signalized single point urban interchange; or*
- *Signalized partial cloverleaf.*

While the PSR-PDS process would determine the ultimate configuration of the interchange, the City and project applicant assumed a six-lane signalized partial cloverleaf interchange for this analysis based on the available footprint and the planned circulation network identified in the Village 5 Specific Plan. Since the six-lane partial cloverleaf provides the greatest capacity and has the largest footprint of the options listed above, it was determined that this configuration would verify whether an interchange would adequately mitigate the project's impact on traffic operations (i.e., if a six-lane partial cloverleaf does not meet LOS standards, additional mitigation may be necessary). Analysis presented in Table 3.15-23 shows that the six-lane signalized partial cloverleaf interchange provides acceptable operations with the following lane configurations at the interchange ramp terminal intersections: ~~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

- *SR 65 Southbound Ramps/Nelson Lane intersection:*

iv. Southbound SR 65 off-ramp: one left-turn lane and one right-turn lane

v. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 slip on-ramp

vi. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 loop on-ramp

Since the SR 65/Nelson Lane interchange would not be built prior to (or needed for) the initial phases of the project, project applicants shall prepare a traffic study that at a minimum identifies the level of service at the SR 65/Nelson Lane intersection prior to the construction of the new SR 65/Nelson Lane interchange. The traffic study shall be prepared concurrent with the submittal of any application for a tentative tract map, parcel map, or commercial site plan development. The traffic study shall identify any necessary interim improvements to provide acceptable traffic operations, such as striping, temporary widening, or signal timing changes. Any identified improvements shall be included as conditions of approval of any final subdivision maps or commercial site plans and be implemented prior to the issuance of any occupancy permits. The traffic study shall be prepared for the City of Lincoln and provided to Caltrans for review.

Table 3.15-23 presents the resulting intersection operations with ~~this improvement in place~~ a six-lane signalized partial cloverleaf interchange in place at SR 65/Nelson Lane. As shown in Table 3.15-23, the ramp intersections would operate at an acceptable LOS B or better with a six-lane signalized cloverleaf interchange.

TABLE 3.15-23.
CALTRANS INTERSECTION OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS WITH MITIGATION

Intersection	Jurisdiction	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Project with Mitigation	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
3a. Nelson Lane/SR 65 (NB Ramps)	Caltrans	A.M.	22	C	**>150**	**F**	13	B
		P.M.	21	C	**>150**	**F**	18	B
3b. Nelson Lane/SR 65 SB Ramps	Caltrans	A.M.					8	A
		P.M.					7	A

NOTES:
1. Average intersection delay is reported in seconds per vehicle for all approaches.
2. **BOLD** text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
3. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

The addition of a new interchange at SR 65/Nelson Lane would result in additional diverge and merge segments on the freeway system. **Table 3.15-23A** presents the resulting freeway operations with this improvement in place. As shown in Table 3.15-23A, the freeway ramp merge and diverge segments would operate at an acceptable LOS C or better with the SR 65/Nelson Lane interchange.

TABLE 3.15-23A.
FREEWAY OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment Type	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR 65								
Ferrari Ranch Road to Nelson Lane	Basic	A.M.	8	A	22	C	22	C
		P.M.	7	A	18	C	18	C
Nelson Lane Off-Ramp	Diverge	A.M.					24	C
		P.M.					23	C
Nelson Lane Loop On-Ramp	Merge	A.M.					10	A
		P.M.					10	A
Nelson Lane Slip On-Ramp	Merge	A.M.					9	A
		P.M.					9	A
Nelson Lane to Wise Road	Basic	A.M.					6	A
		P.M.					6	A

TABLE 3.15-23A.
FREEWAY OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment Type	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Southbound SR 65								
Wise Road to Nelson Lane	Basic	A.M.					7	A
		P.M.					8	A
Nelson Lane Off-Ramp	Diverge	A.M.					10	B
		P.M.					12	B
Nelson Lane Loop On-Ramp	Merge	A.M.					11	B
		P.M.					15	B
Nelson Lane Slip On-Ramp	Merge	A.M.					15	B
		P.M.					22	C
Nelson Lane to Ferrari Ranch Road	Basic	A.M.	8	A	17	B	17	B
		P.M.	9	A	25	C	25	C

NOTES:
1. Density is reported in passenger car equivalents per mile per lane (pcpmpl).
SOURCE: Fehr & Peers, 2016.

Impact Significance After Mitigation: With the construction of a new interchange at SR 65/Nelson Lane as described in Mitigation Measure 3.15-6, the traffic operations at the impacted intersection would be improved to an acceptable LOS. However, not all of the traffic-related improvements would be funded by the City's PFE. Further, even if the SPRTA fee program is approved by the voters, the program would only partially fund the necessary improvements. Because the project-related traffic improvements are not fully funded, this impact would be **significant and unavoidable**.

Since Mitigation Measure 3.15-6 is referenced under Mitigation Measure 3.15-19 (under Cumulative Impacts), analysis of the freeway merge and diverge locations at SR 65/Nelson Lane under the cumulative mitigated scenario was also conducted. The results of this analysis show that the freeway would operate an acceptable LOS with the SR 65/Nelson Lane interchange in place. Therefore, no new significant impacts result from this additional analysis. The discussion for Mitigation Measure 3.15-19 on page 3.15-103 and 3.15-104 is modified as follows:

Mitigation Measures

Mitigation Measure 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*

3.15-29 presents the resulting intersection operations with these improvements in place.

TABLE 3.15-29.
CALTRANS INTERSECTION OPERATIONS –
CUMULATIVE CONDITIONS WITH MITIGATION

Intersection	Jurisdiction	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative + Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
3a. Nelson Lane/SR 65 (NB Ramps)	Caltrans	A.M.	55	D	**>150**	**F**	21	C
		P.M.	46	D	**>150**	**F**	30	C
3b. Nelson Lane/SR 65 SB Ramps	Caltrans	A.M.					5	A
		P.M.					7	A
4. SR 65 SB Ramps/Ferrari Ranch Rd.	Caltrans	A.M.	**61**	**E**	**110**	**F**	11	B
		P.M.	11	B	36	D	34	C
9. SR 65 NB Ramps/Twelve Bridges Dr.	Caltrans	A.M.	**55**	**E**	**61**	**E**	26	C
		P.M.	46	D	52	D	40	D

NOTES:

1. For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches.
2. Per the HCM, the LOS and average delay for the lane with the highest delay is reported for side-street stop controlled intersections.
3. **BOLD** text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
4. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

The addition of a new interchange at SR 65/Nelson Lane would result in additional diverge and merge segments on the freeway system. **Table 3.15-29A** is a new table which presents the resulting freeway operations with this improvement in place. As shown in Table 3.15-29A, the freeway ramp merge and diverge segments would operate at an acceptable LOS C or better with the SR 65/Nelson Lane interchange, and would not result in any new significant impacts.

TABLE 3.15-29A.
FREEWAY OPERATIONS –
CUMULATIVE PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment type	Peak hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR 65								
Ferrari Ranch Road to Nelson Lane	Basic	A.M.	14	B	24	C	24	C
		P.M.	14	B	24	C	24	C
Nelson Lane Off-ramp	Diverge	A.M.					30	D
		A.M.					30	D
Nelson Lane Loop On-ramp	Merge	A.M.					14	B
		A.M.					13	B

TABLE 3.15-29A.
FREEWAY OPERATIONS –
CUMULATIVE PLUS PROJECT CONDITIONS WITH MITIGATION

Location	Segment type	Peak hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project with Mitigation	
			Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Nelson Lane Slip On-ramp	Merge	A.M.					12	B
		A.M.					13	B
Nelson Lane to Nicolaus Road	Basic	A.M.	11	B	11	B	11	B
		A.M.	10	A	10	A	10	A
Southbound SR 65								
Nicolaus Road to Nelson Lane	Basic	A.M.	10	A	10	A	10	A
		A.M.	11	B	13	B	13	B
Nelson Lane Off-ramp	Diverge	A.M.					14	B
		A.M.					17	B
Nelson Lane Loop On-ramp	Merge	A.M.					19	B
		A.M.					22	C
Nelson Lane Slip On-ramp	Merge	A.M.					22	C
		A.M.					27	C
Nelson Lane to Ferrari Ranch Road	Basic	A.M.	14	B	23	C	23	C
		A.M.	17	B	29	D	29	D

NOTES:
1. Density is reported in passenger car equivalents per mile per lane (pcpmpl).
SOURCE: Fehr & Peers, 2016.

A6-3 The comment states, "This project is specifically intending to draw trips from outside of Lincoln and Placer County." Presumably, this comment is directed at the commercial aspect of the project. The intent of the project is to serve the existing Lincoln community with retail and commercial services that do not exist in Lincoln, thereby reducing out of city trips to Roseville and/or Sacramento. The intent of the project is to capture existing trips along the SR 65 corridor traveling between Sacramento, Yolo and Placer counties.

The nearest significant amount of residential to the north of Wheatland is in the Olivehurst Area, a 20-mile drive to the project site. It is well-documented that home-based shopping trips are of relatively short trip length (i.e., less than 10 miles). (For instance, California Household Travel Survey and CalEEMod trip length data for Placer County show average home-based shopping trip lengths are less than 10 miles.) Therefore, the retail component of the project is not expected to attract substantial levels of long distance trips that travel through Wheatland to access the site. To the extent those trips may occasionally be attracted to the project, they may otherwise have already been on SR 65 to visit

large retail destinations in South Placer County. The majority of employment destinations for project residents are located either within Lincoln or in destinations to the south. Some project residents could work at major employers to the north (e.g., Beale AFB or Fremont Rideout Hospital).[7] These trips would already be occurring and be redistributed as a result of the project versus being considered "new" trips generated by the project. The project's employment-related uses may attract residents of Wheatland and unincorporated Yuba County. However, given the degree of inter-county commuting[8,9] that already occurs and is likely to continue in the future, many of these trips would already be traveling on SR 65 to employment centers in South Placer County.

The comment also states that the project will impact the intersection at Riosa Road and SR 65, which would negatively impact SR 65 intersections in Wheatland; thus, the project should make a fair share contribution to the Wheatland Bypass. The Draft EIR shows a projected increase of 190 A.M. peak hour trips and 530 P.M. peak hour trips on SR 65 north of the project under the cumulative plus project scenario. The effect of this increase was studied for the highway segment of SR 65 between Riosa Road and Wheatland. (See Draft EIR Table 3.15-18.) The analysis shows the impacts would be less than significant. Thus, there is no nexus to require the project to pay fair share fee toward the Wheatland Bypass. Additionally, there is no fee program in place for the Wheatland Bypass and it is not a project included in the SACOG list of Tier 1 MTP/SCS projects. Furthermore, SR 65/Main Street and SR 65/First Street intersections in downtown Wheatland are located over 10 miles from the project site. Accordingly, even for projects that are of "regional significance" under CEQA, these intersection locations exceed the recommended 10-mile radius for selection of study facilities.[10] The June 20, 2014 NOP comment letter from Caltrans identified the need to study SR 65 as part of the EIR analysis. The Draft EIR analyzes three at-grade intersections and three interchanges along SR 65, as well as the segments of SR 65 from Sunset Boulevard to north of Riosa Road and shows that the project would not have significant impacts on traffic in Wheatland.

A6-4 The land use and circulation plan in the City of Lincoln General Plan, along with Lincoln General Plan policy T-2.9 supports the construction of an interchange at

7 California Employment Development Department. Major Employers in Yuba County. Available: http://www.labormarketinfo.edd.ca.gov/majorer/countymajorer.asp?CountyCode=000115. Accessed: June 25, 2017.

8 SR 65 is an important interregional route that serves both local and regional traffic. The route serves as a major connector for both automobile and truck traffic originating from the I-80 corridor (in the Roseville/Rocklin area) and the SR 70/ 99 corridor (in the Marysville/Yuba City area). SR 65 is a vital link from more affordable housing in Sutter and Yuba Counties to regional employment centers in Placer County. SR 65 through Lincoln is a major regional commute and commercial route.

9 Caltrans District 3. State Route 65 Corridor System Management Plan. May 2009.

10 Public Resources Code §21092.4.

the SR 65 Bypass and Nicolaus Road. The project preserves the footprint for a future SR 65/Nicolaus Road interchange in accordance with City of Lincoln General Plan policy T-2.9, and anticipates its future construction as part of the land use plan. However, because the project would not be responsible for its construction, the interchange was not included in the existing plus project scenario. However, the SR 65/Nicolaus Road interchange will receive funding from the City's updated PFE fee program. Therefore, it is a reasonably foreseeable project, and the future interchange at SR 65/Nicolaus Road has been added to the cumulative conditions scenario freeway analysis.

The text describing the land use and transportation system inputs beginning on the bottom of page 3.15-57 of the Draft EIR has been updated (see double underlining and strikethrough), and includes a change made in Responses to Comments A9-11 and A9-12:

> In addition to these land development adjustments, several adjustments were made to the roadway network in the 2025 Placer County TDF model. This study verified that the internal circulation improvements associated with the land developments listed above were included in the cumulative model. This analysis also cross-references the SACOG MTP/SCS financially constrained transportation project list to verify that the reasonably foreseeable funded transportation infrastructure improvements are included. This includes the following transportation improvements in the study area:
>
> - Widen Nicolaus Road from 2 to 4 lanes from Airport Road to Aviation Boulevard
> - Widen East Joiner Parkway from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway
> - Extend Ferrari Ranch Road from existing City Limit to Moore Road
> - Widen Twelve Bridges Drive from 2 to 4 lanes from Industrial Boulevard to SR 65; includes interchange improvements at SR 65
> - Widen Industrial Boulevard from 2 to 4 lanes from Athens Avenue to SR 65
> - ~~Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road~~
> - Replace 2 lane bridge with a 4 lane bridge on Nelson Lane over Markham Ravine

- Placer Parkway Phase I – construct a new 4-lane divided facility with an interchange at SR 65 at Whitney Ranch Parkway alignment. Includes at grade intersection at Foothills Boulevard
- Whitney Ranch Parkway – construct a new 6-lane facility from SR 65 to Wildcat Boulevard

In addition, the City of Lincoln PFE includes funding for the following transportation improvement:

- SR 65/Nicolaus Road – construct a new interchange at SR 65/Nicolaus Road

Figure 3.15-9 presents the future number of travel lanes on the major roadways in the study area with the transportation improvements summarized above.

The text describing the highway and freeway analysis under cumulative conditions beginning on page 3.15-71 of the Draft EIR has also been updated to reflect the SR 65/Nicolaus Road interchange (as shown in double underlining below).

Highways

Table 3.15-18 presents the a.m. and p.m. peak hour traffic volumes for each highway segment and the corresponding LOS under cumulative no project and cumulative plus project conditions. Based on the results presented in Table 3.15-18, all study highway segments operate at an acceptable LOS based on the Concept LOS identified in the SR 65 CSMP. SR 65 north of Riosa Road operates at LOS E under both cumulative scenarios, which is considered acceptable per the SR 65 CSMP. SR 65 from ~~Nelson Lane~~ Wise Road to Riosa Road operates at an acceptable LOS B or better for both the cumulative scenarios.

Freeways

The SR 65/Nicolaus Road interchange would change the designation of SR 65 from Nelson Lane to Wise Road from a multi-lane highway with at-grade intersections to a fully access-controlled freeway. Therefore, these segments of SR 65 are analyzed as freeway segments under cumulative conditions.

Table 3.15-19 presents the a.m. and p.m. peak hour traffic operations on the study freeway segments under cumulative no project and cumulative plus project conditions.

The following summarizes the key intersection traffic operations results on the study freeway segments:

- SR 65 Northbound during the a.m. peak hour: the merge segments at the Placer Parkway loop on-ramp and Whitney Ranch Parkway on-ramp are anticipated to operate at LOS D, while the freeway segments from Placer Parkway to the Twelve Bridges Drive off-ramp are anticipated to operate at LOS E under cumulative no project conditions. The project's incremental contribution under cumulative plus project conditions is anticipated to degrade the traffic operations to LOS F conditions from the Whitney Ranch Parkway on-ramp to the Twelve Bridges Drive off-ramp.

TABLE 3.15-18.
HIGHWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Peak Hour	Direction	Cumulative No Project			Cumulative Plus Project		
			Performance Metric		LOS	Performance Metric		LOS
State Route 65 – Two Lane Highway[1]			PTSF	ATS (mph)		PTSF	ATS (mph)	
North of Riosa Road	A.M.	Combined	93	35	E	95	33	E
	P.M.	Combined	94	33	E	96	29	E
State Route 65 – Multilane Highway[2]			Density (pcpmpl)			Density (pcpmpl)		
Riosa Road to Wise Road	A.M.	Northbound	8		A	9		A
		Southbound	10		A	12		B
	P.M.	Northbound	9		A	13		B
		Southbound	12		B	14		B
~~Wise Road to Nelson Lane~~	~~A.M.~~	~~Northbound~~	~~10~~		~~A~~	~~11~~		~~A~~
		~~Southbound~~	~~10~~		~~A~~	~~11~~		~~B~~
	~~P.M.~~	~~Northbound~~	~~10~~		~~A~~	~~11~~		~~B~~
		~~Southbound~~	~~12~~		~~B~~	~~13~~		~~B~~

NOTES:

1. Percent Time Spent Following (PTSF), Average Travel Speed (ATS), and LOS are calculated for two-lane highway segments using the methodologies and procedures in the Highway Capacity Manual (Transportation Research Board, 2010).
2. Density is reported in passenger car equivalents per mile per lane (pcpmpl). Directional densities and LOS results for multilane highway segments are calculated using the methodologies and procedures in the Highway Capacity Manual (Transportation Research Board, 2010).

SOURCE: Fehr & Peers, 2015

TABLE 3.15-19.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Density[1]	LOS	Density[1]	LOS
Northbound SR 65						
Sunset Blvd. to Placer Parkway	Weave[2]	A.M.	-	D	-	D
	Basic[3]	P.M.	20	C	24	C
Placer Parkway Loop On-Ramp	Merge	A.M.	32	D	39	E
		P.M.	38	E	**-**	**F**

TABLE 3.15-19.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Density[1]	LOS	Density[1]	LOS
Whitney Ranch Pkwy. Slip On-Ramp	Merge	A.M.	30	D	-	F
		P.M.	-	F	-	F
Placer Pkwy. to Twelve Bridges Dr.	Basic	A.M.	36	E	-	F
		P.M.	-	F	-	F
Twelve Bridges Drive Off-Ramp	Diverge	A.M.	38	E	-	F
		P.M.	-	F	-	F
Twelve Bridges Drive to Lincoln Blvd.	Weave[2]	A.M.	-	D	-	E
		P.M.	-	F	-	F
Ferrari Ranch Road Off-Ramp	Diverge	A.M.	14	B	18	C
		P.M.	18	B	22	C
Ferrari Ranch Road On-Ramp	Merge	A.M.	16	B	26	C
		P.M.	16	B	26	C
Ferrari Ranch Road to Nelson Lane	Basic	A.M.	14	B	24	C
		P.M.	14	B	24	C
Nelson Lane to Nicolaus Road	Basic	A.M.	11	B	11	B
		P.M.	10	A	10	A
Nicolaus Road Off-Ramp	Diverge	A.M.	15	B	15	B
		P.M.	14	B	14	B
Nicolaus Road On-Ramp	Merge	A.M.	14	B	14	B
		P.M.	14	B	16	B
Nicolaus Road to Wise Road	Basic	A.M.	10	A	9	A
		P.M.	10	A	11	B
Southbound SR 65						
Wise Road to Nicolaus Road	Basic	A.M.	10	A	11	B
		P.M.	10	A	12	B
Nicolaus Road Off-Ramp	Diverge	A.M.	14	B	15	B
		P.M.	14	B	16	B
Nicolaus Road On-Ramp	Merge	A.M.	13	B	13	B
		P.M.	14	B	16	B
Nicolaus Road. to Nelson Lane	Basic	A.M.	10	A	10	A
		P.M.	11	B	13	B
Nelson Lane to Ferrari Ranch Road	Basic	A.M.	14	B	23	C
		P.M.	17	B	29	D
Ferrari Ranch Road Off-Ramp	Diverge	A.M.	18	B	29	D
		P.M.	22	C	34	D
Ferrari Ranch Road Loop On-Ramp	Basic	A.M.	13	B	18	B
		P.M.	11	A	16	B
Ferrari Ranch Road Slip On-Ramp	Merge	A.M.	24	C	29	D
		P.M.	15	B	20	B
Lincoln Blvd. to Twelve Bridges Drive	Weave[2]	A.M.	-	E	-	F
		P.M.	-	E	-	F
Twelve Bridges Drive On-Ramp	Merge	A.M.	-	F	-	F
		P.M.	-	F	-	F
Twelve Bridges Dr. to Placer Pkwy.	Basic	A.M.	44	E	-	F
		P.M.	43	E	-	F
Placer Parkway Off-Ramp	Diverge	A.M.	-	F	-	F
		P.M.	-	F	-	F

TABLE 3.15-19.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Density[1]	LOS	Density[1]	LOS
Whitney Ranch Pkwy. Loop On-Ramp	Merge	A.M.	35	D	**-**	**F**
		P.M.	35	E	**-**	**F**
Placer Parkway to Sunset Blvd.	Basic[3]	A.M.	21	C	26	D
		P.M.	22	C	27	D

NOTES:

1. Density is reported in passenger car equivalents per mile per lane (pcpmpl). Density is unable to be calculated for LOS F conditions.
2. Per Caltrans' *Guide for the Preparation of Traffic Impact Studies*, weave sections are analyzed using the Leisch Method as described in Chapter 500 of the *Highway Design Manual*. Weave LOS results are based on service volume (density not calculated).
3. Based on the Leisch Method analysis, these weave segments are analyzed as basic segments because the weave calculation indicates that the segment falls outside the realm of weaving.

BOLD text indicates the freeway segment operates at an unacceptable LOS based on the Concept LOS presented in the SR 65 CSMP.

UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015

Because the freeway facilities between Nelson Lane and Wise Road affected by the addition of the SR 65/Nicolaus Road interchange would continue to operate at an acceptable LOS, no new significant impacts have been identified.

A6-5 The proposed project includes roundabouts. Caltrans' support for roundabouts is noted.

A6-6 This comment recommends that designs for SR 65 consider the potential impacts to water quality where SR 65 will intersect with creeks and streams. The project has been designed to comply with all local, state and federal water quality requirements.

A6-7 The City understands that an encroachment permit for work within the state's right-of-way will be required. The City will apply for encroachment permits as directed.

A6-8 The City will provide the opportunity for Caltrans to review and comment on future changes to the proposed project, as necessary.

Letter A7

ROCKLIN
CALIFORNIA

October 10, 2016

Mr. Jim Bermudez
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

SUBJECT: Village 5 Specific Plan Draft Environmental Impact Report (EIR)

Dear Jim:

Thank you for the opportunity to review the Village 5 Specific Plan Draft EIR. Based on the project description provided in the EIR, the project would result in the annexation of approximately 4,787 acres into the City of Lincoln. Buildout of the Village 5 Specific Plan area is estimated to accommodate development of approximately 8,206 dwelling units and 4.6 million square feet of employment-generating and commercial land uses.

The City of Rocklin has completed its review and would like to offer the following comments:

1. Traffic - Although the City of Rocklin's NOP comment letter requested that the traffic impact analysis address the project's potential impacts on City of Rocklin transportation facilities, no Rocklin roadways or intersections were considered in the traffic analysis. Based on current experiences and known driver behavior, there is concern that the congestion indicated by the analysis's cumulative plus project levels of service on State Route 65 will cause drivers to seek parallel routes of travel on surface streets within the City of Rocklin, such as Lonetree Boulevard, University Avenue, Sunset Boulevard and Wildcat Boulevard. It is therefore requested that the proposed project's potential impact to these roadways and their major intersections, as well as the on- and off ramps at Sunset Boulevard/State Route 65 be determined, and if necessary, mitigated. 1

If there are any questions regarding this comment, please contact me at (916) 625-5162.

Sincerely,

David Mohlenbrok
Environmental Services Manager

cc: Rick Horst, City Manager
City Councilmembers
Marc Mondell, Economic and Community Development Director
Laura Webster, Office of Long-Range Planning Director
Bret Finning, Planning Services Manager

CITY OF ROCKLIN Public Services Department
4081 Alvis Ct. Rocklin, CA 95677 | **rocklin.ca.us**
P. 916.625.5500 **F.** 916.625.5501 | **TTY.** 916.632.4013

Letter A7 **David Mohlenbrok, City of Rocklin**
Response October 10, 2016

A7-1 The City of Rocklin commented that it is concerned congestion on SR 65 will cause drivers to seek parallel routes of travel on surface streets within the City of Rocklin – specifically, Lonetree Boulevard, University Avenue, Sunset Boulevard and Wildcat Boulevard – in the cumulative plus project scenario.

In response to this comment, the City's traffic consultant reviewed the cumulative traffic forecasting model data to evaluate the proposed project's effects on traffic on the Rocklin roadways identified in the comment letter. Table 2, below, was prepared to show the daily traffic volumes directly from the travel model, rounded to the nearest 100 vehicles.

TABLE 2
DAILY TRAFFIC VOLUMES ON ROCKLIN ROADWAYS

		Cumulative Conditions		
Roadway	**Location**	**No Project**	**With Project**	**Change**
Lonetree Boulevard	South of Sunset Blvd.	12,000	12,200	+200
	North of Blue Oaks Blvd.	24,500	24,700	+200
University Avenue	South of Whitney Ranch Pkwy.	3,900	3,800	-100
	North of Sunset Blvd.	8,600	9,300	+700
Sunset Boulevard	East of SR 65	36,500	36,900	+400
	East of University Ave.	34,700	35,400	+700
Wildcat Boulevard	North of Ranch View Dr.	34,200	38,200	+4,000
	Ranch View Dr. to Whitney Ranch Pkwy.	27,900	30,600	+2,700
	South of Whitney Ranch Pkwy.	16,700	18,600	+1,900
	North of Stanford Ranch Pkwy.	24,600	26,700	+2,100

Source: Fehr & Peers, 2016

As shown in Table 2, the project would have a relatively minimal effect on traffic conditions on Lonetree Boulevard and University Avenue. The daily traffic volumes on Lonetree Boulevard would increase by less than two percent and remain within the carrying capacity of a four-lane arterial roadway (40,000 vehicles per day as shown in Table 3.15-4 of the Draft EIR). University Avenue would carry less than 10,000 vehicles with the project, which is well within the capacity for a four-lane roadway.

The daily traffic volumes in Table 2 show that cumulative traffic levels with the project would result in an increase in traffic on Wildcat Boulevard as well as minor increases in traffic near Sunset Boulevard and University Avenue. This is

primarily caused by the addition of project trips on SR 65, which the Draft EIR already acknowledges is a significant cumulative impact (Impact 3.15-19).

As a result, traffic operations during the p.m. peak hour at the following five additional intersections have been evaluated in the cumulative and cumulative plus project conditions:

- Wildcat Boulevard/Ranch View Drive
- Wildcat Boulevard/Whitney Ranch Parkway
- Wildcat Boulevard/West Stanford Ranch Road
- Whitney Ranch Parkway/University Avenue
- Sunset Boulevard/Atherton Road/University Avenue

The results of this analysis are presented in Table 3 below.

TABLE 3
PM PEAK HOUR INTERSECTION TRAFFIC OPERATIONS

Intersection	Cumulative Conditions		Cumulative Plus Project Conditions	
	V/C	LOS	V/C	LOS
1. Wildcat Blvd./Ranch View Dr.	**1.39**	**F**	**1.52**	**F**
2. Wildcat Blvd./Whitney Ranch Pkwy.	.65	B	.70	B
3. Wildcat Blvd./W. Stanford Ranch Rd.	.71	C	.73	C
4. Whitney Ranch Pkwy./University Ave.	**.81**	**D**	.77	C
5. Sunset Blvd./Atherton Rd./University Ave.	.62	B	.69	B

NOTES:

V/C = volume-to-capacity ratio
LOS = Level of Service
BOLD indicates an unacceptable LOS, per Policy C-10 of the Rocklin General Plan
UNDERLINED indicates a possible traffic operations impact

Source: Fehr & Peers, 2016.

As shown in Table 3, while the cumulative plus project conditions show higher volume-to-capacity ratios at most of these intersections, most of them also continue to operate at an acceptable LOS C or better under cumulative plus project conditions.

The one intersection that operates at LOS F under Cumulative Plus Project Conditions (Wildcat Boulevard/Ranch View Drive) is already projected to operate at LOS F under Cumulative Conditions without the project. The traffic diversion away from SR 65 as a result of project trips being added to SR 65 would worsen the no project volume-to-capacity (v/c) ratio of 1.39 to 1.52 during the p.m. peak hour. However, Mitigation Measure 3.15-22, which would require the project applicants to pay their fair share toward improvements to SR 65,

would also result in increased capacity on SR 65. By increasing capacity on SR 65, the reduced congestion levels on SR 65 would result in traffic shifting to SR 65 from local roadways parallel to SR 65, such as Wildcat Boulevard. This would improve operations on Rocklin roadways, such as Wildcat Boulevard, under cumulative plus project conditions. As described in Mitigation Measure 3.15-22, a regional fee program is already in place to collect these funds, and the project's contribution to the program may allow it to achieve full funding sooner.

The language for Impact 3.15-22 and explanation following Mitigation Measure 3.15-22 have been updated to acknowledge the secondary effects and benefits to Rocklin roadways of this impact and mitigation measure, as shown below.

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

The incremental addition of vehicle traffic generated by the proposed project would add traffic to the study freeway segments and would contribute to unacceptable traffic operations under cumulative plus project conditions. Furthermore, the addition of project trips to SR 65 under cumulative plus project conditions would also cause traffic to use alternate routes on local streets parallel to SR 65, potentially affecting these roadways. **Table 3.15-31** identifies the amount of peak hour trips that the proposed project would add to freeway segments operating at LOS F conditions under cumulative plus project conditions. As shown in Table 3.15-31, the proposed project is expected to add more than 60 peak hour trips to these freeway segments operating at LOS F conditions. Therefore, the project is considered to result in a cumulatively considerable contribution to a **potentially significant cumulative** impact.

TABLE 3.15-31.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project		
			Density	LOS	Density	LOS	Project Trips
Northbound SR 65							
Placer Parkway Loop On-Ramp	Merge	A.M.	32	D	39	E	700
		P.M.	38	E	-	F	740
Whitney Ranch Pkwy. Slip On-Ramp	Merge	A.M.	30	D	-	F	700
		P.M.	-	F	-	F	740
Placer Pkwy. to Twelve Bridges Dr.	Basic	A.M.	36	E	-	F	700
		P.M.	-	F	-	F	740
Twelve Bridges Drive Off-Ramp	Diverge	A.M.	38	E	-	F	700
		P.M.	-	F	-	F	740

TABLE 3.15-31.
FREEWAY OPERATIONS – CUMULATIVE CONDITIONS

Location	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project		
			Density	LOS	Density	LOS	Project Trips
Twelve Bridges Drive to Lincoln Blvd.	Weave	A.M.	-	D	-	E	870
		P.M.	-	F	**-**	**F**	**860**
Southbound SR 65							
Lincoln Blvd. to Twelve Bridges Drive	Weave	A.M.	-	E	**-**	**F**	**1,000**
		P.M.	-	E	**-**	**F**	**1,020**
Twelve Bridges Drive On-Ramp	Merge	A.M.	-	F	**-**	**F**	**850**
		P.M.	-	F	**-**	**F**	**830**
Twelve Bridges Dr. to Placer Pkwy.	Basic	A.M.	44	E	**-**	**F**	**850**
		P.M.	43	E	**-**	**F**	**830**
Placer Parkway Off-Ramp	Diverge	A.M.	-	F	**-**	**F**	**850**
		P.M.	-	F	**-**	**F**	**830**
Whitney Ranch Pkwy. Loop On-Ramp	Merge	A.M.	35	D	**-**	**F**	**850**
		P.M.	35	E	**-**	**F**	**740**

NOTES:

1. Density is reported in passenger car equivalents per mile per lane (pcpmpl). Density is unable to be calculated for LOS F conditions.
2. Per Caltrans' *Guide for the Preparation of Traffic Impact Studies*, weave sections are analyzed using the Leisch Method as described in Chapter 500 of the *Highway Design Manual*. Weave LOS results are based on service volume (density not calculated).
3. Based on the Leisch Method analysis, these weave segments are analyzed as basic segments because the weave calculation indicates that the segment falls outside the realm of weaving.
4. **BOLD** text indicates the freeway segment operates at an unacceptable LOS based on the Concept LOS presented in the SR 65 CSMP.
5. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

Source: Fehr & Peers, 2015

Mitigation Measure

Mitigation Measure 3.15-22

The project applicants shall pay their fair share of improvements for impacts to SR 65 ~~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~~ SPRTA 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.

Funding of these improvements would provide additional capacity on SR 65, and prevent the secondary cumulative impacts of SR 65 trip traffic diversion to parallel local roadways.

In response to this comment, cumulative traffic forecasting model data was also reviewed for the on- and off-ramps at SR 65/Sunset Boulevard interchange. Like most of the roadways within Rocklin, the traffic volumes on these ramps would result in minor changes in traffic, as shown in Table 4, below.

TABLE 4
PEAK HOUR TRAFFIC VOLUMES
SR 65/SUNSET BOULEVARD INTERCHANGE

		Cumulative Conditions		
Ramp	**Peak Hour**	**No Project**	**With Project**	**Change**
SR 65 Northbound Off-Ramp at Sunset Blvd.	AM	1,610	1,520	-90
	PM	1,050	1,020	-30
SR 65 Northbound Loop On-Ramp at Sunset Blvd.	AM	120	140	+20
	PM	440	460	+20
SR 65 Northbound Slip On-Ramp at Sunset Blvd.	AM	370	390	+20
	PM	140	170	+30
SR 65 Southbound Off-Ramp at Sunset Blvd.	AM	610	660	+50
	PM	520	550	+30
SR 65 Southbound Loop On-Ramp at Sunset Blvd.	AM	390	380	-10
	PM	320	400	+80
SR 65 Southbound Slip On-Ramp at Sunset Blvd.	AM	580	510	-70
	PM	830	800	-30

Source: Fehr & Peers, 2016

As shown in Table 4, the ramp with the greatest amount of traffic (the SR 65 Northbound Off-Ramp at Sunset Blvd.) would actually see a *reduction* in traffic as a result of the project due to a redistribution of traffic under cumulative plus project conditions. The increases in traffic on ramps to/from the north (i.e., towards Lincoln Village 5) would all be less than 50 vehicles per hour and within the capacity of the ramp. The increase of 80 vehicles on the SR 65 southbound loop on-ramp during the p.m. peak hour would be the result of a redistribution of traffic as motorists seek alternate routes on local streets to reach SR 65. That said, this loop on-ramp would remain within the capacity of the ramp. Therefore, the proposed project would not have a significant effect on traffic at the SR 65/Sunset Boulevard interchange.

Letter A8

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placer.ca.gov/apcd

Erik C. White, Air Pollution Control Officer

October 11, 2016

Jim Bermudez, Development Services Manager
City of Lincoln Community Development Department
600 Sixth Street
Lincoln, CA 95648
SENT VIA: jim.bermudez@lincolnca.gov

SUBJECT: Village 5 Specific Plan Draft Environmental Impact Report (DEIR) Notice of Availability

Dear Mr. Bermudez,

Thank you for the opportunity to review and comment on the **Village 5 Specific Plan** (Plan) and associated Draft Environmental Impact Report (DEIR). The proposed Plan includes approximately 8,206 dwelling units and approximately 4.6 million square feet of commercial land uses on 4,787 acres all of which are currently located within Placer County. Our comments are provided as follows. 1

Construction Impacts

1. The DEIR concludes that air quality impacts related to construction are significant and unavoidable. The District recommends the following mitigation measures for construction, as indicated in the DEIR Section 3.3 Air Quality, be modified as indicated below: 2

   a. Mitigation measure 3.3-2 *a)*: Please eliminate the second sentence: "*If the District does not respond within 20 days …*", as well as portions of the 6th sentence: " *… or the expiration of the 20 days referenced above …* ". Any further reference within the text of the DEIR should also be modified accordingly.

   b. Mitigation measure 3.3-2 *b)* Please modify the measure to require construction vehicles "*… will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction*".

Operational Impacts

2. The DEIR concludes that operational air quality impacts are significant and unavoidable and identifies mitigation measures 3.3-3 for operational impacts. The District recommends the following mitigation measures for consideration in order to further mitigate operational emissions impacts: 3

Letter A8

i. Wood burning or pellet stoves shall not be permitted within the Plan area. Natural gas or propane fired fireplaces shall be clearly delineated on the floor plans submitted to the Building Division for all building permits.

ii. Where natural gas is available, gas outlets shall be provided in residential backyards for use with outdoor cooking appliances such as gas barbeques.

iii. Electrical outlets should be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.

iv. Each single family home should include a conduit raceway to a spare electric box in the garage that is sized for a future minimum 50-amp 220v outlet and a 220v breaker space must be available in the electrical panel to promote electric vehicle usage.

v. The CC&R's for the projects within the Plan area shall include the required distribution of educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information shall be delivered as part of a "move-in" packet prior to occupancy of the residence.

vi. Electric vehicle charging station (Conductive/inductive) and signage should be required within designated spaces for non-residential developments.

vii. Vanpool parking only spaces and preferential parking for carpools should be required to accommodate carpools and vanpools in employment areas (e.g., community commercial, business-professional uses).

viii. All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two-dock doors. Signs shall be posted stating "Diesel trucks are prohibited from idling more than five minutes and trucks requiring auxiliary power shall connect to the 110/208-vot outlets to run auxiliary equipment.

ix. Streets should be designed to maximize pedestrian access to transit stops.

x. The specific plan should require site design to maximize access to transit lines, to accommodate bus travel, and to provide lighted shelters at transit access points.

xi. A pedestrian access network shall link areas of the Plan site with other land uses.

xii. If it is available, provide electric outlets to promote electric landscape maintenance equipment be utilized to the extent feasible on parks and public/quasi-public lands.

xiii. The applicant shall participate in the Placer County Air Pollution Control District's Offsite Mitigation Program for post-mitigation emissions that exceed PCAPCD's operational emission threshold. The applicant can choose to 1) implement its own off-site mitigation project approved by the PCAPCD or 2) pay fees based on the Plan's contribution of Pollutants (ROG and NOx) in consultation with PCAPCD. If the applicant chooses to pay the mitigation fee, the actual amount to be paid shall be calculated based on the emissions above the thresholds and the cost-effectiveness factor updated by the latest CARB's Carl Moyer Program Guideline. Cost-effectiveness is a measure of the dollars provided for each ton

3 cont.

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of covered emission reductions; CARB may adjust it to reflect emission reduction market conditions. The current rate for the District's off-site mitigation fee calculation is $18,260 per ton of ozone precursor emissions (ROG or NOx), effective July 1, 2016. 3 cont.

Toxic Air Contaminates

3. The DEIR's Health Risk Assessment indicates that *"Residents and other sensitive land uses of the Village 5 Specific Plan would be exposed to a cancer risk of less than 10 in 1 million, with a maximum cancer risk of 9.8 at 100 feet from the edge of SR 65."* However, the DEIR also acknowledges that "... the actual impacts may vary from this estimate" and concludes that "9.8 in 1 million" at 100 feet from the edge of SR 65, and that "Impacts may vary from this estimate". Therefore, the District recommends that the DEIR include the following mitigation measures into mitigation measure 3.3-5 to ensure this impact being mitigated to the maximum extent: 4

   i. The Specific Plan shall include a "no build" easement or setback line to be located 100 feet from the edge of the SR 65 right-of-way. The easement or setback line shall be recorded on the Final Map and shall specify the "no residential structures shall be permitted" within the easement or setback.

   ii. Solid walls, fences, or planting coniferous trees should be considered along areas where SR 65 is adjacent to residential units and any land uses that include sensitive receptors (i.e. day care facilities, senior living facilities, playgrounds, parks, etc.).

   iii. Two-story residential units, which are constructed on lots which back up to SR 65, shall not be designed or constructed with windows or balconies which face SR 65.

Odor Impacts

4. The DEIR concludes that air quality impacts related to odors are significant and unavoidable and states that there are "no available" mitigation measure for odor impacts. The odor is subject to public nuisance. The District is tasked with addressing complaints from the public regarding odor issues and routinely receives complaints associated with the City of Lincoln Wastewater Treatment Plan which is located adjacent to the southeastern boundary of the Plan area, and the Western Regional Sanitary Landfill which is located less than one mile south from Area J. 5

   The DEIR discussion indicates that the "*prevailing wind direction in the Plan Area is from the southeast and therefore the Plan Area would be located directly downwind from the wastewater treatment plant*". Accordingly, the Plan area would be located directly downwind from the wastewater treatment plant and the landfill site. In addition, the DEIR also states that the Plan "...could require an expansion of the wastewater treatment plane, which could exacerbate odor issues". Given the fact that the Plan will substantially

Letter A8

increase residential density, there will be greater exposure of odors to a higher population of people comparing with the existing farmland zoning as existing today. The District recommends the following mitigation measures that would help offset this significant and unavoidable impact.

i. Those portions of the project which are located in closest proximity to the City of Lincoln Wastewater Treatment Plan shall be designated as Village Rural Residential (only). This would include all of Area J, and the southeast corner of Area A, (both areas are adjacent to the intersection of Moore Rd. and Fiddyment Rd. and proposed as Village Low Density Residential). These two, smaller "VLDR" designations should be modified to "VRR" (Village Rural Residential).

ii. The applicant shall work with the City of Lincoln to develop strategies to reduce odors from the future expansion of wastewater treatment plant. This could include modifications to equipment, modifying walls, landscape buffers, and any other identified measures which would reduce this impact.

iii. CC&R's for the project should disclose the location of both wastewater treatment plant and the Western Landfill, as well as the potential of these facilities to produce odors. The disclosure also needs to provide the contact information for odor complaint so it can be minimized to the fastest extent.

5 cont.

ADVISORY COMMENT: The District is in the process of proposing new thresholds for both criteria pollutants and greenhouse gasses. These proposed thresholds are likely to be considered for adoption by our Board on October 13th, 2016. The proposed thresholds are as follows:

Criteria Pollutants

1) Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NOx), and particulate matter smaller than 10 microns (PM10).
2) Operational Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.
3) Cumulative Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.

Greenhouse Gasses

1) Bright-line Cap of 10,000 metric tons of CO2e per year for Land Use and Stationary Source projects
2) Efficiency Threshold for the Operational phase of land development projects exceeding the de minimis level.
3) De Minimis Level for the Construction and Operational phases of 1,100 metric tons of CO2e per year.

The city might consider using the above thresholds for the environmental document for this project. Assuming that our Board adopts these thresholds in October, staff will be recommending these thresholds for all pertinent projects which are subject to CEQA review.

6

Letter A8

For more information please refer to our website:
http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds

6 cont.

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2325 or ychang@placer.ca.gov if you have any questions.

Sincerely,

Yushuo Chang
Planning & Monitoring Section Manager

ec: Tom Thompson, Planning Consultant

Letter A8 Response **Yushuo Chang, Placer County Air Pollution Control District (PCAPCD)**
October 11, 2016

A8-1 The City notes PCAPCD's summary of project elements.

A8-2 The following revisions to Mitigation Measure 3.3-2 (a) and 3.3.-2 (b), have been implemented as recommended by PCAPCD:

Page 3.3-33, first paragraph of Mitigation Measure 3.3-2 (a) is revised to read:

> *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:*

Page 3.3-35, second paragraph of Mitigation Measure 3.3-2 (b) is revised to read:

> *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 <u>or the equivalent Tier standards established by the State in place at the time of construction</u>. 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.*

A8-3 The comment provides several suggested measures to reduce air quality emissions and/or impacts, all of which are or will be incorporated into the project. Many of the measures described will be incorporated into the project as buildout complies with Title 24 requirements. Other measures such as (ix), (x), and (xi) suggest improvements to the roadway network to increase multi-modal travel through the plan area and are already incorporated into the V5SP through the GDP and SP. As the V5SP area builds out, the air quality impacts analysis will be refined to reflect individual, specific projects within the Plan Area and the PCAPCD operational threshold will applied to individual maps/projects. As required by the PCAPCD, if a project exceeds the thresholds for ROGs and NOx, the City will require the project applicant(s) to either choose to implement offsite mitigation project approved by the PCAPCD or pay the mitigation fee in effect based on the project's contribution of pollutants.

A8-4 The PCAPCD recommends three additional mitigation measures to address exposure to toxic air contaminants (TACs). Impact 3.3-5 analyzes TACs and the potential cancer risk to sensitive receptors proximate to SR 65. As stated in Mitigation Measure 3.3-5(b) residences shall not be constructed closer than 100 feet from the edge of the SR 65 right of way. Additionally, the GDP and SP identify solid walls and landscaping between SR 65 and residential or other sensitive receptors. Therefore, no additional mitigation is required.

A8-5 Impact 3.2-6 on pages 3.3-46 and 3.3-47 of the Draft EIR acknowledges the proximity of the Lincoln wastewater treatment plant to the Plan Area. The Draft EIR also acknowledges that the wastewater treatment plant could be expanded to accommodate additional wastewater flows, which could exacerbate odors. The proposed project would require notification to purchasers of the location of the wastewater treatment plant; however, there are no additional feasible mitigation measures available to reduce potential odors. As such, the mitigation measures proposed by the PCAPCD are unnecessary and/or duplicative.

A8-6 The City of Lincoln published the V5SP Draft EIR in August 2016, two months prior to the PCAPCD Board of Directors' approval of new criteria pollutant and GHG thresholds. Therefore, the PCAPCD thresholds in effect when the Draft EIR was published were the appropriate thresholds to use for the criteria pollutant and GHG analyses. Even if PCAPCD's revised thresholds had been used, they would not have changed the Draft EIR's conclusions for the reasons discussed below.

PCAPCD's new criteria pollutant thresholds only affect the operational thresholds. They do not change PCAPCD's construction thresholds. Consequently, PCAPCD's new thresholds do not affect the construction emissions analysis or significance conclusions included in the Draft EIR.

The Draft EIR used 82 pounds per day as the operational threshold for ROG, NOx, PM10, and PM2.5. After publication of the Draft EIR, the PCAPCD lowered its operational thresholds for ROG and NOx to 55 pounds per day but left the PM10 threshold at 82 pounds per day. (PCAPCD has not established an operational threshold for PM2.5. In the absence of a PM2.5 threshold, the Draft EIR uses 82 pounds per day as the PM2.5 threshold.) The Draft EIR found that operation of the Village 5 Specific Plan would generate significant and unavoidable emissions of ROG, NOx, PM10, and PM2.5. This conclusion would not change if PCAPCD's updated thresholds had been used because the Specific Plan would generate emissions that substantially exceed both PCAPCD's previous criteria pollutant thresholds and their recently updated thresholds.

When the Draft EIR was published in August 2016, PCAPCD was recommending the use of 1,100 metric tons CO2e per year as the appropriate threshold for all CEQA projects within its jurisdiction. In October 2016, PCAPCD issued updated thresholds where mitigated emissions above a bright-line threshold of 10,000 metric tons CO2e are considered significant and unavoidable. The Specific Plan's emissions exceed the 10,000 metric tons CO2e per year threshold, even after considering all feasible mitigation. As a result, the Draft EIR's finding that the Specific Plan would generate significant and unavoidable levels of CO2e (after implementing all feasible mitigation) would not change using the PCAPCD's recently updated GHG thresholds.

For the reasons cited above, the criteria pollutant and GHG analyses included in the V5SP do not need to be revised as a result of PCAPCD's updated thresholds.

Letter A9

COUNTY OF Placer

October 11, 2016

via email: jim.bermudez@lincolnca.gov

City of Lincoln
Jim Bermudez, Development Services Manager
600 Sixth Street
Lincoln, CA 95648

Subject: Placer County Comments on the Village 5 Specific Plan Draft Environmental Impact Report

Dear Mr. Bermudez:

Placer County appreciates the opportunity to review the Village 5 Specific Plan Draft Environmental Impact Report and to engage in the environmental review process. The County's Environmental Review Committee has reviewed the Village 5 Specific Plan Environmental Impact Report. After reviewing the DEIR, the County offers the following comments for consideration:

AGRICULTURAL COMMISSIONER

Development Standard 3.4.13, Agricultural Overlay, refers to allowing "compatible agricultural use" to continue, but the County can find no definition of "compatible" and no information on who would be the arbitrator of that very subjective standard. The Village 5 plan overtly plans for incompatible uses (intensive residential development and commercial agricultural production) in close proximity. Commercial agricultural production frequently entails activities which produce dust, noise, odors, and other impacts which can be incompatible with residential land uses. Although the City's proposal does include buffering requirments to help mitigate these issues, codifying an undefined and abitrary requirement for compatibility will ultimately impact the viability of existing agricultural operations within the plan boundaries. 1

Development Standard 3.4.13.1, Definitions, imposes a set of limitations on how pesticides may be applied within the Specific Plan area. The California Food and Agricultural Code, Section 11501.1 specifically establishes that the State occupies the whole field of regulation regarding the use of pesticides to the exclusion of all local regulation including local government ordinance. California Department of Pesticide Regulation Executive Office Letter #07-01 further clarifies this point. Development Standard 3.4.13.1 appears to be inconsistant with the California Food and Agricultural Code. 2

Development Standard 3.4.13.3, Animal Keeping/Separation Standards, establishes requirements for livestock operators to buffer their livestock within their own, existing property boundaries. Subsection A requires livestock animals to be kept at least 100 feet from any adjoining property boundary zoned for public or residential use. Subsections B-D contain various similar internal buffering requirments for other related uses. Subsection E requires livestock operators to utilize fencing types which are not appropriate for livestock, and which require a significant construction expense far in excess of what would be required for a standard wire livestock fence. These requirments amount to an uncompensated regulatory taking by the City of Lincoln which will prove devistating to the economic viability of existing agriucltural operations within the 3

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Specific Plan boundaries. Additionally, these requirements will result in an unmaintained "no-man's land" which will create a harborage for noxious weeds, and increase fire danger. 3 cont.

COUNTY EXECUTIVE OFFICE

The proposed specific plan introduces a substantial amount of new residential and commercial development into a relatively undeveloped area. Table 3.13-4 indicates that 19,449 persons would reside in the Specific Plan area at build out and 11,580 employment opportunities would be generated to serve the non-residential uses. While the proposed Specific Plan would help balance the City of Lincoln's jobs to housing ratio, the increase in population and employment generation uses does impact the fiscal operations of the County by increasing the number of residents and employees utilizing Countywide services such as the Health and Human Services and the Criminal Justice System, and associated facilities that house these operations. Chapter 3.14 of the Draft EIR focuses largely on the impacts to services for the City of Lincoln but is relatively silent to the impacts to services for Placer County. 4

While not part of the DEIR process, the Specific Plan proposes a petition for annexation to the City of Lincoln would be initiated with the Placer County Local Agency Formation Commission. Please be advised that discussions for the apportionment of tax revenues between the City and County have not yet begun. The County will need to review fiscal studies and absorption information as part of these discussions as taxes generated from the project are also expected to fund important Countywide services that will be impacted by the increase in population and employees resulting from the development of this Specific Plan.

DEPARTMENT OF PUBLIC WORKS AND FACILITIES, Transportation

Placer County's comments on the Notice of Preparation (NOP) are included in the Appendix A of the Draft EIR, however many of the requested study locations were not included in the DEIR; see comment 1 of the Placer County Engineering and Surveying Memorandum dated June 19, 2014. Were these locations included in the analysis but not provided for public review? Project related impacts to the locations requested should be identified with the proposed increase in land use density from the current Placer County General Plan designations. Additionally, Comment 2 of the June 19, 2014 comment memo included a request for determination of a "fair share" calculation. This also appears to be missing from the DEIR. 5

The Land Use Plan (Figure 2-4) is partially predicated on a future interchange at the current crossover of Nicolaus Road and Hwy 65. This interchange has not been studied or agreed upon by Placer County and Caltrans in the Freeway Agreement for SR 65 (dated May 8, 2007). The Agreement specifically calls out a grade separated overcrossing with no access to SR 65 in this location. Is the City proposing a new interchange on SR 65 at Nicolaus? The "plus project" scenarios in the traffic do not analyze this interchange under existing and cumulative nor does the analysis or DEIR speak to this potential change in regional connectivity, therefore Placer County recommends that it be removed from the land use plan and associated references (i.e. Figures 3.15-5, 3.15-6, 3.15-7, 5.1, etc.). If proposed, further study of the impacts to regional traffic distributions should be undertaken. 6

The Draft EIR does not include a transit service plan for the Village 5 Specific Plan Area. A transit plan for the area is consider to be a vital element to a mobility package, in additional to 7

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pedestrian, bicycle and NEV. Providing pull outs and shelters for transit service is an appropriate partial mitigation to the project's increase in transit demand. However, the EIR provides a significance criteria related to transit facilities which identifies creation of demand above the capacity which is provided for or planned. Without a transit services plan, shouldn't this be considered significant? Furthermore, the Specific Plan documents are absent any mention of future transit to the Specific Plan Area. Is there a transit plan that the City will implement to cover this area? See related comment from Placer County ESD Memorandum #4 (dated June 19, 2014). 7 cont.

Placer County does not recognize the City of Lincoln's "five second" significance policy for County Maintained facilities. This significance criteria should only be used on City of Lincoln (existing and future) facilities. Placer County utilizes a different methodology of assessment of impact which should be used in the analysis of Placer County facilities. This assessment language can be provided upon request. 8

Cumulative Transportation System Inputs

a. Page 3.15-56 states that the Placer County TDF model was adjusted to reflect land development projects that are anticipated to be constructed by 2025. The Lincoln Villages 2,3,4,6 and SUD-C were removed due to limited MTP/SCS allocations and approved Specific Plan; however, the Placer Ranch Specific Plan remained at full build out by 2025. This Specific Plan is currently being processed by Placer County, but does not have an approved Specific Plan. Should some lesser build out be assumed for this modeling effort? 9

b. Placer Parkway Phase I – The analysis includes the regional connection of the first phase of Placer Parkway, making a connection of SR 65 to Foothills Blvd. North, however the intersection with Foothills Blvd. North was not analyzed Placer County recommends that the increase associated with the proposed development to this location be in the cumulative analysis scenarios. 10

The intersections of Fiddyment Road/Athens Ave. and Fiddyment Road/Sunset Blvd. West are assumed to be signalized in the DEIR under the cumulative and cumulative plus project analysis scenarios. These two intersections have not been identified in the Placer County General Plan or Sunset Industrial Plan for signalization. Therefore, the traffic modeling should have included an all-way stop control at these intersections. Furthermore, no funding for such an improvement has been identified. 11

The roadway segment of Fiddyment Road from Athens Avenue to the City of Roseville Limits is analyzed as a 4 lane arterial under cumulative conditions, however this segment has not been identified for widening under the Placer County General Plan or Sunset Industrial Plan. Therefore, the traffic modeling should assume a 2 lane facility. 12

Impact 3.15-4: Fair share percentages should be identified in the Draft EIR. Placer County would prefer that fair share mitigation payments associated with intersection and roadway segment impacts be paid to the County directly and not to the City of Lincoln. 13

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Impact 3.15-11: This impact statement should reflect comments made above in item #3 related to transit services. 13 cont.

Impact 3.15-17: See comments above in item #6 related to intersection control at Fiddyment Road and Sunset Blvd. West. Additionally, see comment #4 above related to methodology of impact assessment for Placer County facilities. 14

Impact 3.15-20: This impact should include Fiddyment Road from Athens Ave to the City of Roseville based on a 2 lane facility. See comment #7 above. 15

There appears to be land east of Nelson Lane and north of SR 65 which may not be included for annexation to the City (or part of the proposed Village 5 project), thus creating an "island" of unincorporated area. Will this area be included in the annexation to the City of Lincoln? 16

DEPARTMENT OF PUBLIC WORKS AND FACILITIES, Environmental Utilities

Placer County provides staff and management to the Western Placer Waste Management Authority (WPWMA). The WPWMA is a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. WPWMA provides recycling and waste disposal opportunities to communities in western Placer County.

On June 19, 2014, the County reviewed the Notice of Preparation and requested the EIR address impacts to solid waste facilities, provide anticipated wastewater flows, and determine land use compatibility with regard to nearby agricultural, industrial activities.

A guidance document was provided in June 2014 to ensure the consultant prepared a complete and accurate analysis on Solid Waste Utilities. Information from that document has since been updated (October 2015), resulting in some inaccuracies of the data in the DEIR. As such, we respectfully recommend the following edits in an effort to have the most accurate information in the FEIR with deletions shown in ~~strikethrough~~ and additions shown in underline: 17

p. 3.16-49 & 50: Environmental Setting

~~In 2011~~On June 30, 2016, the landfill was reported to have used ~~11,255,843~~ 11,513,755 of the ~~cubic yards out of a total of~~ 36,350,000 cubic yards of permitted and proposed capacity, and ~~the~~ an average weekday tonnage of ~~824~~ 1,008 tons per day~~, which~~ is below the permitted peak daily tonnage of 1,900 tons per day. In ~~2014~~ 2015, it was reported that the MRF produced~~s~~ an average peak daily tonnage of 1,140 tons through September of that year. The MRF has a permitted processing limit of 1,750 tons per day, with 910 tons of disposal or transfer and 840 tons designated as other, ~~while maintaining a capacity for daily design tonnage up to 3,850 tons.~~ *(This number should be removed because it is not a forgone conclusion for an approval to increase the capacity in a future permit; should always use the permitted number when evaluating impacts.)*

Regulatory Setting

Because retail and commercial development are proposed as part of the Village 5 Specific Plan, additional regulations should be referred to in the FEIR. In addition to the discussion of AB

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939, discussion of AB 341(2011) and AB 1826 should be added to the Regulatory Setting discussion:

AB 341 (2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to recycling service, or subscribe to a recycling service that includes mixed waste processing. The WPWMA MRF is a mixed waste processing facility. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939.

AB 1826 (2014) requires certain business, beginning in 2016, to recycle their organic waste. The law also requires jurisdictions to develop and implement an organics recycling program.

The County requested that the Utilities section of the DEIR discuss the amount of solid waste anticipated to be generated during construction, as well as after project completion at build out with all homes, schools, and commercial buildings occupied. The following edits to that discussion are a result of the updates to the guidance document, mentioned above:

p. 3.16-50 (Impact 3.16-5)

The proposed project would include a total of 8,206 residential units and 4,581,600 square feet of commercial and industrial uses. Utilizing the City's solid waste generation rates, provided in the City General Plan (see **Table 3.16-9**), the proposed project would generate a total of 105,145 pounds (lbs) per day of solid waste, or 52.6 tons per day, equivalent to approximately 19,199 tons of solid waste per year (see Table 3.16-9). As discussed previously, the WRSL currently receives approximately ~~824~~ 1,008 tons per day on average, with a peak daily tonnage of 1,900 tons (3,800,000 lbs). The increase of 52.6 tons per day would increase daily tonnage at the WRSL from 824 tons (1,648,000 lbs) per day to 876.6 tons (1,753,000 lbs) per day, well below the peak tonnage of 1,900 tons per day. *This sentence is not accurate. Generating 52.6 tpd would not result in the same amount being landfilled. The solid waste would be processed at the MRF first and only the residual waste that isn't diverted for recycling would be sent to the landfill.*

(Please also update Table 3.16-9 as needed, considering the information and edits above.)

The landfill's MRF ~~currently~~ has a permitted processing ~~a peak daily tonnage~~ limit of 1,750 tons per day, ~~yet maintains capacity to process up to 3,850 tons per day~~. The project would result in an estimated increase of 52.6 tons per day at the MRF at buildout. Adding this to the MRF's average of 1,191 tons per day (amount for the period of July 1, 2015 through June 30, 2016), would increase ~~ing~~ the daily tonnage from ~~1,750~~ 1,191 to ~~1,802.6~~ 1,243.6 tons. This increase, in combination with existing MRF processing rates, would remain well under MRF processing capacity. Additionally, assuming a 60 percent diversion rate (see previous discussion), approximately 31.6 tons per day would be landfilled under full project buildout. *This information should be used in the landfill discussion above.* However, this amount, in addition to existing daily disposal rates, would still be far less than the landfill's existing capacity of 1,900 tons per day. Therefore, the proposed project would not require the expansion the WRSL or construction of any new solid waste facilities, and this impact is considered **less than significant**.

17 cont.

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FLOOD CONTROL AND WATER CONSERVATION DISTRICT

The District requests verification of the 100-year Pre-Project Flow listed in Table 3.10-7 for Markham Ravine near Pleasant Grove Road. The flow rate listed differs from that listed in Table 3.10-5. 18

Please also confirm if the increases in runoff volume associated with the proposed Village 5 Specific Plan project will be mitigated through the proposed City of Lincoln regional volumetric flow mitigation facility and if this facility will be constructed prior to construction of the Village 5 Specific Plan project. 19

Note that both the floodplain limits and Special Flood Hazard Area zone designation for Auburn Ravine has been revised per the FEMA Preliminary FIRM for the project area dated December 28, 2015. This should be considered to be the most current best available information as this development moves forward. 20

PLACER COUNTY FIRE DEPARTMENT

The Placer County Fire Department surrounds the City of Lincoln on many sides and provides, as well as, receives automatic and mutual aid for all risk emergency response to a variety of incidents. The proposed development of Village 5 would result in a planned annexation of 4,787 acres into the City of Lincoln and a planned increase of both 8,206 dwelling units and 4.6 million square feet total of employmentgenerating and commercial land use structures. The Department's concern is the additional response requirements without any listed increase in the emergency response capability of the City to protect its citizens.

In 2015, the three fire stations staffed by the City responded to at least 4,253 incidents. Each station has two personnel on duty for a total of only six personnel and three engines available for any and all responses to fire/rescue/hazmat/traffic accidents in the City. As with most fire departments locally, each relies on the other to support each other during large-scale emergencies. Currently the City of Lincoln Fire Department is barely able to sustain the amount of calls for emergency assistance in the City. In the same year (2015) CAL FIRE/Placer County Fire Department provided assistance out of the Sunset and Lincoln Stations to 81 incidents and trending upward this year in 2016 at 79 incidents between January 1, 2016 and October 1, 2016. 21

The National Fire Protection Agency (NFPA) produced its 2016 version of NFPA 1710. NFPA 1710 contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public. The minimum level this document recommends to a single-family two-story residence of 2,000 square feet is as follows:

- One engine company to arrive within 240 seconds of travel time to 90% of the incidents
- The entire first alarm resources should arrive within 480 seconds of travel time to 90% of incidents
- The initial arriving company should be capable of staffing an Initial Rapid Intervention Crew (I RIC) which equates to at least two personnel who are not involved in the fire attack

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- The initial alarm resource minimums should be one Command, one dedicated operator to the first arriving engine, two hand lines staffed with two personnel each, one backup firefighter for each hand line to handle water supply and connections, two person search team, two personnel assigned to ladders and ventilation, two personnel for IRIC, one dedicated truck operator (15 total personnel at a minimum)

To meet the minimum levels recommended by NFPA 1710, the City of Lincoln Fire Department currently relies on surrounding agencies for just the initial alarm. Frequently, fires in the City require much more staffing to allow for relief of exhausted personnel and coverage of the City for other emergencies.

21 cont.

To meet these levels for only a first alarm incident and to provide coverage for the City, Placer County recommends the addition of equipment and personnel to include the following:

- Increase each engine staffing in the existing three companies to three personnel each
- 2 additional fire stations
  - One fire station to support a three-person engine company
  - One fire station to support a three-person engine company and four-person truck company
  - Each fire station strategically located to cover the Village 5 area and meet the travel time limits indicated in NFPA 1710.

This will provide a minimum of 16 personnel available in the City per day and meet the requirements of the staffing goal set in NFPA 1710.

Again, Placer County appreciates the opportunity to comment on the Village 5 Specific Plan Draft Environmental Impact Report. The County welcomes close coordination on the Village 5 Specific Plan project to ensure that the County/City interface and landscape is comprehensively planned. Should you have any questions, please contact Crystal Jacobsen, Environmental Coordinator, at cjacobse@placer.ca.gov or 530-745-3085.

Sincerely,

CRYSTAL JACOBSEN
Principal Planner
Placer County

cc: David Boesch, County Executive Office
Paul Thompson, Interim CDRA Director
Ken Grehm, Director of DPWF
Josh Huntsinger, Agricultural Commissioner
George Morris III, Fire Chief
E.J. Ivaldi, Deputy Planning Director
Stephanie Holloway, Sr. Civil Engineer
Michele Kingsbury, Analyst
Brad Brewer, M.S., P.E., QSD/P
Rebecca Lillis, Environmental Resource Specialist

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Letter A9 **Crystal Jacobsen, County of Placer**
Response October 11, 2016

A9-1 This first comment from the County Agricultural Commissioner relates to the Agricultural Overlay Development Standard 3.4.13, and the definition of "compatible agricultural use." In response to the County's concerns, Section 3.4.13 of the GDP has been revised as follows (shown in strikeout and underline):

> The Agricultural Overlay Zone allows for the continuation of agricultural uses and agricultural support uses as defined herein. The AO Zone is superimposed over the urban zoning assigned by the Specific Plan Land Use Diagram, shown on Exhibit 4.2 in the V5SP. The AO Zone is applied to the entirety of the Plan Area with the exception of the areas zoned as Open Space (VOSP and VOSN). Any use in the AO Zone which was existing and allowed at the time of annexation of the property may continue as a non-conforming use, pursuant to the Municipal Code, Section 18.46.
>
> It is the intent of the Specific Plan ~~AO Zone~~ to allow~~, compatible~~ agricultural uses existing at the time of annexation to continue, on an interim basis or in perpetuity, concurrent with development of the Specific Plan land uses, by requiring buffers on the adjacent zoned parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut an agricultural activity, operation or facility are addressed in the Development Standards of each applicable zone in the GDP, Tables 3.2 through 3.9. The buffers apply to all property boundaries of the Zoned Parcel where the parcel abuts an existing agricultural activity, operation or facility within the Plan Area. In addition, all Zoned Parcels which abut an existing agricultural activity, operation or facility shall provide notice, disclosure and acknowledgement to all non-agricultural uses of the subject land that they may be subject to inconveniences or discomforts arising from the pursuit of those adjacent agricultural operations.
>
> The AO Zone ~~is intended to~~ establishes ~~alternative~~ land development requirements for ~~the underlying zoning for properties that continue the existing~~ any "new" agricultural and rural residential uses within the AO Zone ~~Plan Area~~ upon/after annexation by the City. ~~The agricultural overlay is superimposed over the urban zoning assigned by the Specific Plan Land Use diagram. It is the intent of the AO Zone to allow existing, compatible agricultural uses to continue, on an interim basis or in perpetuity, with development of the Specific Plan land uses by requiring buffers on the adjacent zoned parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut agricultural activity, operation or facility are addressed in the Development Standards of each applicable zone, Tables 3.2 through 3.9. The buffers apply to all property boundaries of the Zoned Parcel where~~

~~the parcel abuts an existing agricultural activity, operation or facility within the Plan Area.~~

The permitted uses for "new" uses in the AO Zone are listed in Section 3.4.13.2 ~~below~~. Table 3.11 provides the development standards for parcels in the AO Zone. Where a use is not specifically contemplated by these AO Zone standards, the underlying urban zoning regulations as defined by the Specific Plan shall apply. No development can occur on lands subject to the Williamson Act, except to the extent allowed by the applicable Williamson Act contract.

The County Agricultural Commissioner has reviewed these edits and concurs they address the County's concerns.

A9-2 The County's Agricultural Commissioner also commented that the limitations on the use of pesticides in the GDP needs to be revised. Section 3.4.13.1 of the GDP, "Definitions", has been amended to read as follows (shown in strikeout and underline):

3.4.13.1 Definitions

For the purpose of the AO Zone, the term "agricultural activity, operation, or facility, or appurtenances thereof" shall include, but not be limited to, the cultivation and tillage of soil, the production, cultivation, growing, and harvesting of any agricultural commodity including, viticulture, apiculture, nursery stock, or horticulture, the raising of livestock, fish or fowl. The term also includes any uses permitted under the Williamson Act or applicable Williamson Act contract, any practices performed by a farmer or on a farm as incident to or in conjunction with such farming operations, including preparation for market, delivery to storage, or to market, or to carriers for transport to market. ~~Aerial application of pesticides, herbicides, seed or fertilizers is specifically prohibited within the Plan Area upon annexation.~~ Pesticide application shall be in accordance with all applicable local ~~County~~, state and federal regulations. ~~Pesticides shall be applied by hand pump equipment, small tractor pulled sprayers, or by handheld applicators (backpack sprayers).~~

A9-3 The County's Agricultural Commissioner also stated concerns regarding the animal separation and buffering requirements in Section 3.4.13.3 of the GDP, specifically regarding fencing. The fencing requirements for animal keeping/ separation standards (Section 3.4.13.3(E)) have been revised to read as follows (shown in underlining and strikeout):

E. Animals shall be secured by a fence ~~or wall~~ at least six feet in height, made of chain-link, 5-strand barbed wire, woven wire mesh, steel panels or other ~~wood with horizontal members no less than six inches~~

~~apart, solid masonry or other~~ appropriate ~~solid~~ confining material. Only low voltage (solar or battery) electric fence or stands may be used. Landowner shall post warning signs about the use of an electrified fence at 300 foot intervals on the fence. Property line walls and fences may be used to secure animals, provided the appropriate restraint distances are maintained. Animals shall be kept a minimum of 100 feet from any domestic water well.

The GDP revisions above address fencing compatibility with livestock for agricultural operations that are not existing and, therefore are not grandfathered in as non-conforming uses, at the time of annexation. To the extent that livestock fencing other than the types listed above exists at the time of annexation, such fencing shall continue to be allowed as a nonconforming use.

A9-4 The comment is noted and will be forwarded to the decision makers.

A9-5 The County comments that not all of the study locations noted in its NOP comment letter were included in the Draft EIR analysis. It appears the County is referencing the intersections of West Wise and Dowd Roads, Dowd and Riosa Roads, Athens Avenue and Foothills Blvd North, Athens Avenue and Casino Driveway/Thunder Valley Court, Foothills Blvd North and Future Placer Parkway, and Sunset Boulevard and Cincinnati Avenue. The City has evaluated these intersections and determined that the intersections would not be adversely impacted by the project or, because of the undetermined locations and/or specifications for the intersections, a traffic impact analysis would be speculative.

The existing traffic traveling through the West Wise Road/Dowd Road intersection is very low (less than 100 vehicles during the a.m. and p.m. peak hours). The proposed project would add approximately 280 trips during the a.m. peak hour and 360 trips during the p.m. peak hours through this intersection from Dowd Road to Wise Road to access SR 65. However, the intersection would continue to operate at LOS A with these additional trips (see Table 5).

TABLE 5
WISE ROAD/DOWD ROAD PEAK HOUR INTERSECTION TRAFFIC OPERATIONS

Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project	
			Delay[1]	LOS	Delay[1]	LOS
West Wise Road/Dowd Road	All-Way Stop-Control	A.M.	7	A	8	A
		P.M.	7	A	9	A

NOTES:

[1] Average intersection delay is reported in seconds per vehicle
LOS = Level of Service

Source: Fehr & Peers, 2016.

In the future, the Lincoln General Plan calls for the realignment of Wise Road and Dowd Road. This realignment would be designed to serve future traffic demand, directly connect Wise Road to Dowd Road, and thus reroute traffic away from this existing location eliminating the existing intersection. Therefore, the cumulative analysis is not necessary since the intersection would not exist in the cumulative scenario.

The project would not affect traffic at the Dowd Road/Riosa Road intersection. All project trips traveling to the north via Dowd Road are expected to use Wise Road to SR 65 and not travel through the Dowd Road/Riosa Road intersection. No additional analysis required.

The configuration and traffic control at the Athens Avenue/Foothills Boulevard North intersection will be subject to change based on the in-process Placer Ranch Specific Plan/Sunset Industrial Area Plan. Without definitive plans for changes at this location, assumptions for the ultimate configuration and traffic control at this intersection would be speculative. Therefore, the analysis of this location is not appropriate at this time.

The traffic model shows that the proposed project would result in a minor change in traffic volume along Athens Avenue between Foothills Boulevard North and Industrial Avenue (less than 100 vehicles per hour increase during the a.m. and p.m. peak hours – see Table 6, below). Since these two intersections (Athens Avenue/Casino Driveway Access and Athens Avenue/Thunder Valley Court) are located along that segment of Athens Avenue, the project would not have a substantial effect on these two intersections.

The lane configurations and traffic control for the first phase of Placer Parkway at the Foothills Boulevard North intersection have not been determined at this time. Without definitive plans for the future configuration and traffic control at this intersection, the analysis of this intersection would be speculative at this time. Therefore, the analysis of the Foothills Boulevard North/Future Placer Parkway intersection is not included.

The configuration of the Sunset Boulevard/Cincinnati Avenue intersection will be subject to change based on the in-process Placer Ranch Specific Plan/Sunset Industrial Area Plan. Without definitive plans for changes at this location, assumptions for the ultimate configuration at this intersection is likely to be speculative. Therefore, the analysis of this location is not appropriate or relevant at this time.

The proposed project would add traffic to Dowd Road from Village 5 to Wise Road, but remain within the carrying capacity of the roadway (310 vehicles during the a.m. peak hour and 430 vehicles during the p.m. peak hour – see

Table 6 below). The project would not affect Dowd Road from Wise Road to Riosa Road as project trips traveling to the north via Dowd Road would use Wise Road to SR 65 and not travel on Dowd Road to Riosa Road.

The proposed project would add traffic to Wise Road from Dowd Road to SR 65, but remain within the carrying capacity of the roadway (320 vehicles during the a.m. peak hour and 410 vehicles during the p.m. peak hour – see Table 6 below).

The traffic model shows that the proposed project would result in a minor increase in traffic volume along Athens Avenue between Foothills Boulevard North and Industrial Avenue (less than 100 vehicles per hour during the a.m. and p.m. peak hours – see Table 6 below). Therefore, the project would not substantially affect this segment of Athens Avenue.

The configuration of Foothills Boulevard North from Athens Avenue to Sunset Boulevard and Sunset Boulevard from Foothills Boulevard North to SR 65will be subject to change based on the in-process Placer Ranch Specific Plan/Sunset Industrial Area Plan. Without definitive plans for the ultimate configuration of these roadways, the analysis of these roadways would be purely speculative. Therefore, these roadways are not included.

TABLE 6
PEAK HOUR TRAFFIC VOLUMES AT PLACER COUNTY INTERSECTIONS & ROADWAYS

		Existing Conditions			Cumulative Conditions		
Intersection/Roadway	**Peak Hour**	**No Project**	**With Project**	**Change**	**No Project**	**With Project**	**Change**
Wise Road/Dowd Road	AM	60	340	+280	Realigned		
	PM	90	450	+360			
Athens Avenue – Foothills Boulevard to Industrial Avenue[1]	AM	630	670	+40	1,710	1,720	+10
	PM	1,090	1,190	+100	2,040	2,060	+20
Dowd Road – Nicolaus Road to Wise Road	AM	40	310	+270	Realigned		
	PM	50	430	+380			
Wise Road – Dowd Road to SR 65	AM	40	320	+280			
	PM	60	410	+350			

NOTES:

[1] Reflects the anticipated change in traffic at Athens Ave./Casino Driveway Access and Athens Ave./Thunder Valley Ct.

Source: Fehr & Peers, 2016.

Fair share payments for the above-referenced intersections and roadways will not be required since the project will not have a significant adverse impact on them. For those intersection and roadway improvements that will require fair share payments due to project impact, fair share percentages will be calculated prior to issuance of a final map and will be paid at the time building permits are issued.

The following formula, as shown in Caltrans' *Guide for the Preparation of Traffic Impact Studies*, will be used to calculate the fair share percentages:

$$\text{Fair Share Percentage} = \frac{\text{Project Trips}}{\text{Forecasted Traffic Volume at General Plan Buildout} - \text{Existing Traffic Volume}}$$

A9-6 Please see Response to Comment A6-4.

A9-7 Build out of Village 5 would occur in phases over an extended period of time. As a result, transit service to the area would evolve over time as development occurs. Therefore, transit service planning for the project area is most appropriately conducted as each phase of development occurs to reflect travel and land development conditions at that time. This level of planning would be carried out during the tentative map stage for each project phase.

A9-8 The County of Placer's Impact Analysis Methodology of Assessment memorandum was reviewed. In response to this comment, the significance criteria for traffic impacts at intersections beginning on page 3.15-31 is revised to read:

Traffic Conditions

The following significance criteria related to traffic conditions reflect whether the project would conflict with applicable policies related to the performance of the vehicular circulation system.[11] These criteria take into account the applicable vehicle LOS policies and standards for the City of Lincoln, Caltrans, Placer County, and City of Roseville.

Intersections

Impacts to traffic conditions at intersections are considered significant if the proposed project would:

- Cause a~~n~~ signalized intersection operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project);
- Cause an unsignalized intersection operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project) and cause the intersection to meet the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour signal warrant (§4C.04, Warrant 3);
- Increase the average vehicle delay for a City of Lincoln~~, County of Placer,~~ or City of Roseville study intersection by five seconds or

[11] Association of Environmental Professionals, 2014. 2014 CEQA Statute and Guidelines. p. 283. Sample Question XVI.a.

more that is already (or projected to be) operating at an unacceptable LOS (without project). This is consistent with previous environmental studies adopted by the City of Lincoln;[12]

- Increase the overall average intersection vehicle delay at a County of Placer signalized study intersection by four seconds or more at an intersection that is already operating at an unacceptable LOS (without project);
- Increase the average vehicle delay at a County of Placer unsignalized study intersection by 2.5 seconds or more at an intersection that is already operating at an unacceptable LOS (without project); or
- Increase the average vehicle delay for a Caltrans study intersection by one second or more that is already (or projected to be) operating at an unacceptable LOS (without project), as prescribed by Caltrans' *Guide for the Preparation of Traffic Impact Studies*.

In addition to consistency with previously adopted environmental studies, the "five second" threshold identified above for City of Lincoln and City of Roseville intersections allows for daily fluctuation in traffic volumes along major roadways, as documented in *Variability in Traffic Monitoring Data*.[13] Peak hour traffic volumes are not identical from day-to-day. This fluctuation in traffic coupled with variable travel conditions, such as weather or collisions, results in variations in delay from day-to-day. The "five second" delay threshold is intended to account for these normal variations in traffic conditions.

…

The County of Placer's Impact Analysis Methodology of Assessment memorandum was reviewed. In response to this comment, the significance criteria for traffic impacts on roadway segments beginning on page 3.15-33 is revised to read:

Roadway Facilities

Impacts to traffic conditions on roadway segments are considered significant if the proposed project would:

[12] City of Lincoln, 2009. Draft Environmental Impact Report for the Village 7 Specific Plan Project. June 2009. p. 4.3-30.

[13] Wright, Tommy, Patricia Hu, Jennifer Young, and An Lu, 1997. Variability in Traffic Monitoring Data: Final Summary Report. August 1997. Table 5, p. 10.

- Cause a roadway segment operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project); or

- Increase the volume to capacity ratio by 0.0~~1~~5 or more for a roadway segment that is already (or projected to be) operating at an unacceptable LOS (without project). ~~This is consistent with previous environmental studies adopted by the City of Lincoln.~~[14]

All study roadway segments are located within unincorporated Placer County. Per Placer County General Plan policy 3.A.7 and Sunset Industrial Area Plan policy 2.B.1, LOS A-C is considered acceptable, while LOS D-F is considered unacceptable.

Using Placer County's methodology of assessment of impact, the project's effects on Placer County roadways and intersections was reviewed. This review found that using the Placer County methodology of assessment of impact resulted in the project impact to Fiddyment Road/W. Sunset Boulevard during the a.m. peak hour (part of Impact 3.15-4) to no longer be significant because it does not meet the California MUTCD peak hour signal warrant, as documented below. However, it did not change the overall impact findings for Impact 3.15-4.

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

The vehicle traffic added by the proposed project would cause two County of Placer intersections operating at an acceptable LOS under existing conditions to operate at an unacceptable LOS under existing plus project conditions. This is considered a **potentially significant** impact.

The following list identifies the intersections that would be significantly impacted by traffic generated by the proposed project during each peak hour:

AM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – LOS A to LOS E <u>(meets California MUTCD Peak Hour Signal Warrant)</u>

- Fiddyment Road/W. Sunset Boulevard (#18) – LOS B to LOS D <u>(does not meet California MUTCD Peak Hour Signal Warrant)</u>

~~[14] City of Lincoln, 2009. Draft Environmental Impact Report for the Village 7 Specific Plan Project. June 2009. p. 4.3-30.~~

PM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – LOS B to LOS F (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – LOS C to LOS F (meets California MUTCD Peak Hour Signal Warrant)

There are minor text edits to Impact 3.15-17, but no other changes as a result of using the Placer County methodology of assessment of impact and no additional significant effects.

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

The proposed project would add vehicle traffic to four County of Placer intersections anticipated to operate at an unacceptable LOS under cumulative no project conditions. At the intersections of Fiddyment Road/W. Sunset Boulevard (#18) and Industrial Avenue/Athens Avenue (#35), the implementation of the proposed project would not increase delay by more than five four seconds. Since the proposed project's incremental effect would increase delay by less than five four seconds over cumulative no project conditions, the project is anticipated to have a **less than cumulatively considerable** impact at these intersections.

At the intersections of Fiddyment Road/Athens Avenue (#16), and Fiddyment Road/E. Catlett Road (#17), and Fiddyment Road/W. Sunset Boulevard (#18), the incremental addition of project traffic is anticipated to increase delay by five 2.5 seconds or more over cumulative no project conditions and meet the California MUTCD peak hour signal warrant. Therefore, the project is considered to make a cumulatively considerable contribution to a **potentially significant cumulative** impact.

The following list provides additional information regarding the intersections that would be significantly impacted under cumulative plus project conditions by the incremental addition of vehicle traffic generated by the proposed project during each peak hour:

AM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – delay increases from 54 440 seconds (LOS DF) to 110 763 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/E. Catlett Road (#17) – delay increases from 108 seconds (LOS F) to 538 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

- Fiddyment Road/W. Sunset Boulevard (#18) – delay increases from >1,000 seconds (LOS F) to >3,000 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

PM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – delay increases from ~~45~~ 550 seconds (LOS ~~D~~F) to ~~125~~ 847 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/E. Catlett Road (#17) – delay increases from 20 seconds (LOS C) to 844 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – delay increases from 455 seconds (LOS F) to >1,000 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

A9-9 Although the Placer Ranch Specific Plan has not been adopted, it is a known and reasonably foreseeable project because a development application is being processed through the County. Therefore, in accordance with CEQA statute, the cumulative conditions analysis appropriately includes full build out of the Placer Ranch Specific Plan to account for this development. To consider a level of development other than the proposed build out would be speculative.

A9-10 To understand the regional distribution of traffic with reasonably foreseeable land development and transportation projects, the cumulative conditions traffic analysis includes the regional connection of the first phase of Placer Parkway from SR 65 to Foothills Boulevard North. However, the details of lane configurations and traffic control at the Placer Parkway/Foothills Boulevard North intersection have not yet been determined. Without definitive plans for the future configuration and traffic control at this intersection, the analysis of this intersection would be purely speculative. Therefore, the analysis of this intersection is not included.

A9-11 The signalization and widening of the Fiddyment Road/Athens Avenue and Fiddyment Road/Sunset Boulevard West intersections were based on a cumulative roadway widening project for Fiddyment Road included in the SACOG 2012 MTP/SCS. In the SACOG 2016 MTP/SCS, funding for this project was reduced to only cover initial planning and not construction. The text describing the cumulative transportation improvements in the study area on page 3.15-58 of the Draft EIR has been updated as follows:

> In addition to these land development adjustments, several adjustments were made to the roadway network in the 2025 Placer County TDF model. This study verified that the internal circulation improvements associated with the land developments listed above were included in the

cumulative model. This analysis also cross-references the SACOG MTP/SCS financially constrained transportation project list to verify that the reasonably foreseeable funded transportation infrastructure improvements are included. This includes the following transportation improvements in the study area.

- Widen Nicolaus Road from 2 to 4 lanes from Airport Road to Aviation Boulevard
- Widen East Joiner Parkway from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway
- Extend Ferrari Ranch Road from existing City Limit to Moore Road
- Widen Twelve Bridges Drive from 2 to 4 lanes from Industrial Boulevard to SR 65; includes interchange improvements at SR 65
- Widen Industrial Boulevard from 2 to 4 lanes from Athens Avenue to SR 65
- ~~Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road~~
- Replace 2 lane bridge with a 4-lane bridge on Nelson Lane over Markham Ravine
- Placer Parkway Phase I – construct a new 4-lane divided facility with an interchange at SR 65 at Whitney Ranch Parkway alignment. Includes at grade intersection at Foothills Boulevard.
- Whitney Ranch Parkway – construct a new 6-lane facility from SR 65 to Wildcat Boulevard

In response to this comment, the cumulative intersection analysis has been updated to reflect the existing stop-control and lane configurations. The cumulative intersection analysis results presented on page 3.15-67 through 3.15-70 have been updated to as follows reflect this updated analysis. The results of this analysis show that these intersections would operate at LOS F under cumulative no project and cumulative plus project conditions, but that these impacts were already captured in Impact 3.15-17 in the Draft EIR and mitigated under Mitigation Measure 3.15-17 in the Draft EIR. Therefore, no new significant impacts result from this additional analysis.

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS
1. SR 65/Riosa Road	Caltrans	Signal	A.M.	21	C	25	C
			P.M.	36	D	42	D
2. SR 65/Wise Road	Caltrans	Signal	A.M.	21	C	23	C
			P.M.	39	D	76	E
3. Nelson Lane/SR 65	Caltrans	Signal	A.M.	55	D	**>150**	**F**
			P.M.	46	D	**>150**	**F**
4. SR 65 SB Ramps/Ferrari Ranch Rd.	Caltrans	Signal	A.M.	**61**	**E**	**110**	**F**
			P.M.	11	B	36	D
5. SR 65 NB Ramps/Ferrari Ranch Rd.	Caltrans	Signal	A.M.	18	B	19	B
			P.M.	28	C	32	C
6. SR 65 SB On-Ramp/Lincoln Blvd.	Caltrans	Signal	A.M.	5	A	5	A
			P.M.	25	C	25	C
7. SR 65 NB Off-Ramp/Lincoln Blvd.	Caltrans	Signal	A.M.	4	A	3	A
			P.M.	3	A	4	A
8. SR 65 SB Ramps/Twelve Bridges Dr.	Caltrans	Signal	A.M.	35	C	47	D
			P.M.	17	B	30	C
9. SR 65 NB Ramps/Twelve Bridges Dr.	Caltrans	Signal	A.M.	**55**	**E**	**61**	**E**
			P.M.	46	D	52	D
10. Nelson Lane/Nicolaus Road	City of Lincoln	AWSC	A.M.	**85**	**F**	**89**	**F**
			P.M.	**87**	**F**	**91**	**F**
11. Airport Road/Nicolaus Road	City of Lincoln	SSSC	A.M.	**98**	**F**	**>150**	**F**
			P.M.	**>150**	**F**	**>150**	**F**
12. Joiner Parkway/Nicolaus Road	City of Lincoln	Signal	A.M.	22	C	25	C
			P.M.	25	C	**53**	**D**
13. Dowd Road/Nicolaus Road	Unincorporated Placer County[3]	SSSC	A.M.	9	A	12	B
			P.M.	11	B	11	B
14. Old Nelson Lane/Moore Road	Unincorporated Placer County[3]	SSSC	A.M.	23	C	20	C
			P.M.	19	C	**38**	**E**
15. Fiddyment Road/Moore Road	Unincorporated Placer County[3]	AWSC	A.M.	**41**	**E**	**78**	**F**
			P.M.	**56**	**F**	**78**	**F**
16. Fiddyment Road/Athens Avenue	Unincorporated Placer County	~~Signal~~ AWSC	A.M.	~~**54**~~**>150**	~~**D**~~**F**	~~**110**~~**>150**	**F**
			P.M.	~~**45**~~**>150**	~~**D**~~**F**	~~**125**~~**>150**	**F**
17. Fiddyment Road/E. Catlett Road	Unincorporated Placer County	SSSC	A.M.	**108**	**F**	**>150**	**F**
			P.M.	20	C	**>150**	**F**
18. Fiddyment Road/W. Sunset Blvd.	Unincorporated Placer County	~~Signal~~ SSSC	A.M.	~~22~~**>150**	~~C~~**F**	~~27~~**>150**	~~C~~**F**
			P.M.	~~**142**~~**>150**	**F**	~~**145**~~**>150**	**F**

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS
19. Fiddyment Road/Blue Oaks Blvd.	City of Roseville	Signal	A.M.	**63**	**E**	**63**	**E**
			P.M.	**76**	**E**	**85**	**F**
20. Fiddyment Road/Pleasant Grove Blvd.	City of Roseville	Signal	A.M.	**>150**	**F**	**>150**	**F**
			P.M.	**>150**	**F**	**>150**	**F**
21. Fiddyment Road/Baseline Road	City of Roseville	Signal	A.M.	**>150**	**F**	**>150**	**F**
			P.M.	**>150**	**F**	**>150**	**F**
22. Dowd Road/Moore Road	Unincorporated Placer County[3]	SSSC	A.M.	14	B	**>150**	**F**
			P.M.	**29**	**D**	**>150**	**F**
23. Sorrento Parkway/Moore Road	Unincorporated Placer County	SSSC	A.M.	12	B	12	B
			P.M.	13	B	13	B
24. Sorrento Parkway/Ferrari Ranch Road	City of Lincoln	Signal	A.M.	21	C	27	C
			P.M.	17	B	21	C
25. Caledon Circle/Ferrari Ranch Road	City of Lincoln	Signal	A.M.	**>150**	**F**	**>150**	**F**
			P.M.	**36**	**D**	**38**	**D**
26. Joiner Parkway/Ferrari Ranch Road	City of Lincoln	Signal	A.M.	25	C	29	C
			P.M.	28	C	**43**	**D**
27. Joiner Parkway/1st Street	City of Lincoln	Signal	A.M.	**43**	**D**	**46**	**D**
			P.M.	23	C	23	C
28. Lincoln Blvd./Ferrari Ranch Road	City of Lincoln	Signal	A.M.	21	C	22	C
			P.M.	**37**	**D**	**41**	**D**
29. Lincoln Blvd./1st Street	City of Lincoln	Signal	A.M.	66	E	69	E
			P.M.	33	C	26	C
30. Lincoln Blvd./McBean Park Drive	City of Lincoln	Signal	A.M.	28	C	34	C
			P.M.	57	E	56	E
31. Lincoln Blvd./7th Street	City of Lincoln	Signal	A.M.	30	C	42	D
			P.M.	28	C	32	C
32. Lakeside Drive/Nicolaus Road	City of Lincoln	AWSC	A.M.	25	C	**48**	**E**
			P.M.	20	C	**47**	**E**
33. Teal Hollow Drive/Nicolaus Road	City of Lincoln	AWSC	A.M.	14	B	**34**	**D**
			P.M.	15	B	**43**	**E**
34. Sterling Parkway/Lincoln Blvd.	City of Lincoln	Signal	A.M.	10	B	10	B
			P.M.	13	B	13	B
35. Industrial Avenue/Athens Avenue	Unincorporated Placer County	Signal	A.M.	**56**	**E**	**58**	**E**
			P.M.	**129**	**F**	**126**	**F**
36. Industrial Avenue/Twelve Bridges Dr.	Unincorporated Placer County	Signal	A.M.	20	B	16	B
			P.M.	18	B	15	B

TABLE 3.15-16.
INTERSECTION OPERATIONS – CUMULATIVE CONDITIONS

Intersection	Jurisdiction	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS
37. Dowd Road/Mavis Road	City of Lincoln[4]	Signal	A.M.	-	-	**82**	**F**
			P.M.	-	-	**147**	**F**
38. "A Street"/Mavis Road	City of Lincoln[4]	SSSC	A.M.	-	-	15	B
			P.M.	-	-	18	C
39. Ruth Avenue/Mavis Road	City of Lincoln[4]	Signal	A.M.	-	-	16	B
			P.M.	-	-	7	A
40. Nelson Lane/Mavis Road	City of Lincoln[4]	Signal	A.M.	-	-	**55**	**D**
			P.M.	-	-	**91**	**F**
41. Dowd Road/Rachel Avenue	City of Lincoln[4]	Signal	A.M.	-	-	9	A
			P.M.	-	-	14	B
42. "A Street"/Rachel Avenue	City of Lincoln[4]	AWSC	A.M.	-	-	14	B
			P.M.	-	-	17	C
43. Ruth Avenue/Rachel Avenue	City of Lincoln[4]	Roundabout	A.M.	-	-	15	C
			P.M.	-	-	19	C
44. Nelson Lane/Rachel Avenue	City of Lincoln[4]	Signal	A.M.	-	-	15	B
			P.M.	-	-	20	C
45. Dowd Road/"B Street"	City of Lincoln[4]	Signal	A.M.	-	-	5	A
			P.M.	-	-	5	A
46. "A Street"/"B Street"	City of Lincoln[4]	AWSC	A.M.	-	-	8	A
			P.M.	-	-	8	A
47. Moore Road/"A Street"	City of Lincoln[4]	SSSC	A.M.	-	-	13	B
			P.M.	-	-	16	C

NOTES:

1. For signalized, roundabout, and all-way stop controlled (AWSC) intersections, average intersection delay is reported in seconds per vehicle for all approaches.
2. For side-street stop controlled (SSSC) intersections, the LOS and average delay for the movement with the highest delay is reported, along with the overall intersection delay in parentheses.
3. Intersections that are currently in unincorporated Placer County that would be incorporated into the City of Lincoln under existing plus project conditions.
4. Proposed project Intersections that do not exist under existing conditions. They are assumed to be incorporated into the City of Lincoln under existing plus project conditions.

Delays greater than 2.5 minutes are reported as greater than 150 seconds due to model insensitivity for heavily congested conditions.
BOLD text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

Caltrans

- The following Caltrans intersections are anticipated to operate at LOS E or F under cumulative no project and/or cumulative plus project conditions:

- SR 65 Southbound Ramps/Ferrari Ranch Road (#4): LOS E during the a.m. peak hour under cumulative no project conditions; LOS F during the a.m. peak hour under cumulative plus project conditions
- SR 65 Northbound Ramps/Twelve Bridges Drive (#9): LOS E during the a.m. peak hour under both cumulative scenarios

- The following Caltrans intersections are anticipated to operate at LOS E or F under cumulative plus project conditions only:
  - SR 65/Wise Road (#2): LOS E during the p.m. peak hour under cumulative plus project conditions
  - SR 65/Nelson Lane (#3): LOS F during the a.m. and p.m. peak hours under cumulative plus project conditions

Placer County

- The following Placer County intersections are anticipated to operate at LOS D, E, or F under cumulative no project and/or cumulative plus project conditions:
  - Fiddyment Road/Athens Avenue (#16): LOS ~~D~~F during the a.m. and p.m. peak hours under both cumulative ~~no project conditions~~ scenarios~~; LOS F during the a.m. and p.m. peak hours under cumulative plus project conditions~~
  - Fiddyment Road/E. Catlett Road (#17): LOS F during the a.m. peak hour under cumulative no project conditions; LOS F during the a.m. and p.m. peak hours under cumulative plus project conditions
  - Fiddyment Road/W. Sunset Boulevard (#18): LOS F during the a.m. and p.m. peak hours under both cumulative scenarios
  - Industrial Avenue/Athens Avenue (#35): LOS E during the a.m. peak hour under both cumulative scenarios and LOS F during the p.m. peak hour under both cumulative scenarios

The updated cumulative intersection analyses have also been reflected in Impact and Mitigation Measure 3.15-17 as follows (also shows text updates in Response to Comment A9-8).

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

The proposed project would add vehicle traffic to four County of Placer intersections anticipated to operate at an unacceptable LOS under cumulative no project conditions. At the intersection~~s~~ of ~~Fiddyment Road/W. Sunset Boulevard (#18) and~~ Industrial Avenue/Athens Avenue

(#35), the implementation of the proposed project would not increase delay by more than ~~five~~ four seconds. Since the proposed project's incremental effect would increase delay by less than ~~five~~ four seconds over cumulative no project conditions, the project is anticipated to have a **less than cumulatively considerable** impact at these intersections.

At the intersections of Fiddyment Road/Athens Avenue (#16)~~, and~~ Fiddyment Road/E. Catlett Road (#17), and Fiddyment Road/W. Sunset Boulevard (#18), the incremental addition of project traffic is anticipated to increase delay by ~~five~~ 2.5 seconds or more over cumulative no project conditions and meet the California MUTCD peak hour signal warrant. Therefore, the project is considered to make a cumulatively considerable contribution to a **potentially significant cumulative** impact.

The following list provides additional information regarding the intersections that would be significantly impacted under cumulative plus project conditions by the incremental addition of vehicle traffic generated by the proposed project during each peak hour:

AM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – delay increases from ~~54~~ 440 seconds (LOS ~~D~~F) to ~~110~~ 763 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/E. Catlett Road (#17) – delay increases from 108 seconds (LOS F) to 538 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – delay increases from >1,000 seconds (LOS F) to >3,000 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

PM Peak Hour

- Fiddyment Road/Athens Avenue (#16) – delay increases from ~~45~~ 550 seconds (LOS ~~D~~F) to ~~125~~ 847 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/E. Catlett Road (#17) – delay increases from 20 seconds (LOS C) to 844 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)
- Fiddyment Road/W. Sunset Boulevard (#18) – delay increases from 455 seconds (LOS F) to >1,000 seconds (LOS F) (meets California MUTCD Peak Hour Signal Warrant)

Mitigation Measures

Mitigation Measure 3.15-17

a) For the intersection at Fiddyment Road/Athens Avenue (#16) and Fiddyment Road/W. Sunset Boulevard (#18), the project applicants shall implement Mitigation Measure 3.15-4 and widening of Fiddyment Road consistent with Mitigation Measure 3.15-20.

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 20(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.*

Table 3.15-27 presents the resulting intersection operations with the improvement to mitigate the project's incremental effect in place.

TABLE 3.15-27.
COUNTY OF PLACER INTERSECTION OPERATIONS –
CUMULATIVE CONDITIONS WITH MITIGATION

Intersection	Jurisdiction	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative + Project with Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
16. Fiddyment Road/Athens Avenue	Unincorporated Placer County	A.M.	**~~54~~>150**	**~~D~~E**	**~~110~~>150**	**F**	34	C
		P.M.	**~~45~~>150**	**~~D~~E**	**~~125~~>150**	**F**	**39**	**D**
17. Fiddyment Road/E. Catlett Road	Unincorporated Placer County	A.M.	**108**	**F**	**>150**	**F**	22	C
		P.M.	20	C	**>150**	**F**	27	C
18. Fiddyment Road/W. Sunset Blvd.	Unincorporated Placer County	A.M.	>150	F	>150	F	26	C
		P.M.	>150	F	**>150**	**F**	49	D

NOTES:

1. For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches.
2. Per the HCM, the LOS and average delay for the lane with the highest delay is reported for side-street stop controlled intersections.
3. **BOLD** text indicates the intersection operates at an unacceptable LOS based on the presiding jurisdiction's level of service policy.
4. UNDERLINED text indicates a potentially significant impact based on the significance criteria.

SOURCE: Fehr & Peers, 2015.

Impact Significance After Mitigation: With the implementation of Mitigation Measures 3.15-17(a) and 3.15-17(b), the traffic operations at the impacted intersections could be improved to address the project's incremental contribution. However, the improvements listed in Mitigation Measures 3.15-17(a) and 3.15-17(b) are not included in any known fee program. Since these improvements are not included in a known fee program, there is no assurance that the remaining funds for construction will be collected. Additionally, this mitigation requires approvals from agencies other than the City. Since these improvements are not within the City of Lincoln's jurisdiction to implement, it cannot be guaranteed that these improvements will be constructed. Therefore, this impact would be considered **significant and unavoidable**.

A9-12 The County commented that the segment of Fiddyment Road from Athens Avenue to the City of Roseville limits should have been analyzed under the assumption it would be a two-lane (not 4-lane) facility. The widening of Fiddyment Road from Athens Avenue to City of Roseville limits was previously identified as a fully-funded project in in the SACOG 2012 MTP/SCS. In the SACOG 2016 MTP/SCS, funding for this project was reduced to only cover initial planning, and not construction. Please see Response to Comment A9-11 for the text updates to page 3.15-58 to reflect this change.

In response to this comment, the cumulative roadway analysis has been updated to reflect the existing number of lanes. The cumulative roadway analysis results presented on pages 3.15-70 and 3.17-71 have been updated as follows to reflect this updated analysis. The results of this analysis show that this roadway segment would operate at LOS F under cumulative no project and cumulative plus project conditions, but that this impact was already captured under Impact 3.15-20 in the Draft EIR and mitigated under Mitigation Measure 3.15-20 in the Draft EIR. Therefore, no new significant impacts result from this additional analysis.

Roadways

Table 3.15-17 presents the daily traffic volumes for each roadway segment and the corresponding LOS under Cumulative No Project and Cumulative Plus Project Conditions. Based on the results presented in Table 3.15-17, the following roadway segments are anticipated to operate at LOS F under both Cumulative No Project and Cumulative Plus Project Conditions:

- Fiddyment Road – Moore Road to Athens Avenue
- <u>Fiddyment Road – Athens Avenue to Roseville City Limits</u>
- Athens Avenue – Fiddyment Road to Foothills Boulevard

On ~~both of~~ the roadway segments listed above, the project's incremental contribution in traffic increases the volume to capacity ratio by more than 0.0~~1~~5.

The results presented in Table 3.15-17 are discussed in more detail in Impact 3.15-20.

TABLE 3.15-17.
DAILY ROADWAY SEGMENT OPERATIONS – CUMULATIVE CONDITIONS

		Cumulative No Project			Cumulative Plus Project		
Roadway Segment	**Classification**	**Daily Traffic Volume**	**V/C**	**LOS**	**Daily Traffic Volume**	**V/C**	**LOS**
Fiddyment Road							
Moore Road to Athens Avenue	2-lane Arterial	21,100	**1.06**	**F**	28,800	**1.44**	**F**
Athens Avenue to Roseville City Limits	4-lane Arterial	27,500	~~0.69~~ **1.38**	~~B~~ **E**	30,000	~~0.75~~ **1.50**	~~C~~ **E**
Athens Avenue							
Fiddyment Road to Foothills Boulevard	2-lane Arterial	22,400	**1.12**	**F**	23,000	**1.15**	**F**

NOTES:

1. High-Access Controlled Arterial, per the definition outlined in Table 4-16 of the Placer County Countywide General Plan Final EIR.
2. V/C = Volume-to-capacity ratio.
3. Level of service based on thresholds presented in Table 3.15-3 from the Placer County Countywide General Plan Final EIR.

SOURCE: Fehr & Peers, 2015

The updated cumulative intersection analyses have also been reflected in Impact and Mitigation Measure 3.15-20 as follows (also shows text updates in Response to Comment A9-8):

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

The proposed project would add vehicle traffic to ~~two~~ three study roadway segments in Placer County that are anticipated to operate at an unacceptable LOS under cumulative no project conditions: Fiddyment Road between Moore Road and Athens Avenue, Fiddyment Road between Athens Avenue and Roseville City Limits, and Athens Avenue between Fiddyment Road and Foothills Boulevard. At ~~both~~ all of these locations, the implementation of the proposed project is anticipated to increase the volume-to-capacity ratio by more than 0.0~~1~~5. Therefore, the project is anticipated to result in a cumulatively considerable contribution to a **potentially significant cumulative** impact.

Mitigation Measures

Mitigation Measure 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 Fiddyment Road from Roseville City Limits to Athens Avenue from a two-lane undivided arterial to a four-lane divided arterial.

~~b~~c) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.

Table 3.15-30 presents the resulting roadway segment operations with these improvements in place.

TABLE 3.15-30.
DAILY ROADWAY SEGMENT OPERATIONS –
CUMULATIVE CONDITIONS WITH MITIGATION

	Cumulative No Project[1]			Cumulative Plus Project[1]			Cumulative Plus Project with Mitigation[2]		
Roadway Segment	**Daily Traffic**	**V/C[3]**	**LOS[4]**	**Daily Traffic**	**V/C[3]**	**LOS[4]**	**Daily Traffic**	**V/C[3]**	**LOS[4]**
Fiddyment Road									
Moore Road to Athens Avenue	21,100	**1.06**	**F**	28,800	**1.44**	**F**	28,800	0.72	C
Athens Avenue to Roseville City Limits	27,500	**1.38**	**F**	30,000	**1.50**	**F**	30,000	0.75	C
Athens Avenue									
Fiddyment Road to Foothills Boulevard	22,400	**1.12**	**F**	23,000	**1.15**	**F**	23,000	0.58	A

NOTES:

1. Both study segments are analyzed as two-lane, high-access controlled arterials, per the definition outlined in Table 4-16 of the Placer County Countywide General Plan Final EIR, under cumulative no project and cumulative plus project conditions.
2. Both study segments are analyzed as four-lane, high-access controlled arterials, per the definition outlined in Table 4-16 of the Placer County Countywide General Plan Final EIR, with mitigation.
3. V/C = Volume-to-capacity ratio.
4. Level of service based on thresholds presented in Table 3.15-3 from the Placer County Countywide General Plan Final EIR.

SOURCE: Fehr & Peers, 2015

Impact Significance After Mitigation: With the implementation of Mitigation Measures 3.15-20(a)~~-(c) and 3.15-20(b)~~, the traffic operations at the impacted roadways would be improved to an acceptable LOS. However, the improvements listed in Mitigation Measures 3.15-20(a)~~-(c) and 3.15-20(b)~~ are not included in any known fee program. This mitigation also requires approvals from other agencies. Since these improvements are not included in a known fee program, there is no assurance that the remaining funds for construction will be collected. Furthermore, since these improvements are not within the City of Lincoln's jurisdiction to implement, it cannot be guaranteed that these improvements would be constructed. Therefore, this impact would be considered **significant and unavoidable**.

A9-13 Please see Response to Comment A9-5 regarding the calculation of fair share percentages for traffic improvements and Response to Comment A9-7 regarding transit service plans. Typically, if a fee program is in place, a project applicant pays its fair share fees directly to SPRTA. If a fee program is not in place, a project applicant typically pays its fair share fees to the City of Lincoln, and the City distributes that payment to the appropriate agency once a fee program is in place.

A9-14 Please see Responses to Comments A9-8 and A9-11.

A9-15 Please see Response to Comment A9-12.

A9-16 The City will conduct annexation of the Village 5 SP Area in accordance with all applicable laws. Specifically, no "islands" will be created by the annexation of Village 5.

A9-17 Pursuant to the County's comment, page 3.16-49 of the Draft EIR, Environmental Setting, beginning with the third paragraph, is revised to read:

~~In 2011,~~ On June 30, 2016 the landfill was reported to have used ~~11,255,843~~ 11,513,755 of the ~~cubic yards out of a total of~~ 36,350,000 cubic yards of permitted and proposed capacity, and ~~the~~ an average weekday tonnage of ~~824~~ 1,008 tons per day, ~~which~~ is below the permitted peak daily tonnage of 1,900 tons per day.[15] In ~~2014~~ 2015, it was reported that the MRF produced~~s~~ an average peak daily tonnage of 1,140 tons through September of that year. The MRF has a permitted processing limit of 1,750 tons per day, with 910 tons of disposal or

[15] CalRecycle, 2011. Application for Solid Waste Facility Permit/Waste Discharge Permit Requirements: MRF. Accepted on March 22, 2011.

transfer and 840 tons designated as other~~, while maintaining a capacity for daily design tonnage up to 3,850 tons~~. Also, since 2006, the City has maintained a 60 percent diversion rate,[16] which exceeds the 50 percent requirement mandated in Assembly Bill (AB) 939.

Page 3.16-51 of the Draft EIR, Regulatory Setting, State, is revised to include discussion for Assembly Bill 341 and Assembly Bill 1826, following the summary of the California Integrated Waste Management Act:

California Assembly Bill 132

California Assembly Bill 341 (AB 341) (2011) directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to recycling service, or subscribe to a recycling service that includes mixed waste processing. The WPWMA MRF is a mixed waste processing facility. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939.

California Assembly Bill 1826

California Assembly Bill 1826 (AB 1826) requires certain businesses, beginning in 2016, to recycle their organic waste. The law also requires jurisdictions to develop and implement an organics recycling program.

Also as requested by the County, page 3.16-52, Impact 3.16-5 of the Draft EIR is revised to read as follows:

Impact 3.16-5: Implementation of the proposed project would not result in solid waste exceedance of capacity at the Western Regional Sanitary Landfill.

Full Specific Plan

The proposed project would include a total of 8,206 residential units and 4,581,600 square feet of commercial and industrial uses. Utilizing the City's solid waste generation rates, provided in the City General Plan (see **Table 3.16-9**), the proposed project would generate a total of 105,145 pounds (lbs) per day of solid waste, or 52.6 tons per day,

16 Cal Recycle, 2015. Jurisdiction Diversion/Disposal Rate Summary (1995-2006). Available: www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversion.aspx. Accessed June 22, 2015.

equivalent to approximately 19,199 tons of solid waste per year (see Table 3.16-9). This amount is likely somewhat overstated because the waste would first be processed at the MRF and recyclable materials would be removed from the waste stream prior to landfilling. Therefore, the use of 52.6 tons per day of waste generation is presented as a worst case. As discussed previously, the WRSL currently receives approximately ~~824~~ 1,008 tons per day on average, with a peak daily tonnage of 1,900 tons (3,800,000 lbs). The increase of 52.6 tons per day would increase daily tonnage at the WRSL from 824 tons (1,648,000 lbs) per day to 876.6 tons (1,753,000 lbs) per day, well below the peak tonnage of 1,900 tons per day.

TABLE 3.16-9.
LINCOLN VILLAGE 5 SPECIFIC PLAN PROJECTED WASTE GENERATION

Land Use	Number of Units	Non-residential Square Footage	Generation Rate (per day)	Generation Rate (per square foot per day)	Solid Waste Generated (per day)
Full Specific Plan					
Residential	8,206	--	7.23 lbs per unit	--	59,329 lbs
Commercial/Industrial	--	4,581,600	--	1 lb per 100 ft^2	45,816 lbs
TOTAL	**8,206**	**4,581,600**	**--**	**--**	**105,145 lbs**
Area A					
Residential	2,417	--	7.23 lbs per unit	--	17,475 lbs
Commercial/Industrial	--	1,094,000	--	1 lb per 100 ft^2	10,940 lbs
TOTAL AREA A	**2,417**	**1,094,000**	**--**	**--**	**28,415 lbs**

Source: City of Lincoln, 2006. City of Lincoln 2050 General Plan Update Draft Environmental Impact Report, October 2006. p. 6-29.

The landfill's MRF ~~currently~~ has a permitted processe~~s~~ing ~~a peak daily tonnage~~ limit of 1,750 tons per day~~, yet maintains capacity to process up to 3,850 tons per day~~. The project would result in an estimated increase of 52.6 tons per day at the MRF at buildout. Adding this to the MRF's average of 1,191 tons per day (amount for the period of July 1, 2015 through June 30, 2016), would increase~~ing~~ the daily tonnage from ~~1,750~~ 1,191 to ~~1,802.6~~ 1,243.6 tons. This increase, in combination with existing MRF processing rates, would remain well under MRF processing capacity. Additionally, assuming a 60 percent diversion rate (see previous discussion), approximately 31.6 tons per day would be landfilled under full project buildout. However, this amount, in addition to existing daily disposal rates, would still be far less than the landfill's existing capacity of 1,900 tons per day. Therefore, the proposed project

would not require the expansion the WRSL or construction of any new solid waste facilities, and this impact is considered **less than significant**.

A9-18 The County Flood Control and Water Conservation District asked that a verification of the 100-yer pre-project flows be provided for Markham Ravine near Pleasant Grove Road because the numbers in Tables 3.10-7 and 3.10-5 are inconsistent. Table 3.10-5 relates to Auburn Ravine flows. For Markham Ravine, the reported flows are consistent between Table 3.10-7 and Table 3.10-4. The reported pre-project flows for Auburn Ravine, however, are incorrect in Table 3.10-7. Thus, Table 3.10-7 has been revised to show that the 100-year pre-project flows in Auburn Ravine are 10,737 cfs, not 6,578 cfs.

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~~ 10,737	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.

A9-19 The County Flood Control District asked the City to confirm that increases in storm water runoff volume associated with the V5SP project would be mitigated through the City's Lakeview Farm facility. As stated in Section 6 of the V5 Drainage Master Plan, the V5SP retention requirement would include paying the requisite fee into the City's fee program, which would be used to construct the Lakeview Farms retention basin. It is unknown at this time whether Lakeview Farms detention basin would be constructed prior to the start of V5 construction. To the extent the basin at Lakeview Farms (or other offsite facility) is not constructed at the time V5 is ready to move forward, onsite storm water retention would address flows.

A9-20 The City notes that the Special Flood Hazard Area zone for Auburn Ravine was revised per the FEMA Preliminary FIRM for the project area dated December 28, 2015.

A9-21 Fire protection services are discussed in section 3.14, Public Services and Recreation, in the Draft EIR. As discussed in that section, mutual aid agreements would remain in place following annexation of the V5SP area to the City of Lincoln. Impact 3.14-2 on page 3.14-20 of the Draft EIR analyzes the need for additional fire personnel to provide fire protection services to the Plan Area. To adequately provide fire protection services to the Plan Area and house additional personnel, two new fire stations would be required to be constructed. The PQP site located within the Plan Area at the intersection of Nelson Lane and Rachel Avenue (in Area A) has been identified as an appropriate location for a new fire station. Notwithstanding, the Development Agreement requires the applicant to fund a study to further analyze potential locations for fire stations within the V5SP, as well as coordinate with the City Fire Department to determine the size and scope of the fire station to be built prior to issuance of the first building permit. The requisite number of fire personnel will also be hired commensurate with the construction of residential and commercial buildings.

Letter A10

CITY OF ROSEVILLE CALIFORNIA

City Manager
311 Vernon Street
Roseville, California 95678-2649

October 11, 2016

Jim Bermudez
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Subject: **Village 5 and Special Use District B (SUB-B) Specific Plan Draft EIR Comments (SCH# 2014052071)**

The City of Roseville appreciates the opportunity to review and comment on the Village 5 and Special Use District B (SUB-B) Specific Plan Draft Environmental Impact Report (EIR).

Our primary concern is to ensure that the proposed specific plan provides adequate traffic mitigation and park and library facilities to meet the demand of over 21,400 new residents. Absent adequate provision of traffic mitigation fees and parks, recreation and library services, the City is concerned that Roseville facilities could be impacted, particularly in the north and west parts of the City.

Traffic Mitigation. The City requests the Final EIR confirm fair share contribution towards the mitigation of impacts to City of Roseville streets and other regional roadways (where fee programs have been developed).

Library Services. According to the specific plan, the increased demand of library services for Village 5 is satisfied via assessment of the City's public facilities fee, a portion of which contributes to the provision of additional library services. It is unclear if a new library would be built to serve the specific plan population or if fees collected would be used to expand existing facilities. Depending on approach, fee adjustments may be required to ensure adequate library facilities can be provided.

Parks. There is concern regarding the amount and sizes of planned parks. While the neighborhood park sites are well spread throughout the Plan, they appear relatively small. The Plan also includes joint use school/park sites. These could accommodate active programmable space, however with one exception, these also appear to be small in size, thus limiting programmable recreation opportunities and because of shared use, potentially the available hours of operation. Of concern is having enough active programmable recreation space to accommodate the large number of residents generated by this Plan. The final EIR should confirm that proposed assessments will provide adequate funding for parks, libraries and recreation programs to ensure facilities in adjacent jurisdictions are not impacted.

Thank you for the opportunity to review and comment on the Draft EIR. Should you have any questions, please don't hesitate to contact me.

1

Sincerely,

Mark Morse
Environmental Coordinator

cc: Tara Gee, Parks Recreation and Libraries Department
Chris Kraft, Development Services Department

(916) 774-5362 • (916) 774-5185 FAX • (916) 774-5220 TDD • www.roseville.ca.us

Letter A10 **Mark Morse, City of Roseville**
Response October 11, 2016

A10-1 The City of Roseville commented that it has three primary concerns with regards to the V5SP: traffic, library services, and parks. Transportation impacts and mitigation are discussed in section 3.15, Transportation and Circulation, in the Draft EIR. Impacts 3.15-5 and 3.15-18 determined that impacts to City of Roseville roadways would be less than significant, and thus, would not require mitigation. With regard to regional roadways where fee programs are in place, the fees are set based on the number dwelling units constructed. Where fee programs are not in place, the project applicant is required by the EIR to pay its fair share contribution toward regional transportation facilities. The fair share contributions will be calculated based on the following formula:

$$\text{Fair Share Percentage} = \frac{\text{Project Trips}}{\text{Forecasted Traffic Volume at General Plan Buildout} - \text{Existing Traffic Volume}}$$

Section 3.14, Public Services and Recreation, of the Draft EIR analyzed the demand for parks and recreation services and libraries. Impact 3.14-5 analyzes the potential impact of the proposed project on libraries, and determined the impact to be less than significant. The proposed project would be required to contribute its appropriate share of PFE Fees to fund the expansion of library services and facilities, consistent with other development in the City.

As discussed in Impact 3.14-4, the proposed project would provide 175 acres of active and passive recreational opportunities in the Plan Area, including several neighborhood parks and a Regional Sports Park. Depending on the amount of park credit granted for the Regional Sports Park, either no mitigation would be required or implementation of Mitigation Measure 3.14-4, provision of additional parkland or payment of in-lieu fees, would be required to ensure adequate parkland is provided. As a result, no unmitigated impacts to Roseville libraries or parks are anticipated.

Letter A11

WESTERN PLACER
UNIFIED SCHOOL DISTRICT
600 Sixth St, Suite 400, Lincoln CA 95648
Ph: 916-645-6350

October 11, 2016

Jim Bermudez, Development Services Manager
City of Lincoln, Community Development Department
600 Sixth Street
Lincoln, CA 95648

RE: Village 5 Specific Plan Response to Draft Environmental Impact Report

Dear Mr. Bermudez:

Thank you for the opportunity to respond to the Village 5 Specific Plan Draft Environmental Impact Report. In my review of this document and the review of the Public Services section (Section 3.14), it states that 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. At this time the District offers the following:

Based on the current project plan of 8,206 potential new dwelling units and types of dwelling units, and utilizing the student generation rates identified in the June 2014 Western Placer Unified School District Facilities Master Plan, this project is projected to generate approximately 2,429 new K-5th grade students, 993 additional 6th-8th grade students, and 874 additional 9th-12th grade students (Total of 4,296 students). As stated, in turn this project will require the need for three elementary schools, one middle school, and one high school. Based on estimated new school construction costs (in 2016 dollars) of $31M per elementary school, $68M per middle school, and $155M per high school, this would create an overall financial impact to the District of $254M. Based on the direct impact of the projected number of students from this project, the project's share of the overall impact would be approximately $232M. 1

WPUSD holds the position that any new students generated from new development within the school district need to be mitigated for in full. As stated in the DEIR, the project applicant and/or developer would be required to contribute fees towards school facilities construction, and would enter into a Mitigation Agreement with the WPUSD. The District is currently working with the applicant/developer regarding a potential mitigation agreement; however, there is a strong implication that Senate Bill 50 and State funding will provide an adequate source of funding new school construction.

Included in the DEIR, there is an analysis of the November 1998 Proposition 1A/Senate Bill 50 and its statutory requirements. Although the original intent of SB 50 was to allow school districts 2

Letter A11

to collect impact fees as a 50% matching share to the State's 50% contribution for new school construction via State School Bonds, in reality the State's share has been well under the touted 50% share and the Level II fees authorized to be collected have not been enough to cover the full costs of building new schools; therefore the perception that paying the SB 50 fees takes care of the school mitigation is not accurate and not considered acceptable full mitigation to the District. The real impacts of Village 5 housing units on WPUSD will not be covered by listing SB 50 and saying the project is mitigated when SB 50 will cover less than half of the impacts caused by Village 5. In addition, the State currently does not have State bond funds readily available to match school district contributions toward new school construction and the State Allocation Board has formally made this declaration per the SB 50 legislation. There is the possibility of the passage of a 2016 state bond measure, however, based on the governor's opposition to the bond, the number of propositions on the November 2016 ballot, and potential voter tax fatigue, it may be very difficult to get the measure passed and in turn we cannot make any assumptions of a guarantee of State funding.

2 cont.

Even assuming there is State funding, based on recent analysis of the project unit counts, projected number of students, new school construction needs (3 elementary schools, one middle school, one high school), current construction costs ($232M), our current State funding eligibility and grant amounts ($62M), and estimated fees generated by the project based on current mitigation formulas ($94M), the District would have an estimated funding shortfall of approximately $75 million.

The DEIR for this project should address the known and projected impacts of this project on the school district and the District does not believe that the DEIR should read in the summary and conclusion of the Public Services and Recreation section "the impact related to school services and facilities would be considered less than significant". The WPUSD respectfully requests these impacts be adequately analyzed and addressed in the Final Environmental Impact Report.

3

If you have any questions or need any additional information, please feel free to contact me at (916) 645-5100.

Sincerely,

Michael Adell

Director of Facilities

cc: Scott Leaman, Superintendent

Letter A11 **Michael Adell, Western Placer Unified School District**
Response October 11, 2016

A11-1 Table 3.14-4 on page 3.14-23 of the Draft EIR provides a calculation of anticipated student generation as a result of the proposed project. That table estimates generation of 2,695 elementary, 643 middle, and 928 high school students, a total of 4,266 generated by the proposed project. Table 3.14-5 in the Draft EIR estimates the need for three new elementary schools, one new middle school, and one new high school. The V5SP identifies and reserves proposed locations for each of these new schools. The project applicant anticipates entering into a Mitigation Agreement with WPUSD for the provision of school funding.

A11-2 As stated on page 3.14-25 of the Draft EIR, SB 50 allows WPUSD to collect a fee that is equal to the current statutory Level I fees. Where justified, SB 50 allows the district to collect additional fees in an amount that would approximate 50 percent of the cost of additional facilities. The collection of the 50 percent mitigation fees is with the assumption that the State School Facility funding program remains intact and that state funds are still available for partial funding of new school facilities. If the funds are not available, districts may collect up to 100 percent mitigation fees under certain circumstances. Although school impact fees might not be sufficient to fund 100 percent of new school facility construction and operation, the California State Legislature has declared the school impact fee to be full and adequate mitigation pursuant to Government Code Section 65995. Notwithstanding, the project applicant anticipates entering into a Mitigation Agreement with WPUSD for the provision of school funding.

A11-3 As described in Chapter 2, Project Description, of the Draft EIR, the proposed project would provide specific parcels for the intended development of three elementary schools, one middle school, and one high school within the V5SP. Impacts 3.14-3 and 3.14-8 address project-specific and cumulative impacts to schools, respectively. As discussed in those impact analyses, both school sites and funding through payment of SB 50 fees would provide adequate mitigation of schools impacts. Additionally, the project applicant anticipates entering into a Mitigation Agreement with WPUSD for the provision of school funding.

Letter O1

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City of Lincoln
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P.O. Box 1197, Lincoln CA 95648
www.lincolnopenspace.org

October 4, 2016

Jim Bermudez, Development Services Manager
City of Lincoln Community Development Department
600 Sixth Street
Lincoln, CA 95648

Dear Mr. Bermudez,

We have reviewed the Draft EIR for the Village 5 Specific Plan and offer the following comments.

Chapter 3 Deals with the Agriculture. Figure 3.2-1 shows that the entire Specific Plan area currently consists of lands used for agricultural production. This is a SEVEN AND A HALF SQUARE MILE AREA. The mitigation measures found at the end of the chapter almost exclusively describe the mitigation for biological impacts which are thoroughly described in the biological chapter. The mitigation measures are appropriate for the biological chapter but do not directly address the loss of agricultural lands. Further the mitigations focus on the PCCP which deal with mitigation for special status species. Consequently, no mitigations are found in the document to mitigate the loss of thousands of acres of agricultural production. An appropriate mitigation measure would be to require the developer to buy development rights on agricultural lands outside the Lincoln SOI. This could be done on an acre of protected land for each acre taken out of agricultural production. 1

Additionally, the DEIR does list General Plan policy LU-5.4 which calls for protection of Agricultural Buffers. The DEIR land use plan map does not show such buffers on the western edge of the specific plan area. These areas are outside the Lincoln SOI and are anticipated to remain agricultural. The Lincoln General Plan implementation discussion shows the amount of buffering was to be developed by now. Since that City study has not been done, a 100 foot buffer is used by many cities and should be considered here. 2

Staying with buffers for a minute, the use of VCE designation in the extreme northwest of the site adjacent to many ranchette parcels in the area does not provide any buffering. The FEIR should discuss using the VRR designation instead to minimize impacts of this adjacent area, 3

Letter O1

as well as the buffering mentioned above. This is best done in discussing General Plan compliance and the subject expanded on in the FEIR. 3 cont.

The DEIR clearly identifies that both steelhead and chinook salmon are species which rely on Auburn and Markham Ravines as their habitats. However no surveys were conducted on their numbers, etc. There is no analysis of the conditions within these streambeds or vegetation along the stream banks. When a jurisdiction adds thousands of homes adjacent to such streams, the impacts can be substantial. Ten year old boys can tear up such habitat having innocent fun from their perspective. The developers along these streams should be responsible for stream bank stabilization efforts. The planting of trees for shading the waters need to be done so the vegetation of can grow to get enough size to withstand such impacts. The DEIR discusses the biology from a regulatory perspective, without discussing the impacts of future residents along the streams. The FEIR needs to discuss in layman's terms the impact of people on the streams and there floodplains and provide specific mitigations to these potential problems. Regulatory information is critical but so is common language explaining what people and dogs will mean to this CRITICAL STREAM HABITAT and what can be done to improve the situation. Salmon recovery efforts are very important issues in Western Placer County and each jurisdiction and regulatory agencies need to be heavily involved insuring this project does not lead to stream degradation. 4, 5, 6

This chapter discussed a 715 acre area that is to be acquired to offset biological impacts. A map showing the location of the site is needed in the FEIR. 7

The PCCP has been pending for years. It never seems to move toward final adoption. One cannot mitigate against an unadopted plan which has not been subjected to full public review and hearings, let alone adoption by all the involved agencies. The impact section of this chapter might need to be more specific on alternative mitigations on site if the plan does not reach adoptions Village V approval. 8

Chapter 3.5-8 on climate change discusses the subject based upon the legal criteria as last approved. Unfortunately, regulations and statutes are changing rapidly are probably will speed up in the next few years. This is especially true in provision of solar facilities. On Page 3.5-22 mitigation measure 3.1-1 provides only for setup connections for future solar systems. A mitigation measure should be added for Lincoln consideration which would require solar system construction on all single family homes and commercial facilities within Village V approvals. It should also include a mitigation measure which would limit on the palate of trees in the landscape plans which could block future solar systems from sunlight. Major new 21 century projects should be conditioned meeting future needs. Studies show that solar homes are a good selling point. 9

The Land Use Chapter has Figure 3.11-5 which shows nearly 20 proposed Retention Basins. These needed facilities, given their land area used, will tend to modify the Proposed Land Use Plan. The basins are found in numerous land use categories in the Proposed Land Use Plan. From a general plan perspective, these be shown as Public /Quasi-Public or as Open Space on a revised Proposed Land Use Plan (by using Figure 3.11-5 already in the DEIR). There is great opportunity for these to be multi use facilities when not used for water retention. If they are to be fenced off for safety, they could still be visual open space. These ponds are consumers of land areas. How many acres of land are to be committed to these basins? The Village 5 Specific Plan Land Use Summary does not show this acreage within it; while other public facilities are listed. In addition, these facilities will reduce acreage within various other 10, 11

Letter O1

land use categories. That could mean that the number of dwelling units should be reduced somewhat. The FEIR should show a corrected land use summary table that includes these retention basins and adjusted unit counts. 11 cont.

When the Lincoln General Plan was being considered for adoption, a 40% requirement was established for all the future Villages. This percentage was used to replicate the successful Sun City of Lincoln Hills project. That project looks good, and was designed to have either parks, open space, or golf courses scattered throughout its fabric. All residences were to be a short walk away from these visual or usable open lands. That created high property values and contains many amenities for the residents. When the general plan was being considered Sun City Lincoln Hills was to be the standard and example of what was to be accomplished in future Villages. Unfortunately, Village 5, to meet this 40% standard, has included the School District's deed restricted lands out as a peninsula into agricultural lands beyond not at all in close proximity to residential areas. It Most of the open space is not interspersed within the project consistent with the Lincoln Hills example. If this 343.5 acre School District parcel is excluded from the land use table there would be only 20% open space within Village V. The FEIR should explore an alternative plan where a true 40% of open space was included within the development area. Designating the retention basins described above would help in this attempt. 12

The Public Utilities chapter discusses water to serve this project. It appears to focus on historic water provision agreements that may not to be able to be fulfilled in the future. As this 5 year drought has driven home, the past assumption on water supply may not reflect future water supply. State law changes will change the procedures for continued ground water extraction in the next few years. If the drought persists the State may mandate water to be taken from water surplus areas to be used to serve areas less fortunately located. Under emergency regulations during drought conditions this has been mandated in the past. The past few years has seen significant changes in water law and another dry year will cause even more legislative changes to water rights. Since we have just suffered 5 years of drought, there is no reason not to test water supply as if this is the new normal. The FEIR should specifically analyze water supplies against the past 5 years of precipitation to see if there will be adequate water for this project and for Lincoln General Plan buildout. It should consider mitigations which would review water supplies annually for adequacy. It should also consider mitigation measures for the prohibition of new subdivisions and/or building permits for new homes when the drought pushes jurisdictions back into mandatory water restrictions. The hardening of water demand as new units are brought online may impact the water available to existing residents. 13

Our focus on reviewing the DEIR was to highlight the big picture issues of importance to us. Growth in the next few decades should continue to evolve to meet 21 century conditions. We look forward to reviewing the FEIR and to participating in the adoption process. 14

Please insure that we are noticed on all future matters on this project. 15

Sincerely yours,

Paul Denzler
Chairman, Lincoln Open Space Committee

Letter O1 **Paul Denzler, Lincoln Open Space Committee**
Response October 4, 2016

O1-1 The commenter notes that the mitigation measures for loss of agriculture "almost exclusively describe the mitigation for biological impacts…" and suggests that the applicant be required to buy development rights on agricultural lands outside the City's SOI.

Analysis for impact to Important Farmland (Impact 3.2-1) notes that preservation of large tracts of land used for active agricultural production simultaneously provide biological habitat for sensitive species. It has long been accepted that impacts to agricultural land and biological resources are interdependent and best addressed concurrently. Table 3.2-1 illustrates that rice is the main agricultural crop in the V5 Specific Plan Area. As discussed in Section 3.2.1 (Environmental Setting) of the Draft EIR, compliance with the Placer County Conservation Plan (PCCP) would serve as substantial mitigation for impacts to farmland. Should development proceed prior to completion and approval of the PCCP, the applicant would be required to permanently conserve extensive nearby lands, within the County and available as compensatory mitigation for the loss of Important Farmland at a 1:1 ratio. (See Mitigation Measure 3.2-1(a) and (b).) These measures would serve to mitigate the loss of the major agricultural type of land at issue – rice lands. Notwithstanding, the City has concluded that impacts to Important Farmland would remain significant and unavoidable because the existing agricultural land taken out of production could not be replaced.

O1-2 As described in Master Response 2, minimum buffers would be required on parcels developed under the V5SP to ensure that new uses are buffered adequately from existing agricultural uses, even those outside of the V5SP boundary.

O1-3 The Village Country Estate (VCE) designation in the northwest of the Plan Area, and in other areas in the Plan Area, provides a "step-down" of uses from more urban and intense uses internal to the Plan Area to surrounding, less intense adjacent uses such as agriculture or open space areas. As discussed on page 2-11 of the Draft EIR, the Village Rural Residential (VRR) designation would allow for residences on large rural lots and would be primarily applied to parcels within ALUCP Compatibility Zones A, B1, and C1 for the Lincoln Regional Airport. The VRR designation also provides buffering and a "step-down" of land uses between high intensity and lower intensity uses, and is applied to areas within the identified ALUCP Compatibility Zones to ensure that population density does not exceed the maximums set forth in the Lincoln Regional Airport ALUCP. The VRR designation would allow 0.2 to 0.5 dwelling units per acre (du/ac), or 1.0

dwelling unit per two to five gross acres. The VCE designation would include large lot single-family dwellings at a density of 1.0 to 2.9 du/ac. The VCE designation would also provide buffering and a "step-down" of land uses between high intensity and lower intensity uses.

O1-4 Chapter 3.4, Biological Resources, includes descriptions of conditions in Auburn and Markham Ravine, including descriptions of the natural communities that are present within or associated with these waterways. Further, complete descriptions of steelhead and Chinook salmon are provided, including descriptions of their regulatory status, life history, and potential for occurrence in Auburn and Markham Ravine. As stated in the Draft EIR, no surveys were conducted for these species in the Plan Area; however, for purposes of analysis, their presence was conservatively assumed based surveys conducted, by others, downstream. As a result, additional, site-specific surveys were not required.

O1-5 Impacts 3.4-1 (federally protected wetlands), 3.4-4 (adverse impacts to special-status species through habitat modification), 3.4-4 (rare plants), 3.4-6 (nesting birds), 3.4-8 (water quality), 3.4-9 (riparian habitat or other sensitive natural communities), and 3.4-11 (ordinances protecting biological resources) analyze potential impacts that could result from the proposed project and proposes mitigation measures, where appropriate. Specifically, Impact 3.4-11 states, "…following construction, permanent fencing and educational signage would be installed around all open space preserves to protect sensitive areas from human or vehicular encroachment and to educate the community about the biological resources located within the open space, consistent with the proposed PCCP and with any project-level permits obtained from the resource agencies. Sensitive areas include wetlands or other protected waters, protected trees, or habitats for special-status plants and wildlife…" (Draft EIR, page 3.4-80.) The analysis concludes that by preserving a majority of lands associated with the Markham and Auburn Ravine floodplains and avoiding, minimizing, and compensating for impacts of specific plan implementation on habitats and special-status species, as required by Mitigation Measure 3.4-11, the development of the urbanized portion of the Plan Area would be consistent with local, regional, and state policies and ordinances regulating biological resources. This includes consistency with the California Fish and Game Code, because impacts to habitats, state-listed species and nesting birds would be avoided, minimized and compensated. This also includes consistency with the Porter-Cologne Act, because implementing Mitigation Measures 3.4-1, 3.4-2, 3.4-9, and 3.10-1 would minimize, avoid and compensate impacts on Waters of the State, including impacts on their use as habitat.

By implementing Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7 and 3.4-9, specific plan implementation would be consistent with City of

Lincoln General Plan policies OSC-1.1 and OSC-5.5 to preserve or compensate for impacts to special-status species and their habitats, and would satisfy conditions for pre-construction surveys and appropriate mitigation for sensitive species as addressed in General Plan policies OSC-5.11 and OSC-5.12. Thus, by implementing Mitigation Measure 3.4-11 this impact would be reduced to a less-than-significant level.

Further, the proposed project has also developed detailed design guidelines, which includes protections for open space, including details on preservation and mitigation of open space, including riparian corridors (see Village 5 General Development Plan, Chapter 6, and Village Landscape Design Guidelines). The document specifically includes guidelines for walls and fencing throughout the Village, including fencing to protect open space (and riparian) areas and minimize the potential for impacts that may otherwise result from human activity.

O1-6 Detailed discussion of biological resources present on the site is provided in section 3.4, Biological Resources. This includes discussions and descriptions of sensitive resources, habitats, and species present on the site (see section 3.4.1, Environmental Setting). A separate discussion on the regulatory setting is also provided (see section 3.4.2, Regulatory Setting). In regard to potential project-related impacts that may result increased human activities, please see Response to Comment O1-5 above.

O1-7 Mitigation Measure 3.4-1 (b)(2) describes 715 acres of land presently identified as potential mitigation land within the PCCP Reserve Acquisition Area. However, negotiations for use of those lands as mitigation are ongoing with the regulatory agencies. In the event the project applicant cannot secure rights to those specific lands for mitigation of impacts to habitat within Area A, the project applicant would be required to identify other lands suitable to fully mitigate the impact to habitat.

O1-8 Please see Master Response 3.

O1-9 Section 3.7, Energy, in the Draft EIR specifically states that the project will comply with all existing local, state and federal requirements, including the Building Energy Efficiency Standards contained in Title 24 of the California Code of Regulations. (Draft EIR, page 3.7-18.) Additionally, the City agrees that commercial structures should be built with solar facilities in tact upon opening – not just as solar-ready. This is required pursuant to Mitigation Measure 3.5-1, which relates to all non-residential structures in the area and states: “Install photovoltaic rooftop energy systems on all community buildings and any commercial buildings over 100,000 square feet.” (Draft EIR, page 3.5-23.) With

regards to limiting the palate of trees in the landscape plans, this suggestion could be problematic. Various larger trees provide substantial shading for homes and parking lots. Further, the V5SP Design Guidelines would provide guidance for the types of landscaping that would be permitted so adding mitigation measures would be duplicative and unnecessary.

O1-10 The V5SP incorporates 21 proposed detention (not retention) basins throughout the Plan Area. As described in the Stormwater Master Plan, the detention basins would range in size from 0.8 acres to 6.3 acres in size. Depending on the specific design of the detention basins, they may be used as multi-use facilities, or may only be used as open space.

O1-11 The land use summary presented in the Draft EIR accounts for the provision of detention basins throughout the Plan Area to accommodate storm water runoff. But, even more specifically, Table B-2 in Appendix B of the Specific Plan identifies 75.2 acres of detention basins throughout the Plan Area – in varying land use designations, not all of which are open space. Given the detailed acreage of detention basins has been accounted for, the number of dwelling units in any given Area will not be reduced due to the sizing of one or more detention basins. Accordingly, no "adjusted unit counts" are required to be shown.

O1-12 The V5SP provides a variety of open space in various land use designations, including parks (VPark), linear parks (VLP), agriculture preserve (VOSA), and open space (VOSP and VOSN). These designated uses would include numerous bike trails, walking trails, and pedestrian connections throughout the Plan Area, as well as planned detention basins. Detention basins would also serve as additional 45.9 acres of open space area throughout the Plan Area. (See Table B-2, Appendix. B to Specific Plan.) Moreover, pursuant to the Airport Land Use Plan open space requirements, an additional 218 acres of open space will be provided within the Plan Area. (See Figure 2-4, Land Use Plan, and Table 2-1 in the Draft EIR) The inclusion of Auburn and Markham ravines in the southern and northern portions of the Plan Area, respectively, provide 841 acres of open space corridors. The inclusion of the 343.5-acre Lincoln High School Farm is deed restricted open space and as such counts towards the overall 40 percent open space requirement since it will remain open space in perpetuity. Finally, the Plan provides for 149.2 acres of active park open space. In all, the V5 Plan Area would provide 1,823.3 acres of open space as outlined in Table 6.3 of the Specific Plan, which is 41.2 percent of open space consistent with the Lincoln General Plan. As noted in Response to Comment O-12, every acre of detention basin proposed is broken down by area in Table B-2 of Appendix B to the Specific Plan, and a copy is provided along with this response.

O1-13 Please see Master Response 1. Any comments not responded to in Master Response 1 are noted for the record and have been reviewed by the City staff, Planning Commission and City Council members.

O1-14 The comment is noted by the City. The City will provide the opportunity for the Lincoln Open Space Committee to comment on Final EIR for the proposed project.

O1-15 The City notes the Lincoln Open Space Committee's request for noticing and will provide appropriate notices for all future public review opportunities in relation to the proposed project.

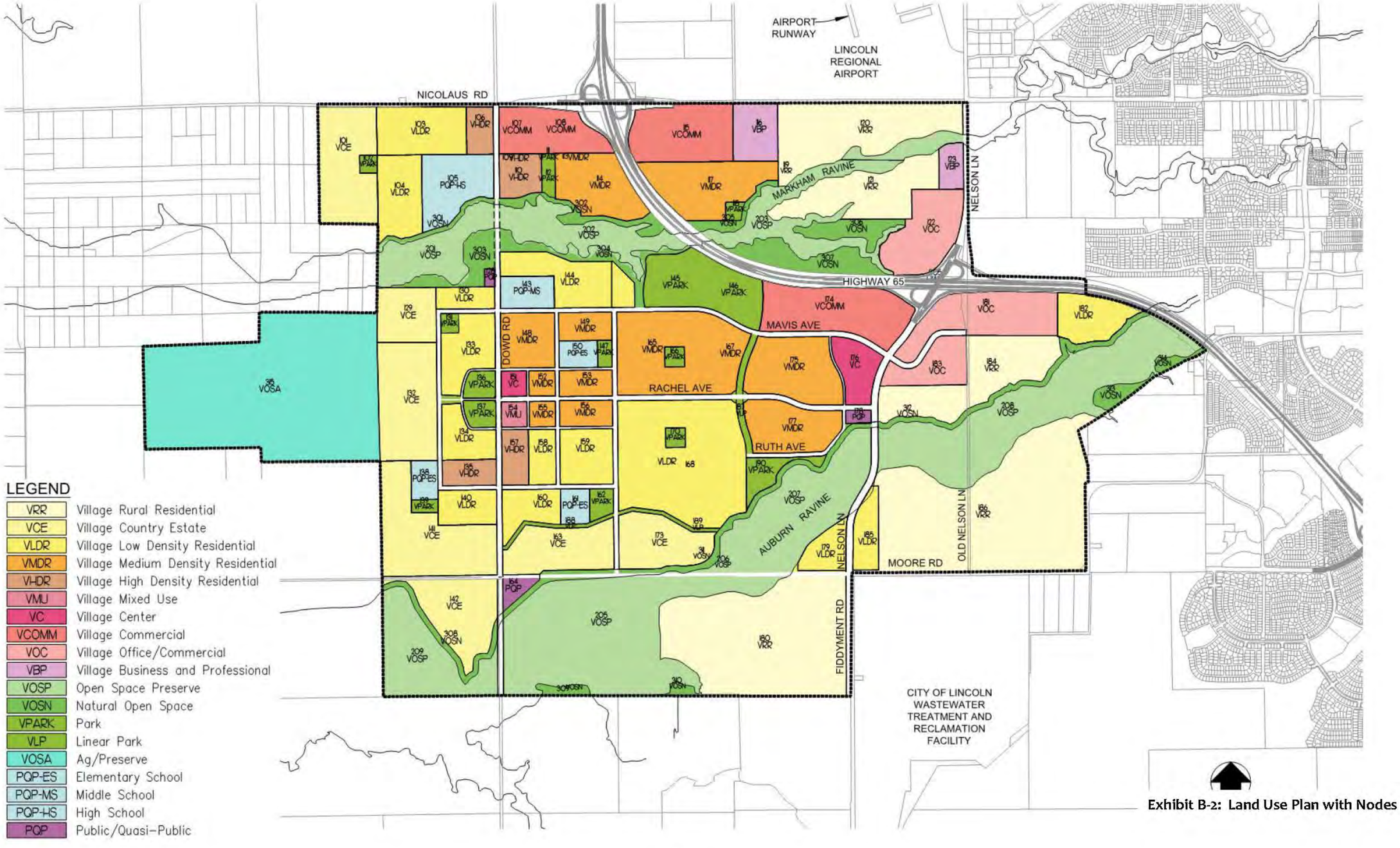

Exhibit B-2: Land Use Plan with Nodes

Table B-2: Land Use Detail by Parcel/Node

Node	Land Use	Airport Zone	Gross Acres	Detention Pond	Airport Req'd Open Land	Net Acres	Units	Off/Comm SF	Planning Area
101	VCE	D	75.7	0.0	0.0	75.7	151	0	F
102	VPARK	D	3.6	0.0	0.0	3.6	0	0	F
103	VLDR	D	49.7	0.0	0.0	49.7	248	0	F
104	VLDR	D	42.3	6.1	0.0	36.2	181	0	F
105	PQP-HS	D	48.7	0.0	0.0	48.7	0	0	F
106	VHDR	D	14.9	0.0	0.0	14.9	312	0	F
107	VCOMM	D	20.0	0.0	0.0	20.0	0	217,800	F
108	VCOMM	C2	30.4	0.0	3.0	27.4	0	297,900	F
109	VHDR	D	4.6	0.0	0.0	4.6	96	0	F
110	VHDR	D	16.0	0.0	0.0	16.0	336	0	F
111A	VPARK	D	0.2	0.0	0.0	0.2	0	0	F
111B	VPARK	C2	1.3	0.0	0.1	1.1	0	0	F
112A	VPARK	D	3.0	0.0	0.0	3.0	0	0	F
112B	VPARK	C2	2.1	0.0	0.2	1.9	0	0	F
113	VMDR	C2	6.7	0.0	0.7	6.0	42	0	F
114	VMDR	C2	46.4	1.3	4.5	40.6	284	0	F
115	VCOMM	C2	66.4	0.0	6.6	59.8	0	650,700	E
116A	VBP	C2	23.4	0.0	2.3	21.1	0	229,300	E
116B	VBP	C1	6.7	0.0	1.0	5.7	0	62,000	E
117	VMDR	C2	65.0	0.0	6.5	58.5	409	0	E
118	VPARK	C2	3.5	0.0	0.4	3.2	0	0	E
119A	VRR	C2	0.5	0.0	0.0	0.4	0	0	D
119B	VRR	C1	3.6	0.0	0.5	3.1	1	0	D
120A	VRR	C1	27.5	0.0	4.1	23.4	11	0	D
120B	VRR	B1	63.8	0.0	16.0	47.9	23	0	D
120C	VRR	A	10.1	0.0	10.1	0.0	0	0	D
120D	VRR	C1	1.6	0.0	0.2	1.4	0	0	D
121A	VRR	C2	3.5	0.0	0.4	3.2	1	0	D
121B	VRR	C1	14.5	0.0	2.2	12.3	6	0	D
121C	VRR	B1	54.4	0.0	13.6	40.8	20	0	D
122A	VOC	B1	47.7	2.1	11.4	34.2	0	446,900	C
122B	VOC	C1	9.7	0.0	1.5	8.2	0	107,700	C
123	VBP	C1	12.7	1.4	1.7	9.6	0	104,500	C
128	PQP	D	2.3	0.0	0.0	2.3	0	0	H
129	VCE	D	37.6	4.1	0.0	33.5	67	0	H
130	VLDR	D	14.8	0.0	0.0	14.8	74	0	H
131	VPARK	D	4.0	0.0	0.0	4.0	0	0	H
132	VCE	D	79.9	0.0	0.0	79.9	159	0	H
133	VLDR	D	37.5	0.0	0.0	37.5	187	0	H
134	VLDR	D	25.4	0.0	0.0	25.4	127	0	H
135	VHDR	D	16.1	0.0	0.0	16.1	338	0	H
136	VPARK	D	9.5	0.0	0.0	9.5	0	0	H
137	VPARK	D	9.5	0.0	0.0	9.5	0	0	H
138	PQP-ES	D	12.1	0.0	0.0	12.1	0	0	H
139	VPARK	N/A	4.0	0.0	0.0	4.0	0	0	H
140	VLDR	D	23.6	0.0	0.0	23.6	118	0	H
141	VCE	N/A	94.4	5.6	0.0	88.8	177	0	H
142	VCE	N/A	60.4	3.6	0.0	56.8	113	0	H
143	PQP-MS	D	20.0	0.0	0.0	20.0	0	0	I
144A	VLDR	D	29.1	0.0	0.0	29.1	145	0	I
144B	VLDR	C2	17.3	0.0	1.7	15.6	77	0	I
144C	VLDR	C2	9.5	1.0	0.9	7.7	38	0	A1

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Node	Land Use	Airport Zone	Gross Acres	Detention Pond	Airport Req'd Open Land	Net Acres	Units	Off/Comm SF	Planning Area
145	VPARK	C2	29.9	4.5	2.5	22.9	0	0	A1
146	VPARK	C2	41.3	3.1	3.8	34.4	0	0	A1
147	VPARK	C2	4.5	0.0	0.5	4.1	0	0	A1
148	VMDR	D	34.3	0.0	0.0	34.3	240	0	I
149A	VMDR	D	10.5	0.0	0.0	10.5	73	0	I
149B	VMDR	C2	6.8	0.0	0.7	6.1	42	0	I
150A	PQP-ES	D	11.3	0.0	0.0	11.3	0	0	A1
150B	PQP-ES	C2	0.7	0.0	0.1	0.6	0	0	A1
151	VC	D	7.5	0.0	0.0	7.5	0	114,300	I
152	VMDR	D	7.7	0.0	0.0	7.7	53	0	I
153A	VMDR	D	14.3	0.0	0.0	14.3	100	0	I
153B	VMDR	C2	1.7	0.0	0.2	1.5	10	0	I
154	VMU	D	7.5	0.0	0.0	7.5	56	114,300	I
155	VMDR	D	7.7	0.0	0.0	7.7	53	0	I
156	VMDR	D	16.0	0.0	0.0	16.0	112	0	I
157	VHDR	D	17.1	0.0	0.0	17.1	359	0	I
158	VLDR	D	17.5	0.0	0.0	17.5	87	0	I
159	VLDR	D	34.0	0.0	0.0	34.0	170	0	I
160	VLDR	D	25.6	4.5	0.0	21.1	105	0	I
161	PQP-ES	D	11.8	0.0	0.0	11.8	0	0	I
162	VPARK	D	7.9	0.0	0.0	7.9	0	0	I
163	VCE	D	55.2	2.1	0.0	53.1	106	0	I
164	PQP	N/A	7.4	0.0	0.0	7.4	0	0	H
165	VMDR	C2	88.6	0.0	8.9	79.7	558	0	A1
166	VPARK	C2	4.5	0.0	0.5	4.1	0	0	A1
167	VMDR	C2	22.9	0.0	2.3	20.6	144	0	A1
168A	VLDR	C2	58.8	0.0	5.9	52.9	264	0	A1
168B	VLDR	D	94.4	4.7	0.0	89.7	448	0	A1
168C	VLDR	C2	7.2	0.0	0.7	6.5	32	0	A1
168D	VLDR	D	5.5	0.0	0.0	5.5	27	0	A1
170	VPARK	C2	4.4	0.0	0.4	4.0	0	0	A1
173	VCE	D	50.1	2.0	0.0	48.1	96	0	A1
174A	VCOMM	C2	29.5	0.0	3.0	26.6	0	289,100	A2
174B	VCOMM	C1	50.0	0.0	7.5	42.5	0	462,800	A2
175	VMDR	C2	63.8	0.0	6.4	57.4	401	0	A2
176	VC	C1	26.4	0.0	4.0	22.4	0	342,100	A2
177	VMDR	C2	49.2	0.0	4.9	44.3	309	0	A2
178	PQP	C1	3.9	0.0	0.6	3.3	0	0	A2
179	VLDR	D	20.8	0.8	0.0	20.0	100	0	A2
180	VRR	D	217.0	0.0	0.0	217.0	108	0	J
181A	VOC	C1	64.4	0.0	9.7	54.7	0	715,300	B
181B	VOC	C2	5.8	0.0	0.6	5.2	0	68,200	B
182	VLDR	C2	35.3	0.0	3.5	31.8	158	0	B
183	VOC	C1	32.3	0.0	4.8	27.5	0	358,700	B
184	VRR	C1	88.9	6.6	12.3	70.0	34	0	B
185A	VLDR	D	18.7	0.0	0.0	18.7	93	0	J
185B	VLDR	C1	2.6	0.0	0.4	2.2	11	0	J
186A	VRR	D	2.9	0.0	0.0	2.9	1	0	J
186B	VRR	C1	270.8	0.0	40.6	230.2	115	0	J
187	VLP	C2	9.4	0.0	0.9	8.5	0	0	A1
188	VLP	D	5.5	0.0	0.0	5.5	0	0	I
189	VLP	D	4.6	0.0	0.0	4.6	0	0	A1
190	VPARK	C2	16.0	5.6	1.0	9.4	0	0	A2

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Node	Land Use	Airport Zone	Gross Acres	Detention Pond	Airport Req'd Open Land	Net Acres	Units	Off/Comm SF	Planning Area
201	VOSP	N/A	56.8	0.0	0.0	56.8	0	0	--
202	VOSP	N/A	69.3	0.0	0.0	69.3	0	0	--
203	VOSP	N/A	87.5	0.0	0.0	87.5	0	0	--
205	VOSP	N/A	231.6	0.0	0.0	231.6	0	0	--
206	VOSP	N/A	9.5	0.0	0.0	9.5	0	0	--
207	VOSP	N/A	115.3	0.0	0.0	115.3	0	0	--
208	VOSP	N/A	190.0	0.0	0.0	190.0	0	0	--
209	VOSP	N/A	81.1	0.0	0.0	81.1	0	0	--
301	VOSN	N/A	6.6	0.0	0.0	6.6	0	0	F
302	VOSN	N/A	17.7	4.9	0.0	12.8	0	0	F
303	VOSN	N/A	23.0	0.0	0.0	23.0	0	0	H
304	VOSN	N/A	19.5	5.2	0.0	14.3	0	0	I
305	VOSN	N/A	9.4	6.0	0.0	3.4	0	0	E
306	VOSN	N/A	20.3	0.0	0.0	20.3	0	0	D
307	VOSN	N/A	34.9	0.0	0.0	34.9	0	0	D
308	VOSN	N/A	13.2	0.0	0.0	13.2	0	0	H
309	VOSN	N/A	5.9	0.0	0.0	5.9	0	0	J
310	VOSN	N/A	3.7	0.0	0.0	3.7	0	0	J
311	VOSN	N/A	17.3	0.0	0.0	17.3	0	0	A1
312	VOSN	N/A	33.5	0.0	0.0	33.5	0	0	B
313	VOSN	N/A	9.9	0.0	0.0	9.9	0	0	J
314	VOSN	N/A	3.2	0.0	0.0	3.2	0	0	J
315	VOSA	N/A	343.5	0.0	0.0	343.5	0	0	G
501A	ROW	N/A	28.2	0.0	0.0	28.2	0	0	A1
501B	ROW	N/A	8.8	0.0	0.0	8.8	0	0	F
501C	ROW	N/A	40.1	0.0	0.0	40.1	0	0	H
501D	ROW	N/A	38.8	0.0	0.0	38.8	0	0	I
501E	ROW	N/A	7.2	0.0	0.0	7.2	0	0	J
501F	ROW	N/A	6.8	0.0	0.0	6.8	0	0	--
502A	ROW	N/A	4.6	0.0	0.0	4.6	0	0	H
502B	ROW	N/A	3.2	0.0	0.0	3.2	0	0	--
503A	ROW	N/A	3.8	0.0	0.0	3.8	0	0	F
504A	ROW	N/A	4.4	0.0	0.0	4.4	0	0	A1
504B	ROW	N/A	42.0	0.0	0.0	42.0	0	0	A2
504C	ROW	N/A	6.2	0.0	0.0	6.2	0	0	B
504D	ROW	N/A	11.4	0.0	0.0	11.4	0	0	C
504G	ROW	N/A	3.8	0.0	0.0	3.8	0	0	J
504H	ROW	N/A	16.3	0.0	0.0	16.3	0	0	--
505	HWY	N/A	139.0	0.0	0.0	139.0	0	0	--
TOTAL			4,786.9	75.2	216.3	4,495.5	8,206	4,581,600	

9

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Letter O2

Placer Community FOUNDATION

phone: 530-885-4920
mailing: P.O. Box 9207 • Auburn, CA 95604 office: 219 Maple St., Suite 200 • Auburn, CA 95603
www.placercf.org

October 10, 2016

Mr. Jim Bermudez
City of Lincoln
Development Services Department
600 Sixth Street
Lincoln, CA 95648

RE: Comments on Village 5 EIR

Dear Mr. Bermudez:

Thank you for allowing the community to give comment to the Village 5 EIR. I am sure it comes as no surprise to you that the City of Lincoln and the communities in Placer County lack an adequate supply of workforce and affordable housing. As it is needed for the community to grow and prosper, we hope the need to meet the workforce and affordability requirements are taken seriously.

According to current data prepared by SACOG . The affordable housing crisis in our community is significant. 42% of Lincoln's occupied housing units are paying 30% or more of their income towards housing costs:

Lincoln	Total Occupied	Number >30%	Percentage >30%
Owners	13,211	5,277	40%
Renters	3,727	1,902	51%
Total	**16,938**	**7,179**	**42%**

Source: 2014 5-year Census American Community Survey - Table B25106

1

Letter O2

The City's housing element has a goal to accommodate new housing to meet the needs of present and future Lincoln residents and yet the housing element states that the City only approved construction of 73 affordable units from 2008-2012.

The draft EIR references 282% population growth from 2000-2010 and projected growth of another 208 percent by 2050. Major employers include Thunder Valley Casino Resort, Target, Home Depot Lowes, Western Placer Unified School district. With average home prices of $400,000, and low rental vacancy rates, housing is not attainable for not only lower wage earners but also median income earners as well. 2

The jobs housing balance should at least provide some type of analysis between the cost of housing and the type of salaries provided by the jobs in Lincoln. The EIR should acknowledge that the project has the potential to create a significant impact on affordable/workforce housing and appropriate mitigation measures should be proposed to reduce this impact to a level that is less than significant.

At your recent Affordable Housing Workshop, Mayor Short shared concerns that the affordable housing not be concentrated in one area within the City. We couldn't agree more. Affordable housing needs to be integrated into developments throughout the City so residents have access to transportation, jobs, and all community resources. 3

We appreciate the opportunity to comment on the draft EIR.

Sincerely,

Veronica Blake, CEO

VB/fd

Letter O2 **Veronica Blake, Placer Community Foundation**
Response October 10, 2016

O2-1 The City notes the commenter's concern that the City of Lincoln and Placer County need additional workforce and affordable housing.

O2-2 The commenter notes that Lincoln's population is anticipated to grow exponentially over the next 20 to 30 years and that lower and median income wage earners need affordable housing. CEQA requires the City to analyze a project's impacts on population growth, and whether substantial numbers of people or existing housing would be displaced by the project. Impacts of the project on housing are evaluated in Section 3.13, Population, Employment, and Housing, Impact 3.13-2, of the Draft EIR. The project would not require the displacement of current residents in the V5SP area. It would also create new housing within the Plan Area for *all* levels of wage earners – including low- and median-income workers, and seniors. As detailed in the land use summary of the Specific Plan (Table 4.1), the Plan Area would contain approximately 510 acres of land designated for medium and high density residential units, including townhomes, condominiums, and apartments, which would serve the low- to median-income workers.

O2-3 The comment that affordable housing should be integrated into development throughout the City is noted.

Letter O3

CALIFORNIA FARM BUREAU FEDERATION
OFFICE OF THE GENERAL COUNSEL
2300 RIVER PLAZA DRIVE, SACRAMENTO, CA 95833-3293 · PHONE (916) 561-5665 · FAX (916) 561-5691

Via Facsimile, E-Mail, and Regular U.S. Mail
(916) 645 3552
matthew.wheeler@lincolnca.gov

October 11, 2016

Matthew Wheeler
Community Development Director
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Re: City of Lincoln Village 5 Draft EIR

Dear Mr. Wheeler:

This letter is submitted on behalf of the Placer County Farm Bureau, a member of the California Farm Bureau Federation ("Farm Bureau"), in comment on the Village 5 Draft EIR which has been posted for public review. Owing to the lateness with which this office has received the matter, we are submitting these comments in truncated form, but expect to follow the Village 5 annexation process through its review and approval process as the City of Lincoln undertakes this large planning effort.

Farm Bureau is a non-governmental, non-profit, voluntary membership California corporation whose purpose is to protect and promote agricultural interests throughout the state of California and to find solutions to the problems of the farm, the farm home and the rural community. Farm Bureau is California's largest farm organization, comprised of 53 county Farm Bureaus currently representing nearly 53,000 agricultural, associate and collegiate members in 56 counties, including a membership of approximately 1,868 members within Placer County itself. Farm Bureau strives to protect and improve the ability of farmers and ranchers engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of California's resources. Land use in particular is a prime concern of Farm Bureau membership, including planning processes such as the one under way by the City of Lincoln for the Village 5 plan. 1

As an initial matter, it is our understanding that the Placer County Agricultural Commissioner has raised a number of concerns relating to the agricultural impacts which are 2

Letter O3

identified in either the Village 5 Draft EIR or in project documents related to development standards. In the first instance, these relate to interference with existing agricultural operations during project implementation, and the definition of "compatible" agricultural use and its interface with planned development. While Farm Bureau has not independently analyzed the Village 5 planning documents, Farm Bureau agrees that this issue is of paramount concern during project development – as development is overlaid onto an agricultural landscape – and believes project-related impacts to agricultural resources must be identified in the Draft EIR and mitigated where appropriate.

2 cont.

We agree also with the Agricultural Commissioner that development standards and mitigation measures must be designed to avoid the need for farmers to provide buffering on their own property for livestock operations which become proximate to development, or pesticide use which becomes proximate to development. Such buffering should occur on-parcel for development parcels as a condition of development, and project-related documents should say as much. In this regard, we believe the Draft EIR should examine any applicable county right-to-farm ordinance, as well as state law that bears upon the question, including Civil Code section 3482.5.

Finally, to the extent that the Draft EIR discloses impacts to agricultural resources such as the conversion of CEQA-protected types of farmland, the document must provide for feasible mitigation measures (and their funding and implementation), such as the use of conservation easements. (See *Masonite Corp. v. County of Mendocino*, 218 Cal. App. 4th 230 (2013).)

3

Farm Bureau appreciates the opportunity to provide you with these brief comments, and looks forward to further engagement on this development plan.

Very truly yours,

Chris Scheuring
Managing Counsel

CCS/dkc

cc: Sandy Schwartzler, Placer County Farm Bureau

Letter O3 Response — Chris Scheuring, California Farm Bureau Federations, Office of the General Counsel

October 11, 2016

O3-1 The Farm Bureau's interest in land use matters, as they pertain to agricultural interests, and more specifically, it's interest in the proposed project, is noted.

O3-2 The Farm Bureau notes the County Agricultural Commissioner's concerns regarding the definition of "compatible" agricultural uses and potential interference of existing agricultural operations on development. The project applicant has met and corresponded with the County Agricultural Commissioner on each and every concern stated. As a result, numerous revisions to the Agricultural Overlay Zone have been incorporated into the GDP and reviewed and approved by the Commissioner. Please see Master Response 2, as well as Responses to Comments A9-1, A9-2, and A9-3 for details.

Additionally, the Farm Bureau comments that the Draft EIR should examine the County's right-to-farm ordinance. Section 3.2 of the Draft EIR, Agriculture and Forestry Resources, refers to the following City of Lincoln 2050 General Plan Policy, as an applicable policy for the protection of existing agricultural operations that become proximal to progressing development within the V5SP Area:

> OSC-2.2 **Agricultural Disclosures.** The City will require that developers of residential projects, which are within general proximity of agricultural operations in the County, provide notification to new homeowners within their deeds, of the County's right to farm ordinance.

Because the Plan Area would be annexed to the City, the Placer County right-to-farm ordinance would no longer be applicable within the Plan Area. However, the proposed Agricultural Overlay Zone would cover every land use designation (except open space designations) within the Plan Area with far more protective buffering provisions for agricultural uses both within and on the fringes the Plan Area.

O3-3 Impacts from the conversion of Important Farmland are detailed in Section 3.2, Agriculture and Forestry Resources. Analysis includes consideration of mitigation measures, including the use of conservation easements. (See Mitigation Measure 3.2-1(a) and (b).)

Letter O4

Lighthouse
Counseling & Family Resource Center

October 11, 2016

Mr. Jim Bermudez
City of Lincoln
Development Services Department
600 Sixth Street
Lincoln, CA 95648

Dear Mr. Bermudez,

This letter is written in support of including a workforce housing component in the Village 5 Project for the reasons that follow. Economic and racial diversity makes for stronger communities through the creation and diversification of mid level jobs which leads to higher tax revenues. Further, assimilation of our neighborhoods with a diverse workforce reduces the environmental impact by reducing fossil fuel use, and may have a very positive impact on health, education, and the reduction of crime.

According to the Center for Housing Policy, Insights from Housing Policy Research, "The Impacts of Affordable Housing on Health" (April 2015):

- Affordable housing alleviates crowding and makes more household resources available to pay for health care and healthy food, which leads to better health outcomes.
- [Correspondingly] Affordable housing can improve health outcomes by freeing up family resources for nutritious food and health care expenditures.
- By providing families with greater residential stability, affordable housing can reduce stress and related adverse health outcomes.
- Affordable homeownership may positively impact mental health...
- Access to affordable housing allows survivors of domestic violence to escape abusive homes, which can improve mental health and physical safety.
- Affordable and accessible housing linked to supportive services enables older adults and others with mobility limitations to remain in their homes.
- Green building strategies and location-efficient housing reduce environmental pollutants, lower monthly energy costs, and improve home comfort and indoor environmental quality.
- Affordable housing can reduce overcrowding and other sources of housing-related stress that lead to poor educational outcomes by allowing families to afford decent-quality homes of their own.

1

1 | Page

Letter O4

Further, workforce housing can have a significant impact on our children's education as illustrated in the Center for Housing Policy, Insights from Housing Policy Research, "The Impacts of Affordable Housing on Education: A Research Summary" (May 2011):

- Stable, affordable housing may reduce the frequency of unwanted moves that lead children to experience disruptions in home life or educational instruction.
- Affordable housing can reduce overcrowding and other sources of housing-related stress that lead to poor educational outcomes by allowing families to afford decent-quality homes of their own.
- Affordable housing may support children's educational achievement by reducing homelessness among families with children.
- Some affordable housing strategies may help families move to communities that have stronger school systems or are more supportive of education.
- Affordable housing developments may function as a platform for educational improvement by providing a forum for residential-based afterschool programs or, more broadly, by anchoring a holistic community development process that includes new or improved schools.

The Affirmed Housing Group, a San Diego based developer of affordable rental housing and an effective advocate in the industry reports the following as it relates to crime and affordable housing:

> "Affordable housing can help a community maintain a stable population by making it easier to retain people who already live and work there. There is no evidence that affordable housing brings crime to a neighborhood. In fact, affordable housing, as a tool of economic development, can often help to lower crime rates. The National Crime Prevention Council calls for the construction of affordable housing to reduce crime because 'neighborhood cohesion and economic stability are enhanced in areas where the continuing supply of dispersed, affordable housing is assured.' Whether a development will be an asset or a detriment to a community more often turns on basic management practices: careful screening, prudent security measures, and regular upkeep. Most affordable housing residents are seeking safe and decent housing that will allow them to live self sufficient lives in a good community."

While serving on the Human Services Coordinating Council in Sacramento County, an advisory body to the Board of Supervisors on matters relating to health and human services planning and policy issues, we were asked by the Department of Health and Human Services to meet with local Community Planning Advisory Councils (CPACs) to receive their perspective on homelessness in their communities. Overwhelmingly, local citizens serving on their respective CPACs were open to "helping their own" residents who were experiencing hard times but were additionally clear that they did not wish to become a haven for everyone's homeless. In other words, they showed sincere interest in addressing their local affordable housing issues without becoming "hubs" that attract even more people experiencing homelessness from throughout the region. What this suggests is that all neighborhoods, or rather in this case, development projects should participate in meeting the need for affordable housing as each project progresses. No longer can we, nor morally should we, simply count on setting aside specific geographic areas as future potential affordable housing projects to meet the requirements of

1 cont.

Letter O4

Regional Housing Need Allocation (RHNA). The California Legislature and courts have repeatedly indicated in statute and case law that housing is an issue of statewide concern. This sense of urgency and immediacy should be duplicated city and county wide through the creation of developments that actively embrace workforce housing. Given the list of benefits that workforce housing offers to our community as a whole it is clear that the City of Lincoln and its community would benefit from an inclusive approach to workforce housing in all current and future projects.

1 cont.

Sincerely,

Gary McDonald, Executive Director

Letter O4 Response	Gary McDonald, Lighthouse Counseling & Family Resource Center October 11, 2016

O4-1 The Lighthouse Counseling & Family Resource Center's comments regarding the benefits of- and need for workforce housing are noted and will be conveyed to the City Council for consideration. The comment does not address the environmental impact report for the proposed project; thus, no further response is required.

Letter I1

September 21, 2016

Public Meeting/ Comments regarding the Village 5 Draft Environmental Impact Report for the Village 5/Special Use District B Specific Plan Area

My name is Albert Scheiber. I live at 1700 Moore Road. Part of our property is in Village 7, the rest is in SUD B also known, as it goes through the process, as Village 5. My family has been farming on this property since 1918. I do not have enough time to detail all of my comments on this EIR in the time allowed, so I am going to get as far as I can on a list of bullet points. I will then give this letter to the clerk to be entered into public record. A more detailed letter will follow prior to the close of the comment period. 1

1). I Commented two years ago in the last comment period about poor communication. While it has gotten better, I still believe it to be a problem. For example, I understand Richland had public meetings that we were not notified of. Also, I had to address the City Council, at their last meeting, just to get a hard copy of the EIR. 2

2). In my opinion, the flood plain is still inaccurate on our property, which would mean all calculations downstream are also inaccurate. A wider, inaccurate flood plain means less developable land that we can build on and more open space that Richland can claim for their project at our expense. 3

3). I don't believe that because Richland wants to develop and annex their property, that everyone else in this area should also have to do the same. According to the EIR, they own way less than half of the project area but are forcing the rest of the property owners to comply with what they and the City of Lincoln want. 4

4). As I read through the EIR, I found a lot of contradictions and errors. I was reading through the Ag Overlay Zone, specifically for the Williamson Act, and it said for more information to go to a specific section. That section was not in the hard copy I was given and I couldn't find it online either. 5

5). The Ag Overlay Zone is a half hearted attempt to tie in all the other agricultural verbiage to create a good feeling about this project. It contains words like, compatible, which will allow the City of Lincoln to systematically remove agriculture from the area, one parcel at a time, just as they have done on other parcels. 6

6). The Ag Overlay Zone excludes the two ravines that run through the project, and sets them aside for conservation. Once again the City of Lincoln and Richland are using our property and our neighbor's property, for their benefit at our expense. I'm not clear as whether or not I would still be able to use this property after it's dedicated. If not, that dramatically affects our business both logistically and financially. 7

Letter I1

7). The EIR mentions the Placer County Conservation Plan and how the two will work together. The last I heard, the PCCP is not approved or adopted yet and that could be over a year away. I don't think this project should be able to use or refer to something that is not in place. 8

8). Moving the interchange at Highway 65 and Nelson Lane is going to impact our property both financially and logistically. Currently we have freeway interchange access to our property. If the interchange is moved, any traffic coming to our property will first have to wind through Richland's property. Once again, benefitting Richland at our expense. 9

8). If the interchange and road systems are allowed to move forward, it will create a safety issue for us and our neighbors, whether we develop or not. As far as I can see, the one road coming through Richland's property, is the only way in and out for an area over 200 acres in size. 10

9). The Williamson Act is mentioned in this document, but as stated above, there are missing sections. My hope would be that the City of Lincoln fully supports and would continue the Williamson Act program if our property is annexed into the city limits. I hope that is what is in the missing sections. If they don't, then my conclusion that the City of Lincoln does not really want agriculture will be validated. 11

10). We do not want to be annexed into the city limits. The General Plan referenced in this document does not contain any protections for agriculture, at complete build out, except the High School Farm. What we have seen over the years has been a lot of talk about being pro agriculture, and then systematically removing it because it is non-conforming. 12

11). The Ag Overlay Zone does not cover all aspects of a normal farming operation. The only document I have seen that would cover most aspects of farming was created by us, our neighbors in village 7 and Lewis Communities. That document was an Ag Overlay Zone for Village 7 and was rejected by the City of Lincoln. 13

12). Discharge of a firearm is, to my knowledge, illegal inside the city limits. This is a normal, and according to our vet, one of only a few humane ways to put large livestock down, when necessary. I don't see a section in the EIR or General Plan that will allow for that to happen. 14

13). As I mentioned above, part of our property is in Village 7. That part of our property was not annexed as part of that village. I found no section in this EIR that addresses this issue. As part of SUD A has been added to SUD B it seems to be no problem moving things around. Please draw your annexation line to exclude us and any others that do not wish to live in the city. It is my understanding that islands ARE an option. 15

14). The section on ground water is questionable. It says that the groundwater, which is now being recharged by agriculture, will continue to recharge at the same rate after completion of this project. I'm not sure how recharging year round from rice and other crops compares to asphalt and concrete diverting winter water to the creeks. It is also mentioned how the ground water table has not changed in the last 30 years. That's not true here in SUD B. 16

Letter I1

In conclusion, we feel that this project should not move forward. We are against this project as proposed. We think there is a long list of problems with many of the sections of this EIR. We believe it is flawed and should not pass. 17

Albert Scheiber

P.O.Box 47

Lincoln, CA 95648

Letter I1 **Albert Scheiber**
Response September 21, 2016

I1-1 The comment is noted and will be conveyed to the decision makers for their consideration.

I1-2 The comment is noted and will be forwarded to the decision makers.

I1-3 The commenter states he believes the identified flood plain is inaccurate, and thus, so are the downstream calculations. Floodplain and storm water drainage impacts are discussed in Section 3.10, Hydrology, Drainage, and Water Quality. As stated on page 3.10-1 of the Draft EIR, the analysis included in the hydrology 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 Urban Water Management Plan; Phase I Environmental Site Assessment and Geotechnical Feasibility Report prepared for the project; Federal Emergency Management Agency (FEMA) flood maps; California Department of Water Resources (DWR) Best Available Maps website; the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin, and Placer County Flood Control and Water Conservation District Stormwater Management Plan. The 200-year Floodplain for Auburn Ravine and Markham Ravine is shown on Figure 3.10-4 of the Draft EIR. The 200-year Floodplain for Auburn Ravine is nearly identical to the 100-year Floodplain shown on FEMA's Flood Insurance Rate Map (FIRM). The floodplain map is based on the HEC-RAS Model received from the City's engineering consultant, Civil Solutions, and is consistent with local, state and federal data.

I1-4 The comment does not address the environmental impact report for the proposed project. The comment is noted and will be conveyed to the decision makers for their consideration. Notably, the annexation of property into the City limits does not require "development." As outlined in the Specific Plan and the Agricultural Overlay District in the General Development Plan (GDP), agricultural uses may continue in perpetuity within the Plan Area even once it is annexed into the City limits.

I1-5 The commenter indicates he could not identify information regarding the Agricultural Overlay District or the Williamson Act. The commenter does not refer to a specific page number or section of the Draft EIR. However, additional information about the proposed Agricultural Overlay District can be found in

multiple places including, this document in Master Response 2, on the Village 5 Specific Plan website located at www.lincolnwestvillages.com, and in Section 3.4.13 of the GDP. Impacts of the project on Williamson Act contracted lands is discussed at length in the Draft EIR on pages 3.2-10 through 3.2-12, and in Impact 3.2-2 on pages 3.2-26 through 27. In short, adoption of the Village 5 SP and even annexation into the City limits would not preclude the continuation of any Williamson Act contract – any contract would be assumed and administered by the City.

I1-6 The commenter expresses his opinion regarding the proposed Agricultural Overlay District. No CEQA response is required. Information regarding the revisions made to the Agricultural Overlay language can be found in Master Response 2.

I1-7 Development of any parcel abutting the ravine areas would require the conservation of the ravine areas regardless of the Open Space being designated in the V5SP. The Open Space designations in the V5SP simply acknowledge that fact. As described in the AO Zone description (please see Master Response 2), private property owners within the Plan Area would be permitted to continue using their property in the same way it has historically been used pursuant to the GDP, section 3.4.13.

I1-8 The commenter states that he does not believe the Draft EIR should reference a document or plan that is not in place, specifically, the Placer County Conservation Plan or PCCP. The PCCP has been in the works for over a decade, and while it has not yet been adopted by the County and approved by the regulatory agencies, its adoption and approval are imminent. The Draft EIR conservatively addresses two regulatory scenarios: (1) the adoption, approval and implementation of the PCCP; and (2) no PCCP. In this vein, the City has exceeded CEQA requirements in an effort to clearly outline various regulatory scenarios for both the applicant and the public. For additional information regarding the PCCP, please refer to Master Response 3.

I1-9 The realignment of Nelson Lane and provision for a grade-separated interchange with the SR 65 Lincoln Bypass slightly west of the current at-grade SR 65/Nelson Lane intersection was previously identified in the Lincoln General Plan. The Village 5 Specific Plan reflects this previously planned realignment, which will facilitate traffic flow along the Nelson Lane-Fiddyment Road corridor. The change in traffic patterns through Richland's property noted in the comment letter is considered and analyzed in the traffic analysis. The proposed project would enhance the commenter's access, not diminish it.

I1-10 As noted above, the City's General Plan outlined the proposed SR 65/Nelson Lane Interchange. The proposed V5SP is required to be consistent with the City's General Plan. Figure 2-5 on page 2-22 of the Draft EIR shows the backbone roadway network, including proposed arterial and collector roadways. The figure does not show local roadways as those will be proposed as individual development project are proposed within the Plan Area. As a result, there is no evidence of a safety issue.

I1-11 As stated on page 3.2-12 of the Draft EIR, Williamson Act contracts remain in effect for 10 years, and automatically renewed every 10 years, unless the property owner files for a notice of non-renewal with the County. The filing of a notice of non-renewal triggers a nine-year countdown of the contract. 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 at the end of the non-renewal period. The V5SP does not require non-renewal of Williamson Act contracts inherited by the City from annexed property, but instead anticipates the assumption of responsibility by the City from Placer County for administration of the existing Williamson Act contracts. See the full discussion of impacts on Williamson Act contracts in Impact 3.2-2 of the Draft EIR (pages 3.2-26 - 27).

I1-12 The V5SP Area, including portions of the referenced property, is located within the City of Lincoln's sphere of influence (SOI). As stated on page 1-3, the City of Lincoln's 2050 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 buildout of the City. Therefore, the planned annexation of the V5SP Area is codified into the City of Lincoln General Plan and takes place at the discretion of and in accordance with the policies of the City and the Placer County Local Agency Formation Commission (LAFCO). As discussed extensively, the proposed V5SP provides for an Agricultural Overlay zone that would protect agricultural uses in existence prior to annexation, even if they become non-conforming, even if they become non-conforming, as well as new agricultural uses, subject to the GDP, section 3.4.13.

I1-13 See Response I1-12.

I1-14 City Code section 9.28.010 states that "no person shall within the City, either on public or private property, carry or use any air gun, spring gun, bow or other device of a similar nature by which dangerous missiles of any kind are hurled or projected." The City Council may choose to adopt an amendment to its ordinance or add a provision to the Agricultural Overlay provisions of the GDP to permit the use of firearms within the Village 5 Agricultural Overlay zone as the commenter has requested.

I1-15 The issue of whether an island of land can remain after annexation is a land use issue and is governed by the Placer County LAFCO's policies and procedures. Please see Response to Comment I1-12. The comment does not address the environmental impact report for the proposed project. The comment is noted and will be conveyed to the decision makers for their consideration.

I1-16 The commenter states that "[he is] not sure how recharging year-round from rice and other crops compares to asphalt and concrete diverting winter water to the creeks." Rice is planted in Area A and throughout the Plan Area *because* the soils are largely impermeable. As discussed in Impact 3.10-2 in the Draft EIR, groundwater recharge in the Plan Area occurs primarily along and within Auburn and Markham Ravines because the soils in the remainder of the Plan Area have low permeability. (Draft EIR, pages 3.10-37 – 39.) See also Section 3.8 Geology: "[A] cemented clayey or sandy silt (hardpan) layer was encountered below three feet. Clay layers were encountered at various depths in the upper eight feet with typical reported thickness of one to three feet." (Draft EIR, page 3.8-2.) Where soil permeability is low, infiltration into the groundwater aquifer is low as well, limiting groundwater recharge. The project has been designed to collect storm water in detention basins to allow infiltration, but also to allow the storm water to flow back into the two ravines, where the majority of groundwater recharge in the Plan Area occurs.

I1-17 The comment does not address the environmental impact report for the proposed project with sufficient specificity to allow for a response. The comment is noted and will be conveyed to the City Council for its consideration.

Letter I2

10/3/16

Josh Huntsinger

Placer County Agriculture Commisioner

Re: The death of agriculture in Western Placer County

The passage of the City of Lincoln's 50 year General Plan was, in my opinion, the start of the systematic removal of agriculture in the Lincoln area. Even though on more than one occasion people tried to have agriculture included in the plan, the only agriculture left at total build out is the High School Farm (which I am grateful they saved it). The General Plan was promoted as not being a "pro growth" plan, but I never really believed or understood how that was even possible. With the Village Concept, it forces much more acreage to annex into the city limits than is necessary. This in turn makes farms, ranches, and even ranchettes non- conforming to city rules and regulations. As non-conforming properties, the City of Lincoln can place whatever limitations and or fees they want on these properties until the desired result is achieved (no agriculture). 1

Our ranch is partially in Village 7 and partially in SUD B. Richland owns property in both SUD B and Village 5, so we are being pulled into what is being referred to as the "Village 5" project for that portion of our property that lies in the SUD B area. We went through this process in the Village 7 portion a number of years ago with the Lewis Communities people. We worked with them and our neighbors to come up with an ag overlay zone that would allow us and our neighbors to continue our business. The City of Lincoln would not include that zoning and instead allowed us to not annex and remain under county authority. We were pleased to have had that option and it has worked well for us. 2

The Village 5 DEIR has recently come out for a comment period that will close on October 11, 2016. I have made some comments, both verbal and written, at a September 21, 2016 meeting at which time I also stated I would have more to follow. In my opinion, the Village 5 DEIR is terribly flawed. In keeping this letter to the topic, I will focus on the agriculture components. Richland met with us and some of our neighbors about an ag overlay zone, much the same as when we met with Lewis for Village 7. I explained the city's response to the Village 7 ag overlay zone and how hard it was to cover every aspect of farming for every operation. Richland was confident they could come up with something that would work and they included it in the Village 5 DEIR. Most of which, I told them early in the year, would not work as presented to us. 3

The first thing that jumps out is the language that is used to leave the door wide open for the City of Lincoln and it's attorneys to easily get rid of any agriculture they want to, after the property is annexed. Words such as "compatible" makes it easy to say a farm is not compatible with any type of housing and therefore needs to go away. 4

Letter I2

According to the DIER, Richland owns less than half of the total acreage in the project area, but the City of Lincoln by way of Richland gets to dictate land use by forcing annexation of the entire area. This goes back to the General Plan being a pro growth plan, in my opinion. 4 cont.

After the meeting on September 21, 2016, Richland sent out a letter talking about how great the ag overlay zone was and where to go check it out-Chapter 3, pages 21-23 of the Village 5 General Development Plan. Besides the lawyer ready language, there are a number of issues. Some examples are:

1. In the first paragraph it talks about buffers being on the development side of the property line which sounds great until you read farther and animals have to be kept 100 feet from any adjoining property

2. One single family residence. We are already in violation

3. Aerial application is specifically prohibited upon annexation. I don't grow rice but I believe that makes rice really difficult and we could not spray for broad leaf plants for our hay

4. Our corral is too close to our residence

5. Not only would we have to re-fence the perimeter to keep the animals 100 feet away, but the fences would have to be 6 feet high and, depending on the type of fence, solid. The cost would be prohibitive for us, and a five acre ranchette would not have a lot of property left, after bringing in the fence 100 feet. 5

6. Consulting engineers may help with some circumstances, but that costs money

7. A lot of permits will be required for what is now common practice.

8. A lot of parcels will qualify (be forced) to hook up to sewer and water at a large expense to the landowner

The list goes on and on. The bottom line is, that the Placer County Right to Farm is less than a page long. The Village 5 DEIR, as written, will over regulate and over fee most people out of business. And I imagine most of the ranchettes will not be able to comply either. Therefore, back to the idea that the City of Lincoln does not want agriculture in their city and they can remove it.

We are in Zone 5 of the Placer County Water Agency (PCWA). Every year there seems to be some kind of drama in getting our surface water. In two years or less our water prices will go from just under $22 an acre foot to well over $50 an acre foot for our zone. My understanding is that NID is selling their ag water for over $90 an acre foot. My guess is that PCWA will be raising their prices to try and match that of NID sooner than later. Even if they don't, my understanding is that you can pump ground water for around $40 an acre foot. If things continue at the status quo, I believe in two years our zone will look much different than it does today. Some will go out of business, some will drill and some may do a blend of surface water and ground. In both the hydrology section and the utilities section of the DEIR it discusses surface water, ground water and treated water. The plan is, to my understanding, that as 6

Letter I2

development happens in Village 5 less surface water will be used and treated water will replace it to the developments. It seems like there is motivation on most sides to price agriculture out of surface water and out business, in order to sell higher priced treated water to developments. 6 cont.

The DIER states that there is no change in the ground water level over the past 30 years in this area. I don't believe that. It also says that at build out there will be no change in the groundwater level. I'm no hydrologist, but I don't know how you can take thousands of acres that are being flooded all summer long and captures rain all winter, pave and concrete over it and expect the same saturation to replenish the aquifer. Add to that, the city plans to drill more wells, and as development happens, their 10% use of groundwater will put a tremendous pull on the water table. Add to that the agriculture that is still in operation will have wells running; I don't know how the water table won't drop. There is a memo in the utilities section of the DEIR that states when the canal broke (that was only for 2-3 months) the groundwater table dropped. That tells me what will happen after build out. When the State Water Resources Control Board figures out that Placer County doesn't have a sustainable groundwater plan that works, they will take over (if they haven't already by that time) and charge for ground water. That won't fix the problem but that doesn't matter because it's all about the money and control (the BOARD wants to CONTROL all of the STATE's WATER RESOURCES). The front page of the Sacramento Bee on September 25, 2016 talks about what is going on in central California with their water. They are drilling deeper and deeper, the ground is sinking and wells are running dry. But instead of the government fixing the problem by giving them back their surface water, officials want to limit drilling. In my opinion, that won't fix the problem. I think it will take some time before we get to that extreme in this area, but without affordable and reliable surface water, that's what I see coming. 7

In conclusion, I feel that between the City of Lincoln, Richland and PCWA, agriculture in Western Placer County is going to die a slow, painful death over the next few years if the status quo continues. And those who are able to remain by some miracle, will have to deal with deeper wells and more fees/taxes going deeper into their wallets. 8

Sincerely,

Albert Scheiber

Letter I2 **Albert Scheiber**
Response October 3, 2016

I2-1 The commenter expresses his opinion regarding the City's 2030 General Plan and City's promotion of growth. He also states his belief that the City is attempting to remove agriculture. This comment does not raise any issues or concerns with the EIR. However, the commenter is directed to Master Response 2 for a better understanding of the proposed Agricultural Overlay, which would protect agricultural uses (existing and new) subject to the standards in the proposed GDP.

I2-2 See Response to Comment I1-15.

I2-3 The comment does not raise any issues or concerns with the EIR. As a result, no further response is required under CEQA. The comment raises questions regarding how the Agricultural Overlay would work and Master Response 2 addresses that issue.

I2-4 The comment does not raise any issues or concerns with the EIR. As a result, no further response is required under CEQA. The comment raises questions regarding how the Agricultural Overlay would work and Master Response 2 addresses that issue.

I2-5 The commenter does not raise any issues or concerns with the EIR. Rather, he lists concerns regarding the uses and structures on his property that he believes will become non-conforming if the project is adopted. The commenter is referred to Master Response 2. However, in short, all structures *existing at the time of annexation* that do not conform to the new Agricultural Overlay standards will become nonconforming and allowed to exist (and be maintained and repaired) in perpetuity, as outlined in Section 3.3.4 in the GDP.

I2-6 The commenter reports his understanding of the future cost of PCWA and NID water and who they might sell their water to. No questions are posed. As a result, no responses are required under CEQA.

I2-7 The commenter states doubts regarding the Draft EIR's statement that the groundwater table has remained largely stable over the past 30 years in Lincoln. The Draft EIR indicates that the "Groundwater conditions in an around the City appear, despite the severe drought, relatively stable. The basin elevations have not seen significant long-term decline and in some cases, have shown some recovery. Groundwater elevations have seen increased seasonal variability in some wells and decreases in others but the natural recharges have been sufficient to refill the basin in and around the City." (Draft EIR page 3.16-12.) The City's

analysis is based on substantial evidence, including its 2015 Water Supply Master Plan and Urban Water Management Plan update.

The commenter expresses confusion as to groundwater replenishment once development occurs. As discussed in Response to Comment I1-16, rice is major crop planted in Area A and throughout the Plan Area *because* the soils are largely impermeable. As discussed in Impact 3.10-2 in the Draft EIR, groundwater recharge in the Plan Area occurs primarily along and within Auburn and Markham Ravines because the soils in the remainder of the Plan Area have low permeability. (Draft EIR, pages 3.10-37 – 39.) See also Section 3.8 Geology: "[A] cemented clayey or sandy silt (hardpan) layer was encountered below three feet. Clay layers were encountered at various depths in the upper eight feet with typical reported thickness of one to three feet." (Draft EIR, page 3.8-2.) Where soil permeability is low, infiltration into the groundwater aquifer is low as well, limiting groundwater recharge. The removal of crops throughout the Plan Area will thus, not negatively impact groundwater to a major extent. To the contrary, eventual removal of rice in Area A and the remainder of the Plan Area will actually increase the groundwater tables because *less* water will be drawn from agricultural users for purposes of irrigation.

I2-8 The comment does not pertain to the environmental impact report for the proposed project. The comment is noted and will be presented to the City Council for consideration.

Letter I3

October 10, 2016

Mr. Jim Bermudez

Re. Village 5 Comments on village 5 DEIR, Specific Plan and related other documents

Dear City of Lincoln:

We have spent countless hours reviewing the Village 5 documents since we received them on September 19, 2016. We personally are not professionals in the development business. We have not read every page of every document. What we have done in reviewing these documents is to take notes on items that negatively impact our property and our business. In the short time we had prior to the September 21, 2016 meeting, we compiled several bullet points that immediately jumped out as questionable, and presented those at the meeting. We prepared a letter after the September 21, 2016 meeting based on communication sent out by Richland (which we, once again, did not directly receive). This communication praised the Ag Overlay and all of the great things it provides and invites readers to go to certain sections of the DEIR to see for themselves just how great it is. For the record, we think this Ag Overlay Zone is not worth the ink on this letter. We sent the above mentioned letter to the Agriculture Commissioner of Placer County and it, along with his response, is included in the pile of paperwork we are submitting as comments on this project. We then proceeded to go through as much of the DEIR, in as much detail as we could stomach, making notes as we went, in order to submit as thorough of a review of the project, as possible, by simple landowners trying to protect their rights and property. We can't imagine the staff, time and money it took to prepare this document, but we, as property owners, are supposed to review it in a short amount of time. Therefore, the following are abbreviated notes and questions pertaining to the DEIR and the project in general. The fact that developing is NOT our business and yet we have so many notes and questions about the document makes us wonder if you thought anyone would actually read it. All of the contradictions, all of the studies that will be done "sometime" in the future, all of the vague language and the extensive use of the word "compatible" (compatible to whom and who decides what is or isn't "compatible?), the fact that you don't have a secure water source, the feel good fluffy wording that tries to create an atmosphere of agriculture and the city's agriculture history while at the same time systematically eliminating it, the idea that someone that owns less than half of the project area gets to force the rest of us into what the City of Lincoln wants, etc.etc.etc.etc.etc.etc.....we could go on and on but then this would turn into a large document of garbage, much the same as the Village 5 DEIR. To say this DEIR is flawed is an understatement. Do not move forward with this project as proposed and do not force us and our neighbors into the city limits because that will force us out of business. 1

1

Letter I3

ALL CAPS ARE MY COMMENTS/QUESTIONS

1) 3.16-1 paragraph 2 PCWA requested that the project site be transferred from PCWA Zone no. 5 to Zone no. 1 NOT SURE WHY, WE HAVE NOT HEARD ANYTHING ABOUT A CHANGE OF ZONES, SEEMS SHADY

2) Continuing with the above sentence THE PROJECT WILL BE SERVED BY 2 POSSIBLE TREATMENT PLANTS THAT ARE NOT BUILT

3) 3.16-3 paragraph 1 The city and the plan area are located in Zone 1 of PCWAs Western Water System. THE WESTERN WATER SYSTEM IS WHAT WE ARE IN AND IT IS ZONE 5 AS MENTIONED ABOVE-AGAIN, SEEMS SHADY — 2

4)3.16-3 paragraph 2 The city's contract with PCWA does not guarantee water to meet demand at build out — 3

5) 3.16-5 paragraph 3 THE WATER SUPPLY IS BASED ON PCWAs WATER RIGHTS- HOW DO WE FIT INTO THAT BECAUSE OUR RIGHTS ARE SUPERIOR? — 4

6) 3.16-6 Paragraph 1 Ophir WTP has been designed but not yet constructed — 5

7) 3.16-6 Last paragraph presents projected shortages to Zone 1 customers DOES THIS MEAN US OR THE REAL ZONE 1? — 6

8) 3.16-9 paragraph 2 NIDs TREATMENT PLANT NOT COMPLETE AND NID CONITNUES TO TREAT WATER AT PCWAs FACILITIES FOR LINCOLN — 7

9) 3.16-9 Last paragraph GROUNDWATER LEVELS HAVE REMAINED STABLE IN PLACER COUNTY? NOT ACCORDING TO WHAT I HEAR AND OUR WELL THAT WENT DRY

10) 3.16-10 No significant changes are expected in groundwater ETC ETC ETC WILL LINCOLN'S PUMPING INCREASE OVER 10% EVEN THOUGH AG WILL DECREASE? AND ONCE AGAIN NO SIGNIFICANT CHANGES? HOW ABOUT THE RECHARGEING OF THE AQUAFER FROM ONLY THE OPEN SPACE ALONG THE RAVINES AS DESCRIBED IN THE HYRALOGY SECTION — 8

11)3.16-11 last paragraph The city is planning to install additional wells AND THIS WONT CHANGE THE GROUND WATER TABLE? — 9

12) 3.16-12 memo Although basin decline was caused by the 2011 canal failure THAT CANAL WAS ONLY DOWN FOR A FEW MONTHS. IF THAT WAS ENOUGH TO CAUSE THE BASIN TO DROP, THEN REMOVING CROPS AND IRRIGATION IN THIS AREA AND COVERING PREVIOUSLY OPEN LAND WITH CONCRETE AND ASPHALT IS GOING TO CAUSE THE WATER TABLE TO SINK LIKE A SHIP — 10

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Letter I3

Other

1) In Village 5 Specific Plan 3.10 mentioning recharging ground water by way of minimal building along creek WE SHOULD BE COMPENSATED FOR OPEN SPACE THAT ALLOWS OTHERS TO BUILD HIGHER DENSITIES — 11

2) A) V5 Specific Plan 3.11.2 discourage premature conversion of prime ag land

B) Consider & mitigate fiscal consequences of annexation — 12

3) PG 3.11-11 NO SECTION 3.2 TO DISCUSS WILLIAMSON ACT IMPACTS AND ANALYSIS IN THE HARD COPY I WAS GIVEN. NO FULL ANALYSIS OF IMPACTS TO WILLIAMSON ACT CONTRACTS – ESPECIALLY IN A — 13

4) PG 3.11-15 MY UNDERSTNADING OF LAFCO'S POLICY IS THAT THEY WANT TO PRESERVE AG. PROJECT DOES NOT APPEAR TO PRESERVE EXISTING AG. — 14

5) pg 3.11-16 Ag Overlay Zone General development plan. Ag overlay zone is for transition of property from ag to development — 15

6) CALTRANS TOOK OUR PROPERTY FOR THE NELSON LANE INTERCHANGE. WE INSURED OUR RIGHT TO INEGRESS AND EGRESS FOR FUTURE DEVELOPMENT ON OUR PROPERTY. NOW RICHLAND AND THE CITY OF LINCOLN ARE DEVALUING OUR PROPERTY BY MOVING THE INTERCHANGE — 16

7) USING OUR PROPERTY FOR OPEN SPACE SO OTHERS CAN DEVELOP 100% — 17

8) Exhibit 1.2 planning areas V5 GD plan (land locking us). ONE ROAD FOR OVER 200 ACRES OF LAND DOES NOT SEEM SUFFICIENT — 18

9)A)V5SP pg 3.11-20 PCCP dedicate Ravine areas as permanent open space. WHEN WILL THIS HAPPEN, CAN WE CONTINUE TO USE THE AREA FOR OUR BUSINESS, AND WHO IS GOING TO COMPENSATE US FOR THIS DEDICATION? — 19

B) CAN YOU USE PLANS THAT ARE PROPOSED BUT NOT YET APPROVED – PCCP? — 20

10)pg 3.11-24 V5SP LU5.3 & LU5.4 IN GENERAL PLAN WHERE ARE OUR BUFFERS? — 21

11) pg 3.11-28 V5SP ONLY AG PRESERVED IS HGIH SCHOOL FARM EXCLUSIVELY — 22

12)pg 3.11-34 V5SP TOP HALF OF PAGE CONFLICTS WITH AO DISTRICT IN GENERAL DEVELOPMENT PLAN PG 3-2 WIICH IS TRANSITIONAL .

Pg 3.11-38 BACK TO TRANSITIONAL AG 1ST PARAGRAPH — 23

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Letter I3

13) I WAS TOLD BY CITY STAFF THAT LINCOLN WOULD NOT ALLOW RURAL RESIDENTIAL BECAUSE RURAL RESIDENTAL CAN'T FINANCIALLY SUPPORT THE INFRASTRUCTURE – HAS THAT CHANGED? THERE ARE OVER 700 ACRES OF RURAL RESIDENTIAL IN THIS PROJECT. 24

14) IF WE ARE ANNEXED HOW MUCH WILL WE PAY IN FEES, PERMITS, ETC TO RUN OUR BUSINESS, JUST BECAUSE A LINE ON A MAP HAS CHANGED? 25

15) HOW MUCH MONEY IS THIS PROJECT GOING TO ADD TO OUR PROPERTY IN DEVELOPMENT FEES AND OTHER AGREEMENTS THAT WE HAVE NOT BEEN AT THE TABLE TO NEGOTIATE FOR? 26

3.10 Hydrology V5 Specific Plan

1) Mentions me (not by name) & my complaints. BUT I DIDN'T SEE DIRECT ANSWERS 27

2) City says ground water levels stable for 20-30 years now. ONCE AGAIN, WE DON' BELIEVE THIS IS TRUE AND CANAL BREAK SCENARIO SHOWS LEVELS NOT STABLE. 28

3) NO MENTION OF HWY 65 BYPASS AS FAR AS FLOOD PLAIN OR HYDROLOGY AT ALL THAT I COULD FIND. IS THIS BECAUSE THIS PROJECT IS GOING TO BACK UP THE WATER IN THE AUBURN RAVINE MORE THAN NATURAL FLOWS CURRENTLY DO? 29

4) WE HAVE BEEN TELLING THE CITY FOR 8+ YEARS THAT THE FLOOD PLAIN IS WRONG ON OUR LAND. THEY CONTINUE TO USE FLAWED FLOOD PLAIN MAPS WHICH WOULD THEN MAKE ALL DOWNSTREAM CALCULATIONS INCORRECT. I INCORPORATE ALL OF MY PRIOR CORRESPONDENCE ON THIS ISSUE WITH RICHLAND AND THE CITY INTO THESE COMMENTS. 30

Land Use and Planning

1) Pg 3.11-46 2nd paragraph mentions part of Nelson Lane remaining in the county – DOES THAT MEAN WE CAN STAY IN THE COUNTY? 31

2) PG 3.11-50 Impact # 3.11-7 Last few sentences – The more development that occurs, the less ag there will be to create noise, dust & odors. NO EFFECT ON INCOMPATABLE LAND USES? 32

3) PG 3.11-47 Policy # III(a)(5) 1st paragraph and 2nd paragraph policy # III(c)(2) SHOULD LOGICALLY LEAVE US OUT OF THE ANNEXATION PROCESS 33

Noise & Vibration

1) PG 3.12-31 Mitigation Measure 3.12-3 Says if you want to develop old Nelson Lane it has to be quieter than now (reduce noise) BUT YET HOW DO YOU WALL OFF THE CREEK/FLOOD PLAIN (SOUND WALL) . 34

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Pg 4-2 impact 3.12-3 the project will "result in a substantial permanent increase in ambient transportation related noise above existing levels" – MORE CONTRIDICTIONS — 34 cont.

Summary of Impacts and Mitigation Measures

Pg ES-18 PCCP – IF THE PCCP IS NOT IN PLACE, THEN IS ONE BIOLOGICAL OPIOION & THE CITY OF LINCOLN'S BLESSING ALL THAT IS NEEDED? — 35

Pg ES-21 Williamson Act Conflicts – NO MITIGATION REQUIRED? — 36

Pg ES-22 3.2-5 Converting Ag to non-ag – mitigation (none available) WHAT ABOUT AG OVERLAY? THE PROPOSED AG OVERLAY WILL INAPPROPRIATELY LIMIT OUR RANCH OPERATIONS AND WE BELIEVE RESTRICTS THE USE OF OUR PROPERTY. WE HAVE PROPOSED ALTERNATIVES OVER THE YEARS BUT THESE HAVE NOT BEEN ADOPTED. OUR PROPERTY SHOULD BE ALLOWED TO CONTINUE OPERATING AS IS WITHOUT INAPPROPRIATE CONDITIONS OR ELSE WE WILL BE HARMED FINANCIALLY. — 37

Pg ES-37 3.4-8 Mitigate water quality in Auburn Ravine by PCCP. WHETHER IT'S PASSED OR NOT? WHAT ABOUT WATER QUANTITY IN THE RAVINE? — 38

Pg ES-63 3.10-2 No net deficit in Aquifer – no mitigation. — 39

Pg ES-64 3.10-9 Ground water – NO MITIGATION — 40

Pg ES-66 3.11-1 Their solution to Ag next to residential is a notice in the deed about ag – WE'VE EXPERIENCED THAT FIRST HAND AND THAT DOES NOT WORK. BUFFERS NEED TO BE IMPOSED ON NEW DEVELOPMENT NOT EXISTING LAND OWNERS. — 41

Pg ES -68 3.11-7 Incompatible land uses – none required — 42

Pg ES-80 & 81 Figure out "fair share" after project is approved. DEFERRING MITIGATION? — 43

Pg 2-14 Ag Preserve (VOSA) exclusively for school farm. NOT FOR OTHER EXISTING OPERATIONS? — 44

Pg 2-20 Windsor Cove – WHERE IS WATER ETC. COMING FROM FOR THIS PROJECT? – PROJECT INSIDE A PROJECT. — 45

Pg 2-20&21 LHS Farm – no changes — 46

Pg 2-23 Nelson Lane bridge at Auburn Ravine . 95' WIDE? WHAT ARE THE IMPACTS TO THE PROPERTY OWNERS ALONG NELSON LANE? DEIR DOES NOT ADDRESS PROPERLY. — 47

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Letter I3

Pg 2-33 3rd paragraph approximately 6 wells – HOW WILL PUMPING FROM THESE WELLS IMPACT GROUNDWATER LEVELS AND EXISTING PRIVATE WELLS? THE DEIR IGNORES ANY POTENTIAL IMPACTS OF THIS TYPE. 48

Pg 3.16-11 2rc paragraph - The city owns 5 wells now and needs 6 more for this project? WHY SO MANY WELLS IF SURFACE WATER IS SUPPOSEDLY AVAILABLE? WHAT WOULD BE THE PUMPING CAPACITY OF THESE WELLS? HOW MUCH WATER SPECIFICALLY FROM THESE WELLS? WHAT IMPACTS TO GROUNDWATER LEVELS AND SURFACE WATER FLOW IN AUBURN RAVINE FROM THESE WELLS? THE DEIR FAILS TO SPECIFY AND I CANNOT JUDGE IMPACTS TO MY PROPERTY AND RIGHTS. 49

Loss of Farmland/Significant Effects

5.1.16 Utilities and Info Pg 5-40 – There should be no development or annexation until firm and guaranteed water supply is obtained 50

6.1.2 Significant effects pg 6-3 51

3.2-1, 3.2-4, 3.2-5 Ag land conversion – the full impacts of the Project in retiring Ag lands is not analyzed. Loss of groundwater recharge from irrigation for example. 52

3.3-6 Odors – BUFFERS SHOULD ALL BE ON NEW DEVELOPMENT NOT EXISTING AG. 53

3.11-1 Conflict with adjacent land uses is not discussed fully or analyzed. 54

3.11-2 Create conflicting land uses 55

6.1.5 Project alternatives pg 6-8 Ag & Forestry talks about no Williamson Act contracts would be cancelled in alternative one – THIS LEADS ME TO BELIEVE ANY OTHER ALTERNATIVE WOULD CAUSE CANCELLATION. AND IF SO, THE DEIR NEEDS TO ANALYZE THIS POSSIBILITY UNDER THESE ALTERNATIVES. 56

Areas of controversy Pg ES-7 NOI

DID NOT ADDRESS ADEQUATE WATER SUPPLY - DEIR STILL DOESN'T ADDRESS ANY FIRM WATER SUPPLY. 57

DID NOT ADDRESS URBAN DEVELOPEMENT NEXT TO AG – GET RID OF AG? UNCLEAR FROM DEIR BUT GROWTH FROM ANNEXATION IS LIKELY TO REPLACE AGRICULTURE. 58

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Letter I3

FLOOD PLAIN WORSE? THE DISCUSSION OF THE FLOOD PLAIN AND PROJECTED RUNOFF IS VAGUE AND INCOMPLETE. I CANNOT JUDGE IMPACTS TO MY PROPERTY BASED ON INFORMATION IN THE DEIR. 59

ODOR – DOES NOT APPEAR THE DEIR ADDRESSES THIS ISSUE. BUFFERS SHOULD BE ON NEW DEVELOPMENT. 60

INCREASED PEAK FLOW RUNOFF. I CANNOT JUDGE IMPACTS TO MY PROPERTY BASED ON INFORMATION IN THE DEIR 61

WILLAIMSON ACT COULD BE AFFECTED – SEE MY COMMENTS ABOVE. 62

HIGH SCHOOL FARM AFFECTED? PART OF AG PRESERVE BUT DEIR DOES NOT ADDRESS WHAT WILL HAPPEN TO OTHER EXISTING AG SUCH AS MY PROPERTY – WHICH IS BEING ZONED AS OPEN SPACE PRESERVE AND RURAL RESIDENTIAL. 63

In closing, there are an enormous amount of problems in the Village 5 DEIR. Many items I have been in discussion and disagreement with the City of Lincoln for years. Items like the incorrect flood plain, the Nelson Lane interchange, putting us out of business, using our property as open space so others can develop 100% of their property, having to annex because the General Plan says so, etc. etc.etc. Please do not pass this project as presented. Please do not force us to annex. Please do not put our 98 plus year ranch out of business. 64

Thank you,

Albert Scheiber

1700 Moore Road (PO Box 250), Lincoln

Attachments: Matthew Emrick Letter

Albert Scheiber Comment Letter dated Sept 21, 2016

Albert Scheiber Letter to Josh Huntsinger dated Oct 3, 2016

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Letter I3 **Albert Scheiber**
Response October 10, 2016

I3-1 The comment does not provide specific reference to an aspect of the environmental impact report for the proposed project, for which a response can be formulated. The comment is noted and will be presented to the decision makers for their consideration.

I3-2 After publication of the Draft EIR, PCWA issued a letter to the City of Lincoln providing a correction as to the PCWA Zone that would serve the V5SP. The letter states, "Article 22 of the water supply contract between PCWA and the City of Lincoln, dated November 13, 2012, allows service of PCWA water within City of Lincoln limits. Therefore, we want to clarify that no annexation into Zone No. 1 is necessary as long as land proposed to receive PCWA water supplies are annexed into the city limits. Furthermore, detachment from Zone No. 5 is not necessary, whether annexed into the city limits or into Zone No. 1."[17] Therefore, the Plan Area will remain in PCWA Zone No. 5.

Analysis provided in Section 3.16 of the Draft EIR, Utilities and Infrastructure, evaluates water supply issues over a period of time that includes full buildout of the proposed project. Mitigation Measure 3.16-2 requires the construction of the Ophir Water Treatment Plant, and that the plant be operational at 10 mgd, prior to water infrastructure connections to the Plan Area. Therefore, adequate water treatment facilities would be in place to server the proposed project.

I3-3 CEQA does not require the City's contract with PCWA to guarantee water to meet demand at buildout. Rather, the California Supreme Court has explained that future water supplies identified and analyzed in an EIR must be *reasonably likely to prove available*. It is only speculative or unrealistic water allocations that do not provide an adequate basis for a public agency's determination that there is sufficient water. It is only when a full analysis of future water supplies for a project leaves uncertainty regarding the availability of the identified future supplies that the EIR must discuss possible replacement or alternative supply sources, and the environmental effects of resorting to those sources. The WSA for the project identifies the specific future water supplies for full buildout of the project. Further, while the City's consultant is confident that those water supplies are certain, the City has done an alternatives analysis to ensure that there will be no impact on water supply.

[17] Placer County Water Agency. Heather Trejo, Environmental Scientist. Written communication to Matthew Wheeler. Subject: *Follow up to comment on the City of Lincoln's Notice of Preparation for the Village 5 Specific Plan Project*. October 31, 2016.

I3-4 The commenter appears to be asking how his water rights will be impacted by the project. The City is not familiar with the commenter's specific water rights and, in any event, cannot provide legal advice regarding those rights. However, the City notes that PCWA water is not drawn from Auburn Ravine.

I3-5 See Response to Comment I3-2.

I3-6 The commenter appears to be asking whether the shortages of water referenced on page 3.16-6 of the Draft EIR in single and multiple dry years would apply to his property. The Draft EIR states as follows:

"PCWA's 2015 UWMP presents projected shortages to Zone 1 customers during single-dry and multiple-dry years and states that the City could potentially experience the following reductions, based on 37,000 AFY of PCWA surface water supply that will be available to the City at buildout in 2050:

- "Up to a 5,000 AF reduction in deliveries of water from PCWA in a single-dry water year at build out of the City's SOI as defined by the 2050 General Plan Update; and
- "No reduction in each year of a multiple dry-year period.

This analysis does not anticipate a need for PCWA supplies to surpass 13,035 acre-feet by 2040. Therefore, for this assessment, projected single-dry year reductions are based on the PCWA maximum reduction of 25 percent in dry years. PCWA's various supplies all have different dry year reduction values but the PCWA contract does not specify which water supply the City is to be served by. PCWA has indicated that supplies could be reduced by only 5 percent in multiple dry years."

Regardless of which Zone (1 or 5) a landowner's property is in, the City's contract with PCWA covers all its supplies so any drought over multiple dry years could result in shortages and/or curtailments. However, these are worst case scenarios and even in the recent drought (the worst on record), PCWA did not reduce its supplies to Lincoln.

I3-7 This comment does not provide a question that requires a response as it simply restates information provided in the Draft EIR.

I3-8 The comment appears to question the stability of groundwater levels in and around the City of Lincoln. The Draft EIR indicates that the "Groundwater conditions in an around the City appear, in spite of the severe drought, relatively stable. The basin elevations have not seen significant long-term decline and in some cases, have shown some recovery. Groundwater elevations have seen increased seasonal variability in some wells and decreases in others but the

natural recharges has been sufficient to refill the basin in an round the City." (Draft EIR, page 3.16-12.) The City's analysis is based on substantial evidence, including its 2015 Water Supply Master Plan and Urban Water Management Plan update.

I3-9 The commenter notes that the City will be installing additional groundwater wells within its SOI to be able to meet 75 percent of the average day demand at build out (approximately 34 mgd) *when necessary in back-up and emergency situations.* The City's General Plan policy limiting the use of groundwater to 10 percent of its total annual average remains in place and has been adhered to as discussed in detail throughout Draft EIR Section 3.16, Utilities and Infrastructure.

I3-10 As discussed in Response to Comment I1-16, rice is major crop planted in Area A and throughout the Plan Area *because* the soils are largely impermeable. As discussed in Impact 3.10-2 in the Draft EIR, groundwater recharge in the Plan Area occurs primarily along and within Auburn and Markham Ravines because the soils in the remainder of the Plan Area have low permeability. (Draft EIR, pages 3.10-37 – 39.) See also Draft EIR Section 3.8, Geology, Soils, and Seismicity: "[A] cemented clayey or sandy silt (hardpan) layer was encountered below three feet. Clay layers were encountered at various depths in the upper eight feet with typical reported thickness of one to three feet." (Draft EIR, page 3.8-2.) Where soil permeability is low, infiltration into the groundwater aquifer is low as well, limiting groundwater recharge. The removal of crops throughout the Plan Area will thus, not negatively impact groundwater to a major extent. To the contrary, eventual removal of rice in Area A and the remainder of the Plan Area will actually increase the groundwater tables because *less* water will be drawn from agricultural users for purposes of irrigation.

I3-11 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration.

I3-12 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration.

I3-13 Please see Response to Comment I1-11.

I3-14 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration.

I3-15 The comment does not address the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration. Notwithstanding, please see Master Response 2.

I3-16 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration. Notwithstanding, as previously noted, the proposed Nelson Lane/SR 65 interchange is proposed in the same general location as outlined by the City's General Plan.

I3-17 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration.

I3-18 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration. Nonetheless, further information regarding the Nelson Lane interchange is provided in Responses to Comments I1-9 and I1-10.

I3-19 Please see Response to Comment I1-7. Private properties within the Plan Area may continue to operate as they currently operate. If and when the property is developed, the City will require the VOSP and VOSN areas to be dedicated and preserved in perpetuity either via the PCCP (if in place) or some other permanent conservation method.

I3-20 Please see Master Response 3.

I3-21 The comment does not specify issues with the environmental impact report for the proposed project for which a response must can be provided. Notwithstanding, buffers are addressed in the GDP and Master Response 2.

I3-22 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided.

I3-23 The commenter is correct that there is a discrepancy between the description of the AO Zone in the Draft EIR and the GDP. The first paragraph on page 3.11-34 of the Draft EIR is revised to read:

> Notably, the proposed V5SP and GDP would include an ~~AO District~~ Agricultural Overlay (AO) Zone. (*See* Specific Plan Section 3.5; GDP section 3.4.13.) The Agricultural Overlay (AO) Zone would be

applicable to all properties within the V5SP Area, with the exception of those designated as VOSN and VOSP, and would allow for agricultural uses and operations by right in accordance with the setbacks and buffers required in Section 3.4.13 of the GDP. To the extent that an agricultural use existing at the time of annexation does not conform to the Agricultural Overlay Zone requirements, that existing agricultural use would become non-conforming. However, it would and could operate in perpetuity so long as the nonconforming use was not expanded or enlarged. ~~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~~ Zone 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. Thus, if an owner wanted to develop a subdivision adjacent to an existing agricultural use or operation, the subdivision developer would be required to employ the buffers and setbacks outlined in Section 3.3.13 of the GDP. Similarly, if an owner wanted to establish a new agricultural use adjacent to a subdivision, that owner would be required to comply with the buffers and setbacks outlined in Section 3.3.13 of the GDP.

I3-24 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided.

I3-25 This comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The commenter's question will be conveyed to the decision makers for their response.

I3-26 The comment does not specify issues with the environmental impact report for the proposed project, for which a response must be provided. The comment is noted and will be conveyed to the decision makers for their consideration.

I3-27 The comment does not specify issues with the environmental impact report for the proposed project for which a response must be provided. The comment is noted and will be conveyed to the City Council for its consideration.

I3-28 Please see Response to Comment I1-8.

I3-29 As discussed in Section 3.10 of the Draft EIR, Hydrology, Drainage, and Water Quality, the project hydrology analysis indicates a slight numerical increase in pre-project to post-project peak streamflow in Auburn Ravine. This is tabulated in Table 3.10-5 of the Draft EIR. In relative terms, such minor increases are

effectively negligible. For example, for the reach of Auburn Ravine between SR 65 and the Orchard Creek confluence, the computed 100-year flow increase amounts to less than 0.5% of the existing streamflow. Based on a projected 100-year peak flow increase of 0.5%, the estimated increment in computed peak water surface elevation (WSE) in that reach would range from 0.00 feet to 0.01 feet. This is thought to be well within the expected accuracy of the hydrology and hydraulics computational methods, and would, in practical terms, not be discernable in the field. Further, the V5SP does not propose to introduce constrictions into the stream corridor that would result in adverse changes in peak water surface elevations.

I3-30 Please see Response to Comment I1-3.

I3-31 As explained on page 3.11-46 of the Draft EIR, portions of Nicolaus Road and Nelson Lane would form the boundaries between the area proposed for annexation and unincorporated Placer County. When a proposed annexation would result in roadways forming the boundary between jurisdictions, Placer LAFCO Policy I(D)(3) requires that environmental documentation for proposed projects include analyses that evaluate the impacts of the roads remaining in the county or being annexed to the city. If the project is approved, the entirety of the Plan Area would be annexed to the City of Lincoln.

I3-32 The commenter references the cumulative impact analysis of land use incompatibility on page 3.11-50 and then asks how the project can have no effect on incompatible land uses. The commenter is directed to the discussion in Impact 3.11-1 of the Draft EIR (pages 3-11-32 – 36). The Draft EIR analysis acknowledges that while the AO Zone would require buffers and/or setback for new development, they would not completely eliminate potential noise, dust, odors, etc. from viable agricultural operations. It further states that while notification to future landowners of existing agricultural operations would be helpful, there is no additional feasible mitigation that would fully resolve all land use incompatibilities. Therefore, the Draft EIR concludes that land use compatibility impact would be significant and unavoidable.

I3-33 See Response to Comment I1-12. As described on pages 3.11-46 and 3.11-47 of the Draft EIR, Placer LAFCO Policies III(A)(1) and III(A)(2) identify the V5SP Area as being within the City of Lincoln SOI and thus, already designated for annexation and development by the City's General Plan.

I3-34 The commenter references Mitigation Measure 3.12-3 relating to traffic noise mitigation and asks how it would be possible wall off the creek or floodplain with a sound wall. Mitigation Measure 3.12-3 beginning on page 3.12-31 of the Draft EIR describes measures to be undertaken during development in the Plan

Area to reduce roadway-related noise impacts to sensitive receptors. One way to reduce roadway-related noise impacts to sensitive receptors is to construct a sound wall between the roadway and the sensitive receptor. Studies have shown that sound walls can reduce traffic noise levels by at least 10 dB at the receptor site.[18] As discussed in Impact 3.12-3, the major traffic noise increases would occur along Dowd Road between Mavis Avenue and Nicolaus Road, on Mavis Avenue between Dowd Road and Nelson Lane, and along SR 65 (through the Plan Area). The project does not propose "walling off" ravines. Instead, sound walls would be built between the listed roadways and the homesites to the extent feasible. CEQA only requires that feasible mitigation be employed. Further, as discussed in the Draft EIR, even when mitigation is employed it does not always reduce the impact to a less-than-significant level. This impact is an example of how potential mitigation measures may not be feasible in all places of the Plan Area and thus, noise impacts (while reduced) would be considered significant and unavoidable.

I3-35 If the PCCP has not been adopted by the County and other participating local governments and approved by the regulatory agencies, then the project applicant(s) would be required to obtain permits directly from regulatory agencies with jurisdiction over the project. In some areas of the Plan Area, permits from regulatory agencies such as the U.S. Army Corps of Engineers, U.S. Department of Fish & Wildlife, California Department of Fish & Wildlife and the Regional Water Quality Control Board could be required.

I3-36 See Response to Comment I1-11.

I3-37 See Response to Comment I1-6.

I3-38 The commenter raises a question regarding the water *quantity* in Auburn Ravine. The project is not anticipated to reduce the amount of water flowing in Auburn Ravine. For further discussion of the project's impact on groundwater recharge and water supply for the project, please reference Master Response 1.

I3-39 The commenter correctly notes that the Executive Summary concludes that the project will have a less-than-significant effect on groundwater supplies and groundwater recharge and no mitigation is required. Because no questions are posed or issues raised regarding the Draft EIR, no further response is required under CEQA.

I3-40 The commenter correctly notes that the Executive Summary concludes that the project will have a less-than-significant effect on groundwater recharge and no

[18] California Department of Transportation, 2013. Technical Noise Supplement to the Caltrans Noise Analysis Protocol. September 2013.

mitigation is required. Because no questions are posed or issues raised regarding the Draft EIR, no further response is required under CEQA.

I3-41 The commenter states that buffers need to be imposed on new development, not existing landowners. This is consistent with the provisions of the new Agricultural Overlay Zone included in the GDP. The Agricultural Overlay Zone has been designed to allow agricultural uses *by right – without permits*. (See GDP section 3.4.13.2, Permitted Uses.) Specifically, the Agricultural Overlay Zone would allow agricultural crops, open field grazing, livestock and fowl, accessory buildings incidental to agricultural uses on site, farm stands, pasturing and grazing, and wildlife habitat. Even if an existing agricultural use does not comply with the animal keep and/or separation standards in the GDP, if that use was existing at the time of annexation, the use could continue in perpetuity. Moreover, new development around that agricultural use would be required to employ the buffers and separate standards provided for in the GDP – not the farmer.

I3-42 The comment does not specify issues with the environmental impact report for the proposed project for which a response can be provided.

I3-43 The commenter notes that Mitigation Measure 3.15-4 requires the project applicant(s) to pay a fair share of the listed roadway improvements but that the "fair share" is not identified. As noted in the Draft EIR and in previous responses to comments, for many roadway improvements no funding programs exist. Accordingly, there are no existing roadway improvement costs available and to try to estimate the cost of such improvements would be pure speculation at this time. The City has a formula by which it calculates a project's fair share of the required improvements, and would use it to calculate fair share payments when the cost of improvements is known. The fair share contributions will be calculated based on the following formula:

$$\text{Fair Share Percentage} = \frac{\text{Project Trips}}{\text{Forecasted Traffic Volume at General Plan Buildout} - \text{Existing Traffic Volume}}$$

This mitigation measure does not improperly defer mitigation because it requires the project applicant to pay its fair share contribution for specified roadway improvements to the City once cost estimates for those road improvements are available and prior to issuance of any applicable final map.

I3-44 The Lincoln High School Farm will be designated as VOSA or as Agricultural Preserve. As described in Section 3.2, Agriculture and Forestry Resources, of the Draft EIR, the remaining areas within the V5SP (with the exception of the open space designations) will be covered by the Agricultural Overlay (AO) Zone,

which would protect agricultural operations when the V5SP Area is annexed by the City of Lincoln. For further information on the Agricultural Overlay see Master Response 2.

I3-45 As described on page 2-20 of the Project Description in the Draft EIR, Windsor Cove is within Area J of the Plan Area. The Water Supply Assessment (WSA) for the V5SP contemplated Area J (designated Village Rural Residential) and accounted for 320 dwelling units within that area. (See Draft EIR Appendix H, Water Supply Assessment, Table 1-1.) Please see Master Response 1 regarding the project's water supply generally.

I3-46 The commenter correctly notes that no changes will be made to Lincoln High School Farm. Because no questions are posed and no issues regarding the EIR are identified, no response is required under CEQA.

I3-47 The commenter notes that the Nelson Lane Bridge at Auburn Ravine will be 95-feet wide and asks what the impacts to property owners along Nelson Lane would be. CEQA requires a lead agency to analyze the environmental effects of all activities involved in a project. The Draft EIR analyzes the following direct and indirect effects of constructing and operating the Nelson Lane Bridge: aesthetic impacts, biological impacts within Auburn Ravine on fish and other aquatic species, impacts of the bridge's construction on cultural resources, geology and soils, water quality impacts, noise impacts, and traffic impacts. To the extent the City would need to acquire land from an adjacent landowner to construct the bridge, that land would be provided via dedication on a tentative map or as a condition of project approval if and when development occurs.

I3-48 The commenter notes that six new groundwater wells will be installed in Village 5 and asks how pumping from the wells will impact groundwater levels and existing private wells. The project is not anticipated to have any impact on groundwater levels or existing private wells.

First and foremost, the proposed project has been designed based on City standards to have well pumping capacity equal to 75 percent of the average day demand, plus a backup well for every three wells. The Village 5 project's average day demand is estimated to be 3,248 gallons per minute (GPM); 75 percent of 3,248 is 2,436 GPM, which would equate to four wells with a capacity to pump 700 GPM and two backup wells. Thus, up to six wells could be located throughout Areas B through I. However, it is possible that less than six wells may be required if more than 700 GPM could be pumped from each well. Second, but equally important, under the Western Placer County Groundwater Management Plan – with which the City must comply – groundwater use will be limited to "system peaking" and backup/emergency purposes, as the City's own

General Plan policies and Water Master Plan limit the use of groundwater to 10 percent of average annual supply in the City. Currently, the percentage of groundwater use in the Western Placer County Groundwater Management Program region is about 90 percent agriculture and 10 percent municipal. Thus, as development proceeds and agricultural irrigation lessens, more water will remain in the groundwater basin.

I3-49 The commenter asks additional questions regarding the proposed new wells and their pumping capacity as well as impacts to surface water and groundwater levels. Please see Master Response 1 for a discussion of impacts to water supplies and Response to Comment I3-48 for a discussion of wells.

I3-50 Please see Response to Comment I3-3 and Master Response 1.

I3-51 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The comment is noted and will be conveyed to the City Council for its consideration.

I3-52 Please see Response to Comment I1-16.

I3-53 As noted in Master Response 2, buffers would be required of any *new agricultural uses adjacent to existing residential or commercial development (but not agricultural use)* or any *new urban development next to existing agricultural uses.*

I3-54 The Draft EIR analyzes potential land use conflicts between uses on the periphery of the Plan Area, as well as within the proposed V5SP Area in Impacts 3.11-1 and 3.11-2, respectively. See pages 3.11-32 through -41 of the Draft EIR. The Draft EIR also proposes mitigation measures to reduce potential land use incompatibilities.

Please also see Master Response 2.

I3-55 The comment says, “3.11-2 Create conflicting land uses”. This comment is not clear as to whether it is referencing page 3.11-2 or Impact 3.11-2 in the Draft EIR. The commenter is referred to Response to Comment I3-54 and Master Response 2.

I3-56 As described in Chapter 6, Alternatives, the descriptions of project alternatives describe the attributes of each individual alternative. The purpose of an alternatives analysis is to lessen or reduce significant impacts, not increase them. The argument that no Williamson Act Contracts would be cancelled under Alternative 1 (No Project/No Build), does not suggest that other alternatives

would lead to cancellation. The detail is presented solely for the purpose of analysis of impacts to agricultural resources from Alternative 1.

I3-57 The comment is noted. An extensive water supply analysis for the project is contained in the WSA, as well as Section 3.16, Utilities and Infrastructure of the Draft EIR. Please also see Master Response 1.

I3-58 The Draft EIR analyzes potential land use conflicts between uses on the periphery of the Plan Area and agricultural uses on that periphery in Impact 3.11-1 on pages 3.11-32 through -36 of the Draft EIR. As discussed in Master Response 2, the project applicants have proposed an Agricultural Overlay Zone over the entire Plan Area (with the exception of open space preserves), which will allow agricultural uses to continue, allowed by right, in perpetuity, if the landowner so desires.

I3-59 This comment pertains to the flood plain. Section 3.10, Hydrology, Drainage, and Water Quality, describes the technical study, including modeling, conducted to quantify existing floodplain conditions and anticipated project impacts to storm water drainage conditions within and adjacent to the project site. Technical analysis was conducted by the City in accordance with the industry standard of care for technical analysis of storm water and flooding impacts. Impact 3.10-4 analyzes how the proposed project could potentially impact surface runoff and flooding and concludes that the project would not result in the flooding within or downstream of the project in 2-, 10-, or 100-year storms. (Draft EIR, pages 3.10-44 through -51.)

I3-60 Odors and buffers are addressed in the Draft EIR in Section 3.11. See Responses to Comments I3-32 and I3-53.

I3-61 See Response to Comment I3-59.

I3-62 See Response to Comment I1-11.

I3-63 See Response to Comment I3-44.

I3-64 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The comment is noted and will be conveyed to the City Council for its consideration.

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October 10, 2016

Mr. Jim Bermudez
Development Services Division Manager
City of Lincoln
600 6th Street
Lincoln CA 95648

RE: Village 5 - Comments on Village 5 EIR, Specific Plan and related other documents on behalf of Albert Scheiber and Scheiber Family Ranch

Dear City of Lincoln:

Thank you for allowing me to provide comments related to the Proposed Village 5 Specific Plan and EIR ("Project") on behalf of Albert Scheiber and Scheiber Family Ranch (Scheiber Ranch Properties LP). The Scheiber family property and ranch is located west of Highway 65 at 1700 Moore Rd. Lincoln, CA 95648. Auburn Ravine runs through the property.

The following comments are intended to supplement the Scheiber Family's prior comments presented during the Planning Commission meeting on September 21, 2016 on the proposed Village 5 and the separate written comments being submitted by the Scheiber Family on the Specific Plan and related Draft Environmental Impact Report ("EIR"). The comments in this letter will primarily address water and hydrologic issues but not exclusively. 1

Comments on Chapter 1 – Executive Summary

Figure ES-3 – Land Use Plan. Map designates portions of my client's property as "Open Space Preserve." Is the City limiting their ability to continue agricultural operations on the property? Is the City limiting the family's ability to develop the property in the future? Is my client's property being used as mitigation for future development impacts elsewhere within the proposed Village 5? The documents are somewhat vague and conflicting as to exactly 2

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what will happen to my client's property and ranching operations. Some parts of the EIR indicate that Williamson Act agreements and properties will not be forced to develop while other parts of the EIR show my client's property as "Open Space Preserve" with trails and benches. See Page 2-14 and Figure 2.4 of the EIR for example. 2 cont.

There is no analysis of what impacts such limitations on my clients' property use would have on the environment including but not limited to impacts from reduced return flows into the Auburn Ravine and reduced application of surface water on the property in relation to groundwater levels and recharge as a result of potential limited/reduced agricultural use resulting from the Project. In other words, if the plan is to convert my client's property from its current farming and ranching operations to open space/residential, the EIR needs to analyze the impacts of such a transition including impacts to Auburn Ravine return flows and groundwater recharge from irrigation. 3

Comments on Chapter 2 – Project Description

There needs to be an explanation as to why only the High School Farm site is being zoned Ag Preserve while active ranching properties such as my clients' property is zoned rural residential and Open Space Preserve. The EIR indicates that Williamson Act contracts will not be impacted and yet the EIR appears to recognize and support the gradual elimination of agricultural properties. The EIR attempts to analyze this possibility in bits and pieces. There needs to be a comprehensive independent study of what the impacts will be from the gradual elimination of agriculture in the Project area. 4

Comments on Chapter 3.4 - Biological Resources

There is no discussion of the potential impacts of increased groundwater pumping on the surface flow of Auburn and Markham Ravines. As indicated elsewhere in my comments, there is a hydrologic connection between surface water stream flow and groundwater levels acknowledged in the EIR. Decreased groundwater levels could result in reduced stream flow impacting steelhead, salmon, riparian vegetation, and other aquatic resources. The 10% groundwater use goal discussed in the EIR is admirable, but it is more likely than not that groundwater use will exceed the 10% goal (see further discussion elsewhere in these comments) due to future potential limitations on surface water availability. The EIR needs to analyze impacts from such an eventuality or possibility. 5

Analysis of potential impacts to Salmon and Steelhead are generally limited to anticipated bridge construction or widening (EIR at 3.4-75 to -90). The mitigation measures require compliance with the PCCP or require a biological

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opinion and incidental take permit from NMFS (and other permits from CDFW and USACE). Again, this mitigation measure defers analysis and relies on future studies and permits. The PCCP is not adopted. There is no present biological opinion or take permit or CDFW 1602 Streambed Alteration Agreement – all of which could impose conditions on the Project that could result in other potential impacts not presently analyzed in the EIR (e.g. potential bridge relocation, streambed restoration). At the very least, final project approval should be linked to the completion of the PCCP or obtaining a B.O. and all other necessary permits for any work or part of the project that impacts salmon, steelhead or riparian habitat. Neither the public nor the decision makers can make an informed analysis of potential impacts from the Project until all conditions and mitigation measures are known and disclosed.

5 cont.

Comments on Chapter 3.10 – Hydrology

- In general, the Hydrology section of the EIR is vague with respect to impacted areas and properties. The narrative as to storm runoff is not specific. Downstream impacts are non-specific to the extent it is not possible to determine impacts from the Project to specific properties including my client's own property.

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- As noted elsewhere in my comments, the EIR simply fails to property analyze the impacts of groundwater pumping associated with the Project on Auburn and Markham Ravines. The EIR acknowledges that there is a surface water to groundwater connection in that surface water in the ravines contribute to recharge of groundwater. See for example, EIR at p. 3.10-39. The EIR also contains materials indicating the potential impacts of groundwater levels on surface flows in streams around the Lincoln area. See for example, Appendix H, pg. 172 which references a modeling study for a mining operation north of Lincoln acknowledging the hydrologic connection of groundwater to surface stream flow. However, the EIR for this Project does not provide any analysis of the impact of future groundwater use associated with the Project (up to 6 new wells) on surface water flows in Auburn and Markham Ravines. The connection between groundwater and surface water is extremely important to my client because he has riparian and appropriative rights to Auburn Ravine as confirmed and acknowledged by PCWA and the SWRCB. Further, salmon and steelhead in Auburn Ravine have just started their recovery and adverse impacts to stream flow could be devastating. The importance of the inter-connection between groundwater levels and surface water flow is discussed by the United States Geologic Survey (USGS) publication *Ground Water and Surface Water a Single Resource*, By T.C. Winter, J.W. Harvey, O.L. Franke, and W.M. Alley; http://pubs.usgs.gov/circ/circ1139/. The USGS provides that:

  > "Reduced groundwater levels due to drought or increased pumping during drought can result in decreased water levels and flows in lakes, streams, and other water bodies. (***On average, greater than 50 percent of stream flow is contributed by groundwater***. Groundwater also is a major source of water to lakes and wetlands. Source: Circular 1139, p. 12)" USGS - *Groundwater Information* http://water.usgs.gov/ogw/drought/

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- My client also has concern about the analysis of storm events and their impact on flooding resulting from the Project. The Project does not consider possible increased flows in the Feather and Sacramento River resulting from the implementation of the flow criteria mandated by the Delta Reform Act (Water Code sections 85086 and 85087). Increased spring outflow could result in higher water levels during spring rainfall events in the receiving waters. Increased potential runoff from the Project due to increased impervious surfaces in connection with increased resident

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outflow during spring rainfall events could lead to hydrodynamic damming effect causing tributary runoff from Auburn Ravine to back-up and cause even greater flooding. Climate change is also likely to alter runoff from gradual snow melt to more concentrated and dynamic rainfall events during the spring. This potential impact should at least be disclosed and analyzed in the EIR (See Department of Water Resources, *Climate Change in California*, 2007- Factsheet).1

8 cont.

- The EIR indicates that groundwater recharge will occur in part in the form of regulating/detention ponds located along Auburn Ravine. Will this include my client's property? Does the Project intend to discharge water onto or across my client's Property? What specific hydrologic studies indicate that creating impermeable surfaces in the Project area with increased discharge velocities will not impact overall groundwater recharge in the Project area due to the creation of these detention ponds? How can the EIR adequately analyze environmental impacts of groundwater recharge/depletion when there is no study whatsoever ? See Appendix H, pg. 173: "A comprehensive study of groundwater recharge area and rates specific to the Lincoln SOI has not been performed to date."

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Chapter 3.11 – Land Use and Planning

- Pg. 3.11-46 - states that Nelson Lane will remain in the County. Does this mean that my client's property can also remain in the County rather than be annexed? If not, why not?

- Pg. 3.11.43-47; The Project approves the annexation even though it is contrary to existing Placer County LAFCO Annexation policy. The rationale given is that allegedly the annexation would provide new amenities to the community and that annexation of this area was always anticipated. However, there are real credible reasons to not annex the Village 5 area due to potential adverse environmental impacts including: loss of farmland in a right to farm County; building residents within the hydrologic intersection of two streams; the lack of any firm commitment of water supply (see further discussion elsewhere in this discussion); and the potential for future impacts to groundwater and stream flow. In other words, there is a reason for Placer County and LAFCO policy limiting the annexation of this area to the City.

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- In addition, this section of the EIR yet again references the City's plan to make certain undeveloped lands in Village 5 (developed for ranching and farming) along the Auburn Ravine into "Open Space Preserve." This includes my client's property. See our comments on this issue above under

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1 See: http://www.dwr.water.ca.gov/climatechange/docs/062807factsheet.pdf

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Chapter 1 – Executive Summary. It appears my client's property is inappropriately being used to mitigate the future impacts of development within Village 5 without consent and without proper compensation or proper evaluation of impacts from ranching to Open Space Preserve. 11 cont.

- Pg. 3.11.50; Impact 3.11-7. Any buffering and mitigation for any incompatible use should be solely on new development and not on any existing ranching or farmland. 12

Chapter 3.12 – Noise

Pg. 3.12-31; Mitigation Measure 3.12.31 – could the proposed walls and berms planned to reduce noise levels have any impacts on storm water discharge/ runoff or restrict or alter the natural flood plain in any manner? There appears to be no such analysis in the EIR. 13

Comments on Chapter 3.16 – Utilities and Infrastructure

In general, the analysis of water supply for the Project demonstrates no firm surface water supply whatsoever – only future potential paper water based only on the oral representations from water agencies and potential future plans to develop up to 6 new wells. Despite its best efforts to convince the reader that surface water is the most likely source of water for future development in Village 5, the EIR actually reveals that groundwater is the most likely source of water to be relied on for Project development - far more than disclosed and analyzed within the EIR. The EIR's stubborn reliance on a 10% goal of groundwater use while admirable, is unrealistic and contrary to the present situation in California with respect to groundwater use. The State of California is generally predicting overall reduction in surface water availability for a number of reasons and an increase in overall groundwater use. The result is that the EIR fails to adequately analyze and disclose potential environmental impacts from future water development associated with the Project. 14

<u>Surface Water Supply:</u>

1. PCWA:

- The EIR on page 3.16.3 provides that the City has no guaranteed water supply from Placer County Water Agency ("PCWA") specifically for the Project. Instead, surface water availability will be on a first come, first served basis. There is no firm "Will-Serve" agreement in place and future water supply from PCWA is based on "PCWA's representation" only. The

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EIR does not disclose why PCWA is unwilling or unable to provide a firm commitment of water supply to the Project.

- "Water supply" for the purposes of this Project is therefore uncertain "Paper Water" invoking the application of the principles and requirements set forth in *Vineyard Area Citizens for Responsible Growth v. Rancho Cordova* (2007) 40 Cal.4th 412 as well as *Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 275. These cases (and others) require that an EIR adequately address the likelihood water will be available to the Project as well as the reasonably foreseeable impacts of supplying water to the project. Among other requirements set forth in these cases, an EIR that acknowledges some degree of uncertainty regarding water supply for the project (e.g. "paper water") must do the following in order to satisfy CEQA:

> discuss the ***reasonably foreseeable alternatives***–including alternative water sources and the ***option of curtailing the development if sufficient water is not available for later phases***–and disclose the ***significant foreseeable environmental effects of each alternative***, as well as mitigation measures to minimize each adverse impact." (*Vineyard*, at p. 434.)

- The present EIR on page 3.16.3 identifies the amount of water the City needs from PCWA as 20,336 AFY. However, later in the EIR, the City identifies the amount of water needed from PCWA to be 13,035 AFY (see for example pg. 3.16-20).
- The "Reasonable Likelihood" analysis requirement that this water from PCWA will actually be available for the Project is not adequately addressed in the EIR. According to the EIR, the entire water supply from PCWA is based solely on a "representation" from PCWA. While the EIR and the Water Supply Assessment look at PCWA's underlying water rights, the analysis fails to look at the following:

  - PCWA has appropriative rights. Appropriative rights must be used or potentially forfeited. Water Code Section 1241. Even if developing a permit from the State Water Resources Control Board ("SWRCB"), a water permittee must diligently put the water to a beneficial use. A water rights permittee cannot hold extra water for potential unverified future uses under what is known as "cold storage." *California Trout Inc. v. State Water Resources Control Board* (1989) 207 Cal.App.3d 585, 614-622 The EIR projects water needs out to 2040 for the Project and the City. What is missing is an analysis of how PCWA intends to ensure the

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water needed by the City for the future (2040) will not be lost by forfeiture or under the principle of Cold Storage. If PCWA has to request an extension of its permits from the SWRCB, the EIR does not discuss the likelihood such an extension would be granted and what potential additional terms and conditions (e.g. increased instream flows) could be imposed by the SWRCB that could impact the availability of PCWA's uncommitted future water supply to Lincoln. Without considering these issues in the EIR, the EIR fails to adequately consider the resulting potential impacts on the environment (e.g. what would be the impact to the environment of PCWA attempting to preserve water in cold storage for Lincoln through 2040 as opposed to using that water to meet future public trust requirements under PCWA's permits?).

- There is no analysis of the impacts to water supply for the project and related environmental impacts from the WaterFix Project currently undergoing approval and environmental review with the Department of Water Resources acting as lead agency. Under Water Code section 85086 (c)(2), a requirement for the approval of the change petition for the WaterFix Project by the SWRCB is that the SWRCB will establish "flow criteria" for the Delta. That flow criteria would be imposed on the State Water Project and the Central Valley Project (CVP). As indicated on pg.3.16.5 of the EIR, much of PCWA's water comes from the CVP. The EIR fails to analyze the possibility that the water, or significant amounts of this water, could become unavailable to the Village 5 Project due to the Delta outflow requirements placed on the CVP as part of the WaterFix Project and the environmental impacts of such a possibility (e.g. increased groundwater use).

- Water Code section 85086 (c)(1) is even broader in its scope with respect to increased outflow than subsection (c)(2). Water Code section 85086 (c)(1), part of the Delta Reform Act, in conjunction with Water Code section 85087, requires the SWRCB to develop proposed unimpaired outflow and instream flow criteria for all streams. In a letter to SWRCB Chair, Felicia Marcus dated Sept. 19, Governor Brown directed the Natural Resources Agency to expedite these processes and "explore the potential for a comprehensive agreement on environmental flows in both the San Joaquin and Sacramento River basins." The Governor urged the SWRCB to move quickly to "complete the remainder of their analysis on the Sacramento River Basin." The outcome is very likely to result in additional outflow and instream flow requirements for all

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major rivers in the Sacramento Valley. The SWRCB has already begun this process for the San Joaquin River increasing the required outflow to protect public trust resources. It is foreseeable that PCWA will therefore need to allow more of its surface water to remain in the rivers, which will result in that water not being available for the Project. The EIR fails to address this situation whatsoever including its potential impact on water supply from PCWA and resulting environmental impacts (e.g. more groundwater use, Lincoln attempting to acquire its own surface water rights, purchase of additional treated waste water from neighboring communities, groundwater recharge alternatives).

- PCWA has transferred surplus water to other entities during times of shortage at profit to PCWA. See for example May 23, 2014 (Westlands) and June 25, 2015 (EBMUD) petitions for transfer filed with the SWRCB. The EIR indicates that PCWA provides water on a first come, first serve basis. The EIR fails to address the likelihood of future such transfers by PCWA on water availability to the Project and to the City of Lincoln and any resulting impacts as the Project and City seek to develop or use alternative water supplies (if available).

- The EIR fails to address the possibility of other Placer County communities developing at a greater rate than Lincoln and Village 5 (e.g. Placer Ranch in Roseville). Given that PCWA water is on a first come, first serve basis, with no guarantee to Lincoln or the Project, the EIR needs to analyze scenarios in which the anticipated water from PCWA is not entirely available when Lincoln and the Project needs that water. Instead, the EIR essentially assumes the water will be available or mostly available in analyzing impacts to the environment resulting from water supply for the next 20 to 30 years which is not realistic as discussed below given projections of reduced availability of surface water in the future.

14 cont.

2. NID:

As with PCWA, the EIR indicates that future water from NID (12,000 AFY) is not guaranteed and that the Project area is outside of NID's service area.

The same deficiencies noted for PCWA apply here as well and are incorporated for NID water analysis by reference. There is no analysis of whether any water from NID's appropriative rights will be available for the City in 2040 given the principles of forfeiture and cold storage. There is no

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analysis of potential future outflow and instream flow requirements under Water Code sections 85086 and 85087. With respect to water availability from NID, the EIR relies on the construction of a future treatment plant and does not analyze the potential impacts to the environment (and water availability) if the treatment plant is not constructed.

14 cont.

Groundwater Supply

- Entirely absent from the analysis of groundwater use and availability impacts is any discussion of potential impacts should the City not be able to meet its goal of limiting groundwater use to 10% of the total Project supply. Surface water supplies are not guaranteed as the EIR itself states and as my earlier comments show. Pg. 3.16-11 (and Chap. 2, pg. 2-33) indicates that the City owns 5 wells presently but will need up to 6 additional wells for the Project. This again indicates that groundwater use is likely to exceed the 10% goal.

- Section 3.10, Hydrology, of the EIR states that a primary source of re-charge to groundwater in the area of the Project is from surface water in Auburn and Markham Ravines. See EIR at p. 3.10-39. This indicates a hydrologic connection between surface and groundwater in the Project area. However, there is absolutely no analysis of well-development and its potential impacts within the Project area and its potential impact to ***surface water flows*** in Auburn and Markham Ravines. Such hydrologic connection between groundwater and surface water resources could also require the City to obtain permits from the State Water Resources Control Board. This could result in delayed water availability to the Project.

15

- The EIR misstates the groundwater condition in the project area as "stable." California Groundwater Bulletin 118, *Groundwater Level Trends*, however, states that: "Groundwater levels in southwestern Placer County and northern Sacramento County have generally decreased, with many wells experiencing declines at a rate of about one and one-half feet per year for the last 40 years or more." While pg. 3.16.9 of the EIR seems to acknowledge this statement from Bulletin 118, the EIR generally ignores it entirely and instead bases its analysis on the assumption that groundwater is and will remain stable in the project area contrary to Bulletin 118 (see Appendix H p. 5-9). At the very least, the EIR needs to explain the apparent conflict in the condition of existing groundwater within the Project area and provide an analysis of impacts should future or additional groundwater pumping result in declining groundwater levels as indicated in Bulletin 118.

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- The EIR appears to demonstrate how quickly the basin in the Project area can go into overdraft. The EIR and Appendix H (see pg.4-11 of Appendix H) shows that during a minor, temporary break in a canal groundwater levels plummeted as the result of increased emergency groundwater pumping. The EIR uses this incident as an example of how quickly groundwater levels recovered after this incident. However, what is not acknowledged or discussed in the EIR was how quickly groundwater levels diminished during this relatively short period of time as pumping increased. The EIR in effect shows how increased groundwater pumping could adversely impact the environment. As noted below in more detail, reduced groundwater levels are likely to result in reduced flows in Markham and Auburn Ravines affecting steelhead, salmon and other aquatic resources, plants and habitat.

  Below are photographs from the USGS groundwater website showing the impacts that groundwater pumping and reduced groundwater levels can have on adjacent streams:

Above is a 1942 photograph (left photograph) of a reach of the Santa Cruz River south of Tucson, Arizona, shows stands of mesquite and cottonwood trees along the river. A replicate photograph of the same site in 1989 (right photograph) shows that the riparian trees have largely disappeared. Data from nearby wells indicate that the groundwater levels declined more than 100 feet due to pumping, and this pumping appears to be the principal reason for the decrease in vegetation. Credit: USGS/Photograph by Robert H. Webb (Source: Circular 1186) USGS Groundwater Information at: http://water.usgs.gov/ogw/drought/

- As noted above, the assumption in the EIR that Groundwater use resulting from the project will not be greater than 10% is contrary to statewide trends and predictions by the state of California. Surface water availability in California is expected to decrease due to: climate change, endangered fish

15 cont.

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species and increased requirements for release and pass through of unimpaired flows (see discussion under Surface Water above). Groundwater use on the other hand is expected to increase:

- ✓ California Groundwater - [http://www.water.ca.gov/cagroundwater/aboutgroundwater.cfm]

  "From 2005 to 2010, 16.5 million acre-feet of groundwater were used on average to meet urban, agricultural, and managed wetlands demands. ***Reliance on groundwater will continue to increase*** as the population grows, ***as limitations on surface water continue***, and as potential impacts of climate change occur."

- ✓ Department of Water Resources (DWR) - *Groundwater Information Center* -[http://www.water.ca.gov/groundwater/gwinfo/index.cfm]

  "DWR provides that state wide groundwater use is - California's groundwater provides approximately ***30 to 46 percent of the State's total water supply***, depending on wet or dry years, and serves as a critical buffer against drought and climate change."

- ✓ California's Groundwater Update 2013: *A Compilation of Enhanced Content for California Water Plan Update 2013*, Chap 1, p. 2: [http://www.water.ca.gov/waterplan/docs/groundwater/update2013/content/statewide/GWU2013_Ch_1_Introduction_Final.pdf]

  "Looking to the future, population growth, climate change, ecosystem and instream flow requirements, and agricultural trends toward groundwater-dependent crops ***will continue to increase California's demand and reliance on groundwater resources***."

- ✓ Nature Climate Change - *Projections Of Declining Surface-Water Availability For The Southwestern United States*, DECEMBER 2012 http://www.nature.com/nclimate/journal/v3/n5/full/nclimate1787.html

  "Focusing on the near future, 2021–2040, the new simulations project declines in surface-water availability across the southwest that translate into reduced soil moisture and runoff in California and Nevada, the Colorado River headwaters and Texas"

- ✓ Department of Water Resources, *Climate Change in California*, 2007, http://www.dwr.water.ca.gov/climatechange/docs/062807factsheet.pdf

15 cont.

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> "By 2050, scientists project a ***loss of at least 25 percent of the Sierra snowpack***, an important source of urban, agricultural and environmental water".[2]

Given the statewide trend towards greater groundwater use, the level of uncertainties surrounding surface water availability from NID and PCWA, it is simply unreasonable, and contrary to expert authority and the facts, to assume that groundwater use resulting from the Project will not exceed 10% of total water supply. Even if 10% is the target and the goal, the EIR must analyze the potential impacts should groundwater use exceed the 10% goal. At the very least, the EIR should analyze percentages reflecting the use of groundwater statewide of averages of 30% and 46% as set forth by DWR (see Department of Water Resources (DWR) - *Groundwater Information Center* cited above).[3]

15 cont.

The EIR fails to identify existing private wells in use or any impacts to such wells from future groundwater pumping associated with the Project.

Mitigation and Condition of Approval

One of the key proposed conditions of approvals set forth in the EIR with respect to water supply availability is to require each new subdivision to conduct its own water availability analysis before tentative map approval. This mitigation measure in effect however inappropriately defers the analysis of water supply impacts to the future (EIR at pg. 3.16-29). The EIR fails to specify whether each separate water availability analysis would require a new CEQA review (which it would). This proposed condition of approval also appears to admit that there is a fundamental uncertainty as to the availability of water for the entire Project – so much so that the Project should not be approved.

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If there is no firm water available for the Project buildout at the present time, then the Project and annexation to the City should not be approved in the first place. Policy PFS-2.5 on pages 5-40 to 5-41 is inadequate. That

2 There is a brief discussion of climate change on 3.16-27 of the EIR but the impacts are basically dismissed concluding that the supplying water agencies themselves will take measures to be climate adaptable. While there is mention that climate change could result in Lincoln using groundwater as backup, there is no analyses of the impacts from increased groundwater use – especially significant such increases. The EIR appears to assume water shortages only during drought and not from climate change or regulatory requirements such as unimpaired and instream flow requirements (Water Code Sections 85086, 85087).

3 PCWA has been meeting recently (2016) with Agricultural users in PCWA Zone 5 adjacent to the Project area to discuss rather significant increases in water supply costs. I know this because I have attended these meetings. Significant increases in surface water supplies from PCWA to Zone 5 Agricultural properties is likely to lead to increased use of groundwater. This is not discussed or analyzed in the EIR.

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policy talks about the possibility of obtaining water from other water districts. What other water districts? What would be the source of that water and the potential impacts? This is not analyzed anywhere in the EIR. Further, it is entirely unclear as to who is obtaining the written confirmation – the developer or the City? What is the form of written confirmation required? Will it need to be irrevocable? When there is a confirmation of real water supply for a development, will there be a subsequent individual project EIR required? The policy inappropriately defers analysis of water supply availability to the future. Again, it makes little sense to annex and zone property where there is no firm supply of water. The City is fully aware that the annexation itself will promote development in the area and if surface water supply is not available as anticipated, groundwater use will increase no matter what the policy is. Obviously the City realizes this which is why the EIR indicates that City is constructing up to 6 new wells and why Policy PFS-2.7 provides that groundwater may be used in the western project area to "supplement" supplies. The problem is that the EIR fails to analyze what happens if such groundwater supplemental supply exceeds 10%.

16 cont.

Groundwater modeling

Despite all of the discussion and purported information in the EIR about groundwater, the reality is the potential impacts of groundwater pumping by the City related to the project are entirely unknown. To compensate, the EIR proposes "future" studies and groundwater modeling on p. 3.16-12:

The City is conducting ongoing groundwater investigations to help determine optimal well spacing and pumping schedules, and will analyze data from that effort over the next few years to develop a Lincoln area groundwater model to quantify recharge and recoverable groundwater volumes.

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Clearly, such a future modeling study and future well location plan, must be completed before approving the Village 5 Project/Specific Plan. Without the study or the plan, it is simply not possible for a reader of the EIR, or a decision maker, or present overlying groundwater user, to determine the potential impacts to the environment or groundwater levels. Such deferred analysis, plans, mitigation and studies are prohibited by CEQA. *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48.

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Other

There can be no complete analysis of impacts from water supply, runoff, and groundwater pumping without identifying present water users who may be impacted. If the nature of the rights claimed by property owners within the Project area are not known, it is simply not possible to analyze and mitigate potential impacts to such users. The Project area is well defined and identifying existing users of groundwater and surface water is not an overwhelming task. Without doing this, the analysis in the EIR is incomplete.

PCWA has recently indicated to my client and others that surface water rates in Zone 5 (west of the Project) for agricultural raw surface water could increase eventually resulting in greater groundwater pumping. The transition of agricultural property to developed property in the Project area is therefore potentially more likely to result in increased groundwater pumping by the remaining agricultural properties due to increased cost of PCWA water. Reduced surface water use could potentially result in loss of recharge to groundwater. It is potentially a double edged impact on water supplies and hydrology. This is not analyzed in the EIR. See for example EIR at 3.16-28.

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Thank you for the opportunity to comment. Please feel free to call me at 916 337-0361 or email me at matthew@mlelaw.com.

Sincerely

Matthew Emrick

MATTHEW EMRICK
For Albert Scheiber and Scheiber Family Ranch

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Letter I4 **Matthew Emrick**
Response October 10, 2016

I4-1 The comment does not address the environmental impact report for the proposed project; thus, no response is required. The comment is noted and will be conveyed to the decision makers for their consideration.

I4-2 The commenter notes that portions of the Scheiber property are designated as Open Space Preserve in the Village 5 Specific Plan and asks whether the City intends to limit the Scheibers' ability to continue agricultural operations on their property or conversely, to limit development of their property in the future. While these questions do not relate to the substance of the EIR, the answer to both questions is no. The applicant has proposed an Agricultural Overlay Zone, which will allow for the continuation of agricultural uses as more specifically outlined in Master Response 2. Additionally, nothing in the Village 5 Specific Plan precludes the Scheibers from developing their property in the future. In fact, the Specific Plan designates the Scheibers' property as Village Office/ Commercial (43.3 acres), Village Rural Residential (18 acres), and Very Low Density Residential (35.3 acres). The proposed PCCP requires a 400-foot setback from the centerline of Auburn Ravine. The V5SP was developed to comply with the PCCP. Even if the PCCP is not adopted by the County, various state and federal laws would require full preservation or mitigation to develop the ravine area, which would fall to the Scheibers. As such, the Scheiber property is not being used as mitigation for future development impacts elsewhere within the proposed Village 5 Specific Plan. The V5SP was designed to identify development of various areas. If there are existing Williamson Act agreements in place, the City will accept them and they will remain in effect until non-renewed or cancelled. No development may occur on property unless and until any applicable Williamson Act contract is no longer in effect, and then it can occur in accordance with the Specific Plan, a new general development plan, and subdivision map, if applicable.

I4-3 The comment speculates the proposed project may reduce groundwater recharge and reduce flows in Auburn Ravine if development occurs. Please see Responses to Comments I1-16 and I2-7.

I4-4 The Lincoln High School Farm will be designated as VOSA or as Agricultural Preserve because it is an existing high school with an agricultural emphasis and use. No changes have been proposed by the school district. In addition, conservation easements have been placed over a portion of the property. As described in Section 3.2, Agriculture and Forestry Resources, of the Draft EIR, the remaining areas within the V5SP (with the exception of the open space

designations) will be covered by the Agricultural Overlay (AO) Zone, which would protect agricultural operations when the V5SP Area is annexed by the City of Lincoln. For further information on the Agricultural Overlay see Master Response 2.

Please also see Response to Comment I3-44 and Master Response 2.

I4-5 The comment speculates that increased groundwater pumping from the proposed project could affect stream flow in Auburn and Markham Ravines and impact steelhead, salmon, riparian vegetation, and other aquatic resources. The comment also expresses concern that reliance the PCCP constitutes deferred mitigation.

First, the proposed project will decrease, not increase groundwater pumping. The WSA demonstrates that, on average, for the entire Village 5 development, consumptive water use will be approximately 1.3 acre-feet per acre (AF/acre). At least 2.0 AF/acre of water use per acre is conserved by municipal use as compared to agricultural use. Therefore, the proposed project will not require increased groundwater pumping to meet proposed project demands.

Second, the proposed project will result in a portion of the project water being discharged back into Auburn Ravine. Approximately 1.0 AF/acre of the 1.3 AF/acre of water use in the proposed project is for indoor consumptive uses. Indoor consumptive water uses include water used for showers, washing machines, dishwashers, toilets, and indoor sinks. This water flows through the City's wastewater system and is delivered to the City's Wastewater Treatment and Reclamation Facility (WWTRF). The water delivered to the WWTRF is then treated at the plant, through a tertiary level water treatment protocols, and then discharged into Auburn Ravine under the City's wastewater discharge permit. As such, a portion of the 1.0 AF/acre of water that is used for indoor residential uses will be discharged back into Auburn Ravine, constituting additional flows in the Auburn Ravine system.

Third, the groundwater recharge primarily occurs along and within Auburn and Markham Ravines because the soils in the remainder of the Plan Area have low permeability. (Draft EIR, pages 3.10-37 – 3.10-39.) See also Section 3.8 Geology: "[A] cemented clayey or sandy silt (hardpan) layer was encountered below three feet. Clay layers were encountered at various depths in the upper eight feet with typical reported thickness of one to three feet." (Draft EIR, page 3.8-2.) Where soil permeability is low, infiltration into the groundwater aquifer is low as well, limiting groundwater recharge. The proposed project has been designed to collect storm water in detention basins to allow infiltration, but also to allow the storm water to flow back into the two ravines, where the majority of groundwater recharge in the Plan Area occurs.

Finally, Markham Ravine is not suitable habitat for Steelhead or Chinook salmon. The Draft EIR analyzes the potential impacts of the proposed project on Steelhead and Chinook salmon in Auburn Ravine and imposes alternative mitigation measures in case the PCCP is not adopted. (Draft EIR, pages 3.4-75 to 3.4-77.) Please also see Master Response 3 related to compliance with PCCP as mitigation.

I4-6 Section 3.10, Hydrology, Drainage, and Water Quality of the Draft EIR analyzes development of the entirety of the Plan Area. Development within Area A is also specifically analyzed because information is known about the development program and utility master plans have been developed for Area A. Hydrology-related construction and operational impacts of development of the V5SP are discussed in Impacts 3.10-1 through 3.10-12 in the Draft EIR.

I4-7 Please see Response to Comment I4-5.

I4-8 CEQA does not require a lead agency to study the effects of climate change – including flooding – on a project. However, Section 3.5, Climate Change of the Draft EIR indicates various impacts of climate change and Section 3.10, Hydrology, Drainage, and Water Quality identifies and discusses the issues in this comment. In particular, the Background section on page 3.10-7 of the Draft EIR specifically discusses the past storm events where the City experiences flooding from Auburn Ravine because of pass-through flows from outside of the City. Numerous flood control improvements were identified in the 2000 South Lincoln Master Plan and 1998 Master Drainage Plan. Most of the improvement projects have been completed (e.g., detention facilities for Ingram Slough and Orchard Creek drainages have been constructed in the upper Orchard Creek watershed; in-stream floodplain storage between SR 193 and SR 65 has been installed), and those improvements have been successful as evidenced by limited flooding experience in 2017 during heavy storms. Further, the V5SP has been designed to prevent damage to structures during the 100-year event so that no inundation of private property occurs during the 10-year event in accordance with City of Lincoln General Plan policy VI.B.2.

I4-9 As explained on Draft EIR page 3.10-39 and shown on Figure 3.10-2, due to the permeability of the soil within the proposed project area, the project will not impact overall recharge. "[G]roundwater 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." (Draft EIR, page 3.10-39.) The Draft EIR indicates that the detention basins within Area A would allow for infiltrations of

large storm event flows because they would be designed to retain water and allow it to infiltrate. (Draft EIR, page 3.10-39.)

The Hydrology, Drainage, and Water Quality section and Utilities and Infrastructure section of the Draft EIR analyze the impacts of the project on groundwater. (Impact 3.10-2, Draft EIR pages 3.10-37 to 3.10-39.) While a detailed property-by-property study of groundwater recharge has not been conducted, there is sufficient soils data and information to support the conclusions in the Draft EIR. The substantial evidence is contained in Draft EIR, Appendix H, Water Supply Assessment; V5SP Appendix C, Water System Analysis and Appendix F, Drainage System and Flood Control Analysis.

No detention basins are proposed for 1700 Moore Road, Lincoln. (See V5SP, Appendix F, Figure 5.)

I4-10 The commenter states that Nelson Lane will remain in the County. The Draft EIR states, "it is anticipated that these roadway sections would be annexed to the City of Lincoln." (Draft EIR page 3.11-46.) Proposing annexation of these roadways and the areas within the boundaries complies with Placer County LAFCO policies for annexation. (Draft EIR, page 3.11-46.) Draft EIR, page 3.11-43 to 3.11-47 analyzes the project's consistency with LAFCO policy, which is required by CEQA. The commenter provides his opinion on whether the project area should be annexed. The commenter's opinion is noted, and no further response is required under CEQA.

I4-11 The comment does not address an environmental issue. Thus, no response is Please see Response to Comment I4-2.

I4-12 This comment is noted. Please see Master Response 2 regarding revisions to the Agricultural Overlay Zone made to the proposed GDP to clarify buffering requirements.

I4-13 Proposed Mitigation Measure 3.12-3 is not anticipated to have any impacts on storm water discharge or in any way alter natural floodplains. The design of sound walls or berms would occur at the site plan and design review stage of development as individual properties within the Plan Area develop.

I4-14 CEQA does not require a guaranteed water supply. A replacement or alternative water supply analysis is required when a water supply is uncertain. The Draft EIR and Village 5 Water Supply Assessment (WSA) show that the City of Lincoln's water supply is reasonably certain. The City receives water supplies from six primary sources to meet water demand in the City service area (which includes the Plan Area), including: (1) Placer County Water Agency (PCWA) treated water contract; (2) Nevada Irrigation District (NID) temporary raw water

sales agreement; (3) groundwater; (4) reclaimed water; (5) PCWA raw water; and (6) NID raw water. (Draft EIR, page 3.16-2.) The City relies on treated surface water from PCWA as the primary source of water. The WSA shows PCWA supply is highly reliable in all year types. (WSA, pages 4-4, 4-13, and 5-6 through 5-10; Draft EIR, page 3.16-24.) PCWA potable surface water supplies and groundwater are allocated to meet the demands for the proposed project.

The identified supply is derived from PCWA's rights and entitlement to waters on the American River watershed, PCWA's and Pacific Gas & Electric's (PG&E) contract based on PG&E water rights, and groundwater resources. (Draft EIR, pages 3.16-5 to 3.16-6.) All of these water supplies are deemed reliable by the WSA. PCWA can supply up to 37,000 acre feet (AF) per year, but the City only anticipates a need for 13,035 AFY from PCWA through 2040. (Draft EIR, page 3.16-3.) PCWA is likely to have sufficient water to meet the City's buildout demand for PCWA water, and the adequacy of this supply does not depend on additional water rights or water supplies. (Draft EIR, pages 3.16-3 to 3.16-4.) The Draft EIR addresses the reliability of these water supplies and indicates that neither NID nor PCWA reduced water deliveries in 2015, the driest year in California's history. (Draft EIR, pages 3.16-7 to 3.16-8.) The Draft EIR also indicates that groundwater in the basin is relatively stable. (Draft EIR, page 3.16-12.) Reclaimed water is also a stable source of water because as municipal uses increase, so will the amount of water delivered to the Lincoln Wastewater Treatment and Recycling Facility (WWTRF).

Although not required, the City has identified two alternative water supplies for the proposed project should an unforeseen issue arise: (1) use of non-potable, reclaimed water supplies to offset the use of potable water for non-potable water demands; or (2) purchase additional water from NID. Neither of these alternative supplies would have environmental impacts not studied by the EIR. Surplus water exists from the City's available sources under all projected hydrological conditions: normal, single-dry and multi-dry years. (Draft EIR, Table 3.16-6, page 3.16-22.) Although there is no basis to assume reductions in water supply to Village 5, if water supplies from PCWA were curtailed during single-dry and multiple-dry years, the water supply could be supplemented with non-potable water delivered through non-potable water lines constructed outside the project as part of the City's Reclamation Master Plan,[19] and inside the proposed project area as part of the proposed development. This non-potable, reclaimed water supply could offset an approximately 25 percent deficit in potable water. Sources of non-potable water within the Plan Area are as follows:

[19] City of Lincoln. Reclamation Master Plan. December 2004.

TABLE 1
ANTICIPATED RECLAIMED WATER VOLUMES[1]

Reclaimed Water Use	Projected Demands (acre feet per year)
Village 5 Recycled Water Plan[2]	800
Existing City Parks[3]	240
Existing City Schools[4]	140
Existing Median Landscaping[5]	50
Water Connection to Material Recovery Facility[6]	85
Lumber Mill[6]	450
Rio Bravo Power Plant[6]	450
Formica Company[6]	560
Livingston Concrete[6]	50
Total	**2,825**

SOURCES:

1. Tully & Young. Water Supply Options for Village 5 SUD B for use in the Village 5 SUD B Specific Plan CEQA Compliance Document. February 13, 2017.
2. Cunningham Engineering. Reclaimed Water Master Plan for Village 5 Specific Plan. November 17, 2015.
3. Current actively irrigated park land and cemeteries.
4. Current actively irrigated school turf.
5. Estimate of irrigation demand in West Side median landscaping.
6. City of Lincoln. Reclamation Master Plan. December 2004.

The City's treatment plant was previously certified to produce up to 4,700 AFY[20] of reclaimed water, was recently expanded to produce up to 6,600 AFY[21] of reclaimed water, and anticipates producing as much as 6,800 AFY[22] of reclaimed water at build-out conditions. As such, recycled water is among the most reliable water supplies available as the source is derived from indoor water uses primarily from within the City itself.

The other option to address a hypothetical shortfall in water supply would be for the City to purchase surplus water assets from NID and deliver those assets to PCWA for treatment and conveyance to the City of Lincoln. The infrastructure for this conveyance already exists as NID already delivers water supplies to PCWA to meet demands in the NID service area within the City limits. As described in NID's 2015 Urban Water Management Plan, NID has significant water supplies, including a safe yield of 480,000 acre feet of water. Presently NID captures only 202,000 acre feet and by 2040 could capture as much as 360,800 acre feet of its rights.

20 Tully & Young. 2016 Wastewater Treatment and Reclamation Plant Flow Summary.
21 Kristofer Olaf, Tully & Young. 2017. Personal communication with Christina Erwin, ESA. July 6, 2017.
22 Tully & Young. City of Lincoln Water Master Plan 2017. April 2017. Page 5-23.

The commenter notes a typographical error on page 3.16-3. The City requires 13,035 AFY from PCWA as shown in Table 3.16-5. The error has been corrected as shown in Chapter 2, Revisions to the Draft EIR.

The commenter identifies speculative scenarios that are not supported by substantial evidence. First, the commenter expresses concerns regarding the impacts of the Delta Reform Act and speculates that the outcome is likely to result in stricter flow requirements, citing State Board proceedings relating to the San Joaquin River. Notably, the San Joaquin River system is substantially different from the Sacramento River system and no such flow restriction proceedings have been commenced for the Sacramento River. As such, the commenter's claims are purely speculative.

Second, the commenter expresses concern that future PCWA water transfers will affect the availability of water to the proposed project. The possibility of future transfers is purely speculative and does not require analysis under CEQA.

Third, the commenter expresses concern that the EIR fails to address the water needs of other Placer County communities. The EIR contains a cumulative impact analysis on water supply which demonstrates that sufficient water will be available to supply the proposed project in addition other cumulative scenario water demands using existing supply sources without the need for new or expanded entitlements or supply sources, beyond those already secured or planned. (Draft EIR, page. 3.16-54.)

Finally, the commenter asserts that the Cold Storage and Water Fix projects will reduce NID deliveries. First, there is no evidence to suggest this claim is true. Further and more importantly, the proposed project would not rely on NID water. The Draft EIR provides substantial evidence that the water supply for buildout of the V5SP will come from PCWA and is reasonably certain.

I4-15 The commenter reiterates concerns regarding groundwater usage and availability. Please see Responses to Comments I2-7, I4-5 and I4-14. Further, Table 3.16-5 on page 3.16-22 shows that groundwater pumping will increase from 1,229 AFY in 2020 to 2,034 AFY in 2040 to meet City-wide demands, but pumping will not exceed 10 percent of overall supplies. The commenter also notes that up to six additional groundwater wells are proposed for the V5SP Area. The Draft EIR explains that up to six wells would be needed to serve the Plan Area at build out, but *only* for purposes of ensuring sufficient fire flow pressure system redundancy in the case of a major emergency. (Draft EIR, page 2-33.) The commenter overlooks the limited proposed usage of the groundwater wells and states that the addition of the proposed groundwater wells "indicates that groundwater use is likely to exceed the 10% goal." The commenter provides no support for this

conclusion. In fact, historical data provides evidence that the City has historically maintained its commitment to not extracting groundwater for more than 10% of its overall water usage. (Draft EIR, page 3.16-11.) There is no evidence to suggest the City will or will need to increase groundwater pumping to the statewide averages identified in the comment.

The commenter indicates the Draft EIR ignores information in Bulletin 118 related to groundwater levels in and around the City of Lincoln. There is no conflict between Bulletin 118 and the Draft EIR. The Western Placer County Groundwater Management Plan (WPCGMP) shows sustainable groundwater yields in Western Placer County and under the City of Lincoln are stable and in some cases rising. (Draft EIR, Appendix H, Water Supply Assessment, page 5-9.)

The Draft EIR, Appendix H, Water Supply Assessment page 4-11 states as follows:

> *Groundwater conditions in and around the City appear, in spite of the severe drought, relatively stable. The basin elevations have not seen significant long-term decline and in some cases have shown some recovery. Groundwater elevations have seen increased seasonal variability in some wells and decreased in others but the natural recharge has been sufficient to refill the basin in and around the City. This indicates that the basin in and around the City is operating within it's safe yield. Although basin decline was caused by the 2011 canal failure and resulting emergency pumping, the basin was able to completely refill with no apparent long-term effects in the City area. This indicates that the 2011 pumping may have been above the area's safe yield, but did not cause a permanent decline in groundwater capacity. Unbroken periods of well records are difficult to locate in the area of this review but neighboring wells with new and old data show consistent elevations.*

In addition, the soil studies for the proposed project indicate the Auburn and Markham Ravines are "losing stream systems." As such there is no evidence that reduced groundwater levels would result in reduced flows to Auburn and Markham Ravines.

Data and photographs from the Santa Cruz River in Tucson, Arizona, are irrelevant to the proposed project located in Western Placer County. Notably, substantial evidence in the Draft EIR show healthy and abundant riparian habitat along Markham and Auburn Ravines. (Draft EIR, page 3.1-1.)

The comment relies on statewide generalization from the period 2005 through 2013 to conclude that groundwater use for the proposed project will exceed the

City's identified goals. First, the Draft EIR analyzes the effects of climate change on available water resources. (Draft EIR, page 3.16-27.) Second, statewide generalizations of increased groundwater reliance including data from central and southern California are not applicable to Western Placer County where the groundwater conditions are significantly more stable, as identified in the WPCGMP and WSA for the proposed project. The Sacramento Valley Groundwater Basin applicable to the V5SP is not identified by the California Department of Water Resources (DWR) as a critically overdrafted basin. Further, the Department of Water Resources identifies "Water year 2017 (October 1, 2016-September 30, 2017) is now surpassing the wettest year of record (1982-83) in the Sacramento River and San Joaquin River watersheds and close to becoming the wettest year in the Tulare Basin (set in 1968-69)."[23]

The comment states that the Draft EIR does not analyze existing private wells. The project does not propose to rely on groundwater as a primary source of water – only in times of severe drought or as a source of emergency back-up. The WSA indicates that sufficient water will be provided by PCWA.

I4-16 The requirement that a project applicant provide verification of adequate water supply prior to the issuance of a final map reflects the requirements of Government Code section 66473.7. The condition does not defer analysis of water impacts as the water supply impacts of the project have been fully analyzed in the WSA and EIR. Please see Response to Comment I4-14.

I4-17 The comment states that the Draft EIR relies on future groundwater studies to analyze the effects of the proposed project on groundwater. The impacts of the proposed project on groundwater have been stated in the Draft EIR and responses to comments above. (See Draft EIR, pages 3.10-37 through 3.10-39; Responses to Comments I4-5, I4-9, I4-14, I4-15.) The future studies discussed in the Draft EIR are necessary for determining *the location* of the proposed wells, not to determine whether adequate groundwater is available. The Draft EIR has already determined that PCWA has adequate water to serve the project. The proposed wells will be installed for back-up and emergency supplies only. (Draft EIR, page 3.16-11.)

I4-18 The comment states that the Draft EIR is inadequate because it does not identify present water users. The Draft EIR and WSA contain more than 100 pages of analysis of the impacts related to water supply, runoff, and groundwater pumping. The WSA fully considers the demands of current water users in determining the adequacy of the City's water supply and both the WSA and Draft

[23] California Department of Water Resources. Drought Information. Breaking News – California Must Prepare for Flood and Drought, February 21, 2017. Available: http://www.water.ca.gov/waterconditions/. Accessed: June 25, 2017.

EIR conclude that with the existing and proposed users, the that the City has a water supply surplus. (Draft EIR, Table 3.16-6 and Appendix H, WSA, pages 3-1 through 3-4, Table 3-1.)

Letter I5

October 10, 2016

Dear Planners for the Village 5 Project,

While we appreciate the consideration given to the Ag land owners rights we are not convinced that our best interests are being satisfied.

3.4.13 Agricultural Overlay (AO)

talks about the intent to establish alternative land development requirements. What are these alternative requirements? You also talk about compatible AG uses to continue on an interim basis or perpetuity. Your AG overlay sounds like your allowing existing uses if and when it coincides with your plans otherwise you have written it ambiguously to allow the requirements to change as needed for development. 1

3.4.13.1 Definitions

It should be clearly written that any buffers required shall occur on the developed parcels. The whole paragraph on "existing AG and rural residential uses" is full of language that potentially would disallow just about any use. 2

3.4.13.2 Permitted Uses

1. What about accessory living quarters or hardship dwelling 1200 square feet max? 3

3.4.13.3 Paragraphs (E & F) these are not acceptable as written. My fences are permanent in nature and I don't feel I should have to re-fence my property to satisfy this development nor should I be required to apply and pay for a use permit to continue our currently approved use of land. 4

We moved here years ago because of the reputation of rural living that Lincoln was known for and to get out of the city. We want to grow our garden, have our animals, ride our horses, shoot our guns and enjoy the life style with our neighbors who want the same. We have invested many years and a considerable amount of money building this place. Our children and grandchildren plan to continue here in the future. That being said we do understand how progress tends to work but there has to be better communication with the current AG land owners to ensure their rights and life styles are given proper consideration. The proposed AG overlay is not clearly written and leaves too much open to interpretation and we would like to have the opportunity to sit down and go through the issues. 5

Sincerely,

Greg & Michelle Risse

916-837-4734

Letter I5 **Greg & Michelle Risse**
Response October 10, 2016

I5-1 Please see Master Response 2.

I5-2 The commenter states that "any buffers required shall occur on the developed parcels." The Agricultural Overlay Zone has been revised to clarify that any *new development* or *new agricultural uses* must provide buffers on the land to be developed/used if it is adjacent to land being used for agricultural purposes. The Agricultural Overlay also identifies allowable agricultural uses within the Specific Plan Agricultural Overlay Zone *after* annexation has occurred. (See GDP, section 3.4.13.2.)

I5-3 The comment does not specify issues with the environmental impact report for the proposed project. Notwithstanding, the unintentional omission regarding accessory living quarters up to 1,200 square feet has been rectified. Section 3.4.13.2(A) of the GDP has been revised to read, "One (1) single-family residence, and one (1) accessory dwelling unit up to a maximum of 1,200 square feet" is a permitted use in the Agricultural Overlay Zone.

I5-4 Following annexation, all existing agricultural structures which do not comply with the development standards outlined in the Agricultural Overlay Zone in the GDP will be allowed to remain. These structures may become legal nonconforming should residential or commercial development occur on adjacent land; however, legal nonconforming structures would be allowed to remain in perpetuity so long as those uses or structures are not expanded. Maintenance and repair would be fully permissible.

I5-5 The comment is noted and will be conveyed to the decision makers for their consideration.

Letter I6

Jim Bermudez

From: Dorothy Voigt <dvoigt39@gmail.com>
Sent: Tuesday, October 11, 2016 9:59 PM
To: Jim Bermudez
Subject: EIR Comment

Hello Mr Bermudez,

Teaching ESL to low income adults as well as watching low-income family members struggle to find housing in Lincoln has made it abundantly clear that there is a terrible dearth of low-income housing here. Most of my adult students are in the service industries such as house cleaning, gardening, janitorial and kitchen help work. Often I learn that several families have to move together to be able to afford to live near where they work since their transportation is limited. To me it seems imperative that we insist that any new development of mid to high range housing projects should also include low income apartments to help house those who will serve the residents of the new homes. If Lincoln once was elected an All American City, then we should make sure that we stay focused on all Americans - - not just the well to do. 1
Thank you for your time,

Sincerely,

Dorothy Voigt
4651 Mt. Pleasant Rd.
Lincoln, Ca, 95648

1

Letter I6 **Dorothy Voigt**
Response October 11, 2016

I6-1 The comment regarding the need for a range of housing – including affordable housing – does not provide any comment on the Draft EIR. Thus, no response is required pursuant to CEQA.

Letter I7

Ronald C. Smith
5701 Lonetree Blvd. #102
Rocklin, CA 95765
ronsmithllc@gmail.com
916.257.0802

October 11, 2016

Jim Bermudez
City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, CA 95648

Subject: Comments Regarding Village 5 Specific Plan
(As Related to Windsor Cove Subdivision)
Moore Road in SUD-B, APN: 021-490-002-000

Dear Jim:

We appreciate the opportunity to provide our comments regarding the Village 5 Specific Plan. We are pleased to see that the planning process for this Village is continuing forward. As you are aware, we have been in ongoing coordination with the City regarding our proposed project, Windsor Cove, which is located within SUD-B and is included in the Village 5 Specific Plan.

Background

On May 26, 2015 we had e-mailed a letter to the City (and followed-up with mailed hard copy) to confirm the discussion from our May 12, 2015 meeting, which had discussed the zoning resolutions needed for the eastern half of the property to allow for 0.5 acre estate lots, or 2 du / ac. It was also confirmed that the re-alignment of Nelson Road was acceptable to the City.

On June 19, 2015 we had sent a letter to the City to provide comments upon the Residential Clustering section of the proposed Village 5 Specific Plan. It was noted in that letter that it did not appear to meet the needs or permit for the envisioned Windsor Cove Subdivision to be built. Within that letter we had noted that the 0.2-0.5 du/ac of conventional density for VRR would not allow for the proposed densities needed for the Windsor Cove project. The section in the Specific Plan has not been updated to reflect these items. Further discussion will follow below to this topic. 1

Based upon the following comments from the Draft Specific Plan, it does not appear that the information as previously discussed with or provided to the City has been incorporated.

Density / Cluster Area Density

As noted above, during the May 12, 2015 meeting it was discussed and agreed upon for the eastern portion of the Windsor Cove development plan to utilize up to 0.5 acre lots (or a density of 2 du/ac). Based upon our review of the specific plan, we do not believe that this has been accommodated.

Page 4-15 of the Specific Plan regarding 'Number of Parcels' for clustering is to be based upon the maximum achievable number from a conventional subdivision of the land. That conventional density listed as 0.2-0.5 du/ac for the VRR zoning that this portion of the Windsor Cove project is depicted. Applying the conventional density across the open space and VRR portion of the Windsor Cove project does not yield the allowable maximum achievable number of lots desired based upon the layout drawings that have been shared with the City. Based upon this, our proposed project density won't be allowed, and the previously presented lot yield won't be accomplished. 2

Since the density range of VRR has not been updated based upon our prior suggestion, we are requesting that the portion of the Windsor Cove property currently designated as VRR be changed to VCE to allow for greater conventional and cluster density, such that the proposed Windsor Cove development plan as shared with the City and discussed in our early 2015 meetings can be maintained. This is a critical item specific to the Windsor Cove project based upon the desired project density.

Additionally, the Units listed in Table B-2, Appendix B, as designated for the VLDR component of the Windsor Cove property does not meet the proposed layout plan as previously submitted to the City. The proposed layout plan, dated March 6, 2015, included 115 proposed VLDR lots. The Unit value included for the site VLDR zoning within Table B-2 only designates 104 units for the property. 3

Letter I7

In addition to addressing the methodology to achieve the desired project densities, we are also requesting that language be added to the Specific Plan that allows development within the Specific Plan to utilize open space within the Development as part of the land area utilized for clustering calculation. 4

Nelson Lane Alignment

As noted above, concurrence with the proposed revised Nelson Lane alignment had been achieved in our May 2015 meeting. Our environmental consultant, Cardno, has since been preparing the CWA Section 404 permit application package for the Windsor Cove Project. When Cardno received development plans obtained from consultants that are preparing permits for Village 5 infrastructure, it shows the proposed Nelson Lane alignment located further east than the Frayji Design Group plans as previously shared. When the Village 5 Nelson Lane plans are superimposed on the FDG Windsor Cove development plans, it is evident that residential development overlaps the Village 5 proposed Nelson Lane alignment.

We would like to confirm our prior discussion with the City and with Richland Developers regarding the design alignment of Nelson Road through the Windsor Cove project. Subsequent to prior discussions, it was determined that since the Windsor Cove project is currently developing project level designs and studies, the quality of data and design shall be utilized as the Specific Plan document is a broader context document. The proposed alignment presented with the Windsor Cove project has been specifically aligned to avoid environmental and site constraints, including utilizing a natural narrow crossing of Auburn. This change will enhance the preservation of the natural resources present in this vicinity. Additionally, if the alignment of Nelson Lane as proposed by the Windsor Cove project were not to occur, it would restrict development in a more negative way by pushing development further east where airport compatibility criteria is more stringent. 5

It is our understanding that the Village 5 wetland permit application has already been submitted, yet according to the Frayji Design Group plans, the future Nelson Lane must be located further to the west to accommodate the residential development, as proposed. If the Village 5 applicant moves forward with the plan that was submitted, they will not be able to construct Nelson Lane, because wetlands that will be impacted by the road will not have been included in their application. The Village 5 Nelson Lane and Windsor Cove impact areas need a common boundary that doesn't overlap or allow for gaps between the two projects. No overlap/gaps will be accepted by the regulatory agencies. We are requesting that the Village 5 Specific Plan Applicant work with the City of Lincoln and revise the regulatory boundary for the future Nelson Lane to coordinate with the Frayji Design Group final alignment of future Nelson Lane. This will ensure that a common boundary is established for the two permit applications and the Village 5 permit application processed independent of the Windsor Cove permit application, and vice-versa.

My project team and I look forward to working with you and your staff on the Windsor Cove entitlement process and appreciate your cooperation in addressing these items. If you require any information, please contact me at (916) 257-0802, or my planning and design team, Frayji Design Group, at (916) 782-3000.

Sincerely,

Ron Smith

Cc: Matt Wheeler - City of Lincoln
Matt Brower - City of Lincoln
Tony Frayji – Frayji Design Group

Letter I7 **Ronald C. Smith**
Response October 11, 2016

I7-1 The comment relates to the density proposed for the Village Rural Residential designation of the Village 5 Specific Plan and does not provide any comment on the Draft EIR. As such, no response is required pursuant to CEQA.

I7-2 The comment relates to the density proposed for the Village Rural Residential designation of the Village 5 Specific Plan and does not provide any comment on the Draft EIR analysis. As such, no response is required pursuant to CEQA.

I7-3 The comment relates to the layout of a tentative map prematurely submitted to the City for review, and does not provide any comment on the Draft EIR itself. As such, no response is required pursuant to CEQA.

I7-4 The commenter requests certain language be added to the Specific Plan to clarify that open space areas should be counted as part of the net land area utilized for clustering calculations. This is a land use issue and does not comment on any aspect of the Draft EIR. As such, no response is required to pursuant to CEQA.

I7-5 The commenter has expressed concern regarding the proposed alignment and permitting of Nelson Lane through the Windsor Cove project. In particular, the commenter indicates that the proposed road location identified in the Village 5 404 application differs from that designed by Windsor Cove, and further, that Windsor Cove would lose lots if the road is located as proposed in the Specific Plan. Neither of these comments relate to the Draft EIR, and relate solely to land use and permitting. As such, no response is required to pursuant to CEQA.

Letter I8

Jim Bermudez

From: Joann Hilton <jhilton777@gmail.com>
Sent: Tuesday, October 11, 2016 8:05 PM
To: Jim Bermudez
Cc: Veronica Blake; Stan Nader; Dorothy Voigt
Subject: Comment regarding Village 5 EIR

Mr. Bermudez,
I am writing to underscore the importance of the letter Veronica Blake wrote regarding Village 5 EIR and the inclusion of affordable housing in this development.

The current status of affordable housing is at a crisis level as it is. Vacancy rates for apartments are exceedingly high in Lincoln. We have families of 6 or more in two bedroom apartments. Apartments are in great demand with long wait lists. What will this be like if we add thousands of new houses? Those new residences require service people and teachers and city workers, etc., who need apartments. It is imperative that apartments are included with every new development of residences. 1
Thank you for considering input on this very important area of concern.
Joann Hilton

1

Letter I8 **Joann Hilton**
Response October 11, 2016

I8-1 The commenter notes that affordable housing – apartments in particular – is in high demand in Lincoln and should be part of the development. This comment does not relate to the Draft EIR and thus, does not require a response pursuant to CEQA. Notwithstanding, the Village 5 Plan Area designates almost 70 acres of land to high density housing which will result in approximately 1,441 units. The plan also proposes a 7.5 acre mixed use site which would accommodate up to approximately 56 additional high density residential units.

Letter I9

FRAYJI
DESIGN GROUP, INC.

October 11, 2016

Jim Bermudez
City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, CA 95648

Subject: Comments Regarding Village 5 Draft EIR
Relative to SUD-B Northeast Quadrant (NEQ) Specific Plan
APN's: 021-262-001, 021-262-034, 021-262-035, 009-031-028

Dear Jim:

On behalf of our Clients, Peery Arrillaga and Gill Property Development LLC, we have reviewed the Village 5 Draft EIR and are presenting our comments as they pertain to the SUD-B NEQ Specific Plan and the Peery Property Tentative Map project (which is a part of the SUD-B NEQ Specific Plan). These projects are located north of the State Highway 65 Bypass, east of Nelson Lane and south of Nicolaus Road. 1

The items that we are providing comments on below are not all specifically EIR items, but are provided to promote consistency between SUD-B NEQ and Village 5.

- The Village 5 boundary is shown incorrectly on the EIR exhibits as related to SUD-B NEQ.
  - Nelson Lane between Nicolaus Road and Hwy 65 is part of the SUD-B NEQ Specific Plan and is in the process of being annexed into the City with that Specific Plan. The annexation of this portion of Nelson Lane was requested by the City of Lincoln as part of the SUD-B NEQ Specific Plan area. 2
  - Highway 65 should be included in its entirety south of SUD-B NEQ Specific Plan so that there is no donut hole which may create future delays for Village 5.
- The Village 5 EIR Transportation element depicts the future Nelson Lane interchange at Highway 65, but does not address the interim circulation connection of Nelson Lane at Hwy 65 prior to the interchange completion. It is advisable to include discussion of both interim and ultimate conditions. 3
- Since the Village 5 sewer in Nelson Lane is a deep gravity system, which may be a jack and bore, and may be required to be at or near a 90-degree crossing to Highway 65, it may be an option to build the sewer at the current alignment of Nelson Lane. Having an alternative in the EIR may save future cost and time for Village 5 since initial development within Village 5 may move forward in advance of the full interchange being constructed. 4

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1540 Eureka Road, Suite 100 – Roseville, CA 95661
Phone: 916-782-3000 Fax: 916-782-3955
www.frayjidg.com

Letter I9

FRAYJI
DESIGN GROUP, INC.

- Some of the Village 5 exhibits do not properly identify the SUD-B NEQ Specific Plan area as this area is either mislabeled or unlabeled. For example:
  - The City of Lincoln General Plan Land Use Designations exhibit (Figure 3.11-2 of the EIR) identifies a portion of SUD-B NEQ as SUD-A. That portion of SUD-B NEQ should be labeled as SUD-B. 5
- Since Nelson Lane north of Highway 65 and south of Nicolaus Road has recently been constructed, we wanted to confirm that the drainage updates associated with that project have been incorporated into the EIR and Specific Plan. 6

Thank you in advance for taking the time to review our comments. As stated in the introduction, we are providing these comments to promote consistency between SUD-B NEQ and Village 5 and are supportive of the Village 5 project being approved. We look forward to continuing to work with the City of Lincoln and Richland Development as the Village 5 Specific Plan continues forward. If you require any information, please contact me at (916) 782-3000.

Sincerely,

Tony Frayji, P.E.
Frayji Design Group

Cc: Dick Peery – Peery Arrillaga
Chris Gill – Gill Property Development, LLC
Matt Wheeler – Community Development Director, City of Lincoln
Matt Brower – City Manager, City of Lincoln

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Letter I9 **Tony Frayji, Frayji Design Group, Inc.**
Response October 11, 2016

I9-1 The comment identifies who the commenter represents and identifies a project being processed within SUD-B. The comment does not identify any issue with the Draft EIR; as a result, no response is required under CEQA.

I9-2 The commenter notes that the V5 boundary is shown incorrectly on the EIR exhibits as they relate to SUD-B Northeast Quadrant (NEQ) project. This mapping error does not impact the environmental analysis and is a planning issue.

I9-3 The commenter notes that the Draft EIR does not address the interim circulation connection of Nelson Lane at SR 65 prior to interchange completion. A traffic analysis of Area A was completed to evaluate the interim circulation conditions at the SR 65/Nelson Lane intersection prior to completion of the new interchange. The analysis included the existing lane configurations and signal timing for the signalized SR 65/Nelson Lane intersection. To provide access to Village 5, Mavis Avenue would be constructed parallel to and approximately 1,000 feet south of SR 65. This would be a temporary extension of Mavis Avenue from the existing Nelson Lane to the "new" Nelson Lane alignment to provide interim access to the project area prior to the construction of the interchange. This would result in a predominant traffic flow along Mavis Avenue to existing Nelson Lane toward SR 65. The initial phase of development in Village 5 would add traffic to the northbound right-turn and westbound left-turn lanes at the existing SR 65/Nelson Lane intersection as motorists travel between the V5SP Area and South Placer County along SR 65. The interim conditions analysis showed that the existing at-grade SR 65/Nelson Lane intersection would operate at an acceptable LOS E or better with signalization improvements. These signalization improvements could include a protected overlay phase for the north bound right-turn from Nelson Lane onto southbound SR 65 and adjusted signal timings to provide additional green time for the westbound left-turn from northbound SR 65 onto Nelson Lane.

I9-4 Wastewater infrastructure improvements are outlined in the V5 Wastewater Master Plan and those improvements are consistent with those anticipated in the City's PFE Fee program. Additionally, there is no evidence to suggest that building the sewer infrastructure in the current alignment of Nelson Lane would be less expensive, but it would likely have more environmental impacts. For this reason, this alternative proposal is rejected.

I9-5 Figure 3.11-2 of the Draft EIR has been amended to correctly show the existing General Plan Land Use Designations. Please see Chapter 2, Revisions to the Draft EIR, for the correct figure.

I9-6 The recently constructed bridge at Nelson Lane over Markham Ravine has been included in the pre- and post-project hydraulic analyses for Markham Ravine, which were used in the V5 Drainage Master Plan as well as the Draft EIR.

Letter I10

Jim Bermudez, Development Services Manager
City of Lincoln Community Development Dept.

Re: Draft EIR Village 5

Dear Mr. Bermudez,

I would like to follow up with additional inquiries regarding the draft EIR that was presented on September 21st.

I am concerned about the Public Safety portion of the EIR. Lincoln PD currently has minimum staffing levels of 2 patrol units and a Sergeant on duty at a time. This is equal to the staffing levels of the City of Auburn and they are ¼ the size of the City of Lincoln. The staffing levels are still not back up to the levels they were in 2006-2008 when they had 4 patrol units plus a Sergeant per shift and 3 overlapping shifts. The size of the city hasn't changed but they haven't gotten back up to those levels. I question the statement, quoted in the EIR, that the response time to Priority 1 calls is 8:40, but then there is an attempt to minimize that extreme length of time by saying the Chief of Police, Chief Marks at that time, stated in an email that LPD generally responds to "all" emergency calls within 7 minutes. What is that based on? The footnote implies it was from an email from the then Chief Marks, what document was he referencing that statistic from? It sounds to me more like a statement he would like to believe but had no way to justify. Additionally, he appeared to deflect his ability to compare the Police response times to those of the Fire Department. There should be no difference in documenting the response times, they are all pulled from the same dispatching computer, another attempt to deflect from the factual numbers.
The EIR's states "the City's 2012 Nexus Study Update provides assumptions of the following ratios: 1.87 sworn officers per 1,000 residents, 0.4 non-sworn staff per 1,000 residents", that would mean the city should currently have almost 88 sworn personnel, and I believe they currently have ***less than 20 sworn personnel.*** That is appalling on so many levels, that level makes it unsafe for the citizens and frighteningly unsafe for the officers themselves. Explain to me how 2 officers make a perimeter? Or how they handle more than 1 priority call at a time? Do the current citizens of the City of Lincoln realize that if they are the 2nd or 3rd priority incident at that specific time, they will be waiting for quite some time for a response. Citizens would have to wait until the officers finish their first incident (which may include a trip to Auburn in order to book a subject at the jail, in which case then there is 1 officer and a Sergeant to cover the rest of the city) or wait for another agency (with a response time of much more than 8:40) to come and attempt to secure the scene until Lincoln PD can arrive to handle the report. 1

The Lincoln Fire Department currently has to use the City of Rocklin to cover their Duty Officer functions and some of their Administration duties, this doesn't reflect correctly in the EIR as their current status, since they no longer have a Fire Chief. The Lincoln Firefighters Association has documented on social media the City's inability to pay for overtime to cover vacations and sick calls, often closing down an entire station when 1 person is sick or off duty for vacation. This lack of personnel continually puts citizens at risk.
The closing down of stations is a direct reflection of their poor response times. LFD has a response time goal of 5 minutes 80% of the time, they currently from the stats provided, are only able to do that 26% 2

Letter I10

of the time, 5-7 mins 34% of the time, 7-10 mins 30% of the time and over 10 mins 9% of the time. I don't see how adding Village 5 will make that statistic any better, causing a huge public safety problem. The EIR also states that the Calfire station that currently responds to the Village 5 area is Station 77 from the Casino. That station is primary for the Casino only since it is funded by the casino itself. They will respond as a secondary unit if needed, but the primary response to the Village 5 area is currently Station 70, another inaccuracy of the EIR. 2 cont.

The Lincoln Police Department still dispatches with a solo dispatcher. This means that a single person is there to answer incoming business and 911 calls, work the Law Radio and the Fire Radio. Do any of you know what that means? If there is a large incident working, for example the Northern Energy propane fire from 2010, any person that may happen to have a heart attack during that first hour of the emergency may find that there is no one to answer their call. That 1 dispatcher had to:

1. Answer the incoming calls
2. Start a Fire and Law Enforcement response
3. Make all of the outgoing resource request phone calls, since the City isn't staffed to handle that large of emergency (and for this particular emergency Placer County Sheriff Office handled all of the evacuations entirely by themselves)
4. Copy emergency radio traffic from the Police and Fire radios simultaneously
5. Coordinate all of the incoming resources giving them direction as where to respond to and who to report to
6. Then, attempt to answer incoming calls

I can't imagine being that person, with bad timing, that had a medical emergency when an incident like that is going on, because that 1 dispatcher, as skilled and experienced as I know they are, is not capable of handling all of that safely for the citizens of the City or the Police Officers and Firefighters. 3

Every policy listed in the section Goal PFS-8, Policies PFS-8.1 thru PFS-8.14, none of these policies are currently accomplished by the City. Every one of these policies is related to public safety and the City is currently unable to provide adequate service with the existing population, they aren't capable of handling a bigger population. 4

My other concerns about the presentation on September 21st are regarding the statement that was made several times about certain topics covered, including noise, dust, and water usage, the person that made the presentation repeatedly said that "the topic (noise, dust etc.) would have a significant impact but it was unavoidable". Who and what determines when something reaches a level that is significant and needs to be accommodated? 5

Another significant topic is the City's inability to provide upkeep on infrastructure. If the plans for Village 5 will take 10-15 years to complete what will ensure the City will be able to maintain the infrastructure? When the City annexed the property for the Wastewater Treatment plant they agreed to maintain the roadway surrounding it, but if you travel on Fiddyment Rd you'll notice that the HUGE potholes are on the area that surrounds the portion of the Wastewater Treatment plant that the City is responsible for and fails to maintain. This is an example of what I expect from the City of Lincoln because this is their current practices. I want to see some sort of assurance that they City would be 6

Letter I10

forced to maintain the infrastructure for all of the roadways that will still be rural for a period of time but will have much more traffic on them. 6 cont.

I see in the policy referenced below that the City must provide a financing plan prior to annexation, has that been done and when will it be presented for public hearing? 7

PFS-1.2 **Annexation Requirements.** The City shall require that prior to any annexations to the City a detailed public facilities and financing plan be completed that considers both capital facilities and the fiscal impacts to the City's ongoing operation and maintenance costs.

I believe that the city is expecting the construction to be the answer to their fiscal problems. The problem I see is that the Public Safety funds come from the General Fund and that is supplied mostly by sales tax. The City is going to grow exponentially with area that is primarily residential, and will not provide long term benefit for the General Fund, but there will be many more residents to provide public safety for and no funds to support hiring more Officers & Firefighters. Clearly the city has a history of poor fiscal management since the money from the initial housing boom was squandered and there has been nearly 10 years of running the City on the brink of bankruptcy, putting the citizens at risk every single day. 8

Thank you for your time, I look forward to a written response regarding the above listed discrepancies. 9

Sincerely,
Andy & Trudi Nielson
5245 Nicolaus Rd
Lincoln, CA 95648
916-645-3844

Letter I10 Andy & Trudi Nielson Response

I10-1 The City considers a police chief to be a primary source of information, having working knowledge of the operational capacities of the City's police department (LPD). As shown on page 3.14-3, the City also incorporated response time study data into the existing environment discussion for police services.

As described on page 3.14-3, the response times of LPD are incomparable to Lincoln Fire Department as LPD does not have similar response areas (similar response locations and location distribution) to the Lincoln Fire Department, by which the two could be compared. LPD response times are subject to the availability of responding officers and prioritization of responses to multiple calls.

The Draft EIR for the proposed project assumes that as the City's population increases, that LPD staff levels will be increased to meet demand for police services. The EIR is tasked with considering potential environmental impacts from construction of new facilities or expansion of existing facilities, necessary for the addition of necessary LPD staff, not whether the LPD will have enough personnel. The City makes decisions regarding LPD staffing levels, which are not the focus of the CEQA impact analysis. The discussion for Impact 3.14-6 concludes that the proposed project would likely generate the need for up to 36 new officers and eight new sworn staff, as well as 20,971 square feet of new office space. As a result, the Plan Area has been designed to provide one police station on site. This station would be built to the specifications of the requirements of the City of Lincoln and would be large enough in size to provide for the appropriate personnel and equipment necessary. Thus, development of an LPD facility within the V5SP Area is assumed under the proposed project, the impacts of which being included within the full buildout scenario of the V5SP.

I10-2 Similar to Response to Comment I10-1, for police services, the EIR is required to consider potential environmental impacts from construction of new fire protection facilities or expansion of existing facilities, necessary for the addition of necessary fire protection staff. The City makes decisions regarding fire protection staffing levels which are not the focus of the CEQA impact analysis. As discussed for Impact 3.14-7, it is anticipated that the development of the City and its villages would bring an increase in funding and a return to historic staffing and facility levels for fire protection. The location of the additional facilities necessary for the full buildout of the 2050 General Plan has not been identified and therefore, the environmental impacts have not yet been studied. However, full buildout of the V5SP would require 25 new fire staff as well as 22,476 square feet of new fire station space. As a result, the Plan Area has been

designed to accommodate two new fire stations. These stations would be built to the specifications of the requirements of the City of Lincoln and would be large enough in size to provide the appropriate number of staff and therefore, would fulfill the needs of the service area. The environmental impacts of these stations are considered in each respective technical section under the full buildout of the V5SP area scenario.

I10-3 The commenter notes that emergency response staffing, including dispatch personnel, is deficient. The comment does not address a specific CEQA issue. As a result, no further response is required under CEQA. The comment is noted and will be conveyed to the City Council for its consideration.

I10-4 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The comment is noted and will be conveyed to the City Council for its consideration.

I10-5 As described in Chapter 1, Introduction, an EIR is an informational document that informs decision makers as to the impacts of a proposed action or project. The City of Lincoln is the lead agency for the EIR for the V5SP project, therefore, the EIR has been prepared in accordance with City of Lincoln policies. The City determines the thresholds of significance against which anticipated impacts from the proposed project are compared. Impacts that exceed thresholds of significance are considered significant. If the application of feasible mitigation is unavailable or would not reduce significant project impacts to less than significant levels (below significance thresholds), than any such impacts are considered to be "significant and unavoidable" impacts of the proposed project. In short, the City Council has the ultimate decision-making authority.

I10-6 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The comment is noted and will be conveyed to the City Council for its consideration. Notwithstanding, the City notes that the financing plan identifies infrastructure costs of construction and maintenance, including road infrastructure. The County, not the City, currently maintains roads in the future Village 5 area, including Fiddyment Road.

I10-7 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The comment is noted and will be conveyed to the City Council for its consideration. Notwithstanding, the City will consider a financing plan for Village 5 at the public hearing(s) on the project.

I10-8 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The comment is noted

and will be conveyed to the City Council for its consideration. Notwithstanding, the financing plan for Village 5 indicates that the commercial development within Village 5 will produce over $5,000,000 in sales tax annually for the City's General Fund. As such, Village 5 is expected to not only support the staffing for the village, but for other parts of the City as well.

I10-9 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided. The City staff is available to answer any further questions regarding the project.

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REPORTER'S TRANSCRIPT OF

CITY OF LINCOLN PLANNING COMMISSION MEETING

AGENDA ITEM 6(A)

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Public Meeting Regarding:

THE VILLAGE 5 DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE VILLAGE 5/SPECIAL USE DISTRICT B SPECIFIC PLAN AREA

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6:03 p.m.

Wednesday, September 21, 2016

Lincoln City Hall

600 6th Street

Third Floor Community Meeting Room

Lincoln, California 95648

Reported by: SUSAN I. STUART, CSR No. 6410, RPR

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INDEX OF SPEAKERS

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BE IT REMEMBERED that on Wednesday, September 21, 2016, commencing at the hour of 6:03 p.m. at Lincoln City Hall, 600 6th Street, Third Floor Community Meeting Room, Lincoln, California 95648, before me, SUSAN I. STUART, a Certified Shorthand Reporter, License No. 6410, the following comments were made.

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DAN KARLESKINT: This is the public meeting regarding the Village 5 Draft Environmental Impact Report for Village 5 and Special Use District B Specific Plan Area. And the purpose of this agenda item is for the public to make comments. It will be recorded for inclusion, for analysis, and response in the EIR.

Jim, you want to give us an overview?

JIM BERMUDEZ: Absolutely, yeah.

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JIM BERMUDEZ: So we're here tonight to further discussion because I know there has been outreach on the applicant's behalf, Richland Communities and Richland Development, related to the Village 5/Special Use District B project. And before us tonight is a public comment period, as required by the California Environmental Quality Act, related to this project and the full build-out of the project.

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We're here to discuss the background related to the environmental analysis prepared. We're also -- I'm also here to discuss a little bit of the project description to give the public an overview and characterization of the project as it is today and as it's outlined in the ER -- the Draft Environmental Impact Report as well as the Specific Plan and General Development Plan that are all out for public comment.

I will start by saying that I do have my business card over at the desk as you enter, so if there's anybody that would like to contact me after the meeting, feel free to grab a business card and e-mail me or call me and I can walk them through the project in more detail or answer any questions that they may have.

Further, I would say that the bulk of today and the work has been done by the city consultant ESA. They're an environmental planning firm within the United States nationwide. Their sole focus area is in Sacramento for this region. They have completed the Draft EIR. It's a very sizable document.

Christina Erwin is the project manager. She will assist with the presentation. I will begin the presentation, just kind of in an overview format, and then she will dive a little bit deeper into some detail related to the findings of the environmental document and give her

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perspective on some of the mitigation and some of the project issues, as we vetted the project thoroughly.

This project has been done in collaboration with the primary property holder, Richland Development Group. They've been at the city's side, quite a bit of collaboration of all of us, to put forth the best project to implement what's called out in the General Plan as the village concept for this area, and they've been sitting at the table as a stakeholder with the city advancing it forward. And their vice-president, Clifton Taylor, I think most of you know has been in that area talking to residents and providing an overview of the project.

So at this point what I'll do is kind of give a little bit of the ground rules as we move forward. We're here to discuss kind of the adequacy of the document today. Merits of the project, project background, analysis issues that may arise as it relates to each individual property owner or resident in the city, those will be forthcoming, and there will be a time when we do have those public hearings. At this point, we're thinking that those public hearings will likely be in the early part of 2017.

So today's meeting is really solely about the document, the Environmental Impact Report, some of the conclusions, and so we're going to try to kind of stick to

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that format. It is a public meeting, it's not a public hearing. There's not going to be a dialogue back and forth between staff, the consultants, with the commission. There may be some clarifying questions that I think may need to be answered as far as this project description-related, but it's kind of not following the format of a public hearing.

The commission, if they so choose, can ask some questions related to the adequacy of the document, and those questions are all being documented. We do have a note-taker here and we have our own note-taking system. And ultimately, we'll have to provide some feedback on the comments that were generated as a result of this meeting.

Lastly, the comment period for this EIR does close on October 11th. That's I believe a Tuesday. That will be the last and final day at five o'clock for submission of comments on the EIR.

As I noted in the staff report, for those that have either read it or seen it, we definitely -- I will definitely and city staff will take comments on the project all leading up to the approval of the project at anytime. Hence, the reason I left my business card.

So with that, let's kind of advance forward. I already introduced -- I sort of introduced myself. I am Jim Bermudez. I am the Project Manager, Development

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Services Division Manager. And again, Christina Erwin has been the Project Manager leading this effort. And we, like I mentioned, have been dialoguing pretty heavily with Richland Communities and all the various consultants that have been involved in this process.

So the agenda for today is introductions, as I so characterized in the little bit of the ground rules going over the proposed project. I'll do that forthcoming here. And then we'll get into the EIR scope and, as I mentioned, the environmental issues, and then we will cover the EIR process lastly of what happens next and where do we go from where we are today.

So as a starter, Village 5. Village 5 shows up in the city's General Plan. And some of you may or may not be aware of the actual boundaries and locations, but Village 5 is just adjacent to Nicolaus Road. And following southward, it sort of does a little bit deeper dive south than Moore Road. Adjacent and nearby is Fiddyment as well as nearby to the city's waste water treatment facility plant that's just off of Fiddyment, in that location there. Then the project -- as it heads westerly, this here is Dowd Road. And just west of Dowd I think most residents know of the school district's property and the Lincoln High Farm located in this area here. That's still a component of Village 5, within the

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plan area. And then it advances again all the way up to Nicolaus Road. It does leapfrog and jump across the ravine southerly and carry over into and adjacent to what was Village 7, in this location here. And that project, Village 7, we approved and annexed in 2012. And I'll get a little bit into how the map kind of lays out as it relates to the city's annexation process -- policy in just a minute.

So we're here today because we are implementing the city's General Plan. It's a 2050 plan, very ambitious plan. And I think it's very important to characterize the plan a little bit more in detail and kind of relive those discussions and the input from residents.

I will be the first to admit I was not here when we adopted the 2050 plan, but I'm pretty attuned to the plan, as it's my job. And as we advance, all the project funnels into the policies and objectives of the General Plan. And I believe the layout of the Specific Plan, the General Development Plan, also filter into those goals and policies, and I'll get into a little bit of those connections.

There was in my note-taking in notes of the General Plan up to about 13 stakeholder meetings when the General Plan was going through its update in 2008, so there was quite a bit of input. And so at that time what the city

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has to determine is how are we going to grow as a city. And quite a bit of back and forth.

What you cannot see within the delineation of the map is the city's sphere of influence. Ultimately, there had to be a moment during that discussion of just how large and how fast and how logical this city would grow.

So during those discussions came about a village type of concept. So going around the horn to the right in a counterclockwise, you will see Village 1, 2, 3, 4, 5, 6, and 7 in there. And then you have the Special Use Districts A, B, and I believe C.

And just to characterize the Special Use Districts, the nature of those districts is the result of the land use compatibility that you have with the Lincoln Airport here, regional airport.

So we created a sphere. We put in place a plan that adopted and set forth a village concept. So what does that really mean? Well, we put a designation on the map and that was it. Well, I think there's a little bit more to that. And as I mentioned, what we tried to do here with this Specific Plan and General Development Plan is tie in those objectives, which is providing within each village some transportation choices, some logical patterns of movement, of circulation within the city, and with an understanding to not kill the downtown with the growth

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pattern that we developed.

So we definitely needed to explore, similar to Village 1 here, avenues and gateways and access circulation plans cumulatively to funnel people as a primary route to keep Highway 65 in key locations within the city so that as the growth developed -- which I should note within the plan is characterized roughly about 120,000 people when it's ultimately built out. So one of the key elements was making sure that we had some transportation choices. We looked at circulation.

And in addition, we wanted to provide a housing stock within each village that would curtail transportation or, in essence, keep transportation within each isolated village so that you didn't have that leakage of routes going all over the city from an arterial type of roadway perspective but you kept those arterials close by within the village.

And you do this by spreading around a mixture of housing choices, be it low-density residential and medium-density, but I think primarily what you'll see in this plan is the implementation of mixed use and some higher-density type of choices within the plan area. You do this, like I just mentioned, with compact development.

You will see within the Specific Plan and detailed in the EIR that there are -- there is a village concept

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within the plan area. It's actually two village concepts, a west and an east. And I'll share that as I get into a little bit on the land use map. And, as I mentioned, having that mixture of land uses within the plan helps control that spread of growth and spread of traffic, its impact.

As it relates to the focus of today and preserving open space and farmland, which I'll cover today as well, that I believe this plan does a pretty good job at preserving open space along the ravines and those corridors, integrating them into the plan as a passive interaction between resident, pedestrian, bike element, where I think the city and the future residents would enjoy that particular community based on that interaction.

And then lastly, on the farmland component we presented within this plan an agriculture overlay, which I'll cover in just a minute.

So that's the General Plan 2050. That sets up kind of the stage where we pivot at this point with this project.

So within the General Plan it does specifically state that part of the approval within a village would require a Specific Plan. So it does state pretty clear that a Specific Plan is not going to be a piece or a portion of a village, it is an entire village from a

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planning perspective.

So you will see that this plan covers the full Village 5 area, portions of SUD B. And what we decided to do is to carry in a portion of Village 6 and I believe one of the other SUD areas into the plan area to make it more holistic and make it more integrated as it related to circulation and the community as a whole.

So in the future meetings we will be approving the Specific Plan. Associated with that Specific Plan is a General Development Plan for Area A. And I'll show you that land use map in a minute here. That General Development Plan is essentially the city's zoning code and zoning regulations that will be implemented by staff and the building community as they move forward with the various land use types in that area. We will do a series of General Plan amendments, which will be held in the same format as the public hearing.

And what we also do with this plan is we -- mandated by state law, we do the pre-zoning of this area. This area will entail, as I mentioned -- I believe I said an annexation at a future date. The pre-zoning places that zoning in context within a map, and then it is then carried forward and necessary as you go to annex within the City of Lincoln.

So with that I'll spend just a segment of time on

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the annexation process. First off, annexation is out in a few months. It does take a little bit of time. It does require an agreement between the county and the city on tax sharing, and that's one of the big heavy piles to lift. It is our intention to hopefully knock out the Specific Plan, General Development Plan, associated other entitlements in a Final Certified EIR and then move and pivot -- maybe working in tandem, but pivot then to the annexation, which would then be having to be approved by the Local Agency Formation Commission, which is with Placer County.

So the annexation, moving forward, what I would characterize is an annexation within the city that occurred in 2012 for Village 7. That is this segment of property here. And in that annexation it went before LAFCO and that was approved. And in the city's map for the General Plan map, as you see a portion on that where the laser is, that actually was not annexed, but that is in Village 7.

So as I proceed and take you around the horn to our annexation, this would be the Village 5 annexation, it would be this area here. There -- I think -- I believe there are provisions where there are -- there is the ability that an annexation would not entail the full-blown property owned as laid out in the Specific Plan. Our

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General Plan does allow for that flexibility. It does not mandate that the Specific Plan that is adopted is ultimately the actual mapping that would have to be annexed with LAFCO, but in this exercise I'm showing the entire Village 5 area.

This is a decision that ultimately the city and Richland Development Group will sit down and talk about just to the extent of that annexation, but largely what we are characterizing as we move forward is a piece of property that was not annexed in this area here when Village 7 went forward.

That creates a scenario where we do have a county remnant parcel. So ultimately as we progress within the annexation, there's going to have to be a discussion of what we do about this particular condition in the green that's reflected here. So we -- I can foresee that -- as we look on the eastern quadrant of Village 5, that likely if we are moving forward there may be a discussion on pulling that particular property in, having a discussion of the timing and extent of the annexation to the west for Village 5. These are all future discussions here.

And the LAFCO rules and regulations are very clear as projects advance when it's related to annexation that you should not leave, in essence, a condition that would have a cluster or what we would call a donut within a

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plan, and so we likely foresee that there will be some dialogue and discussion with LAFCO to see how we advance Village 5. So that's a future discussion, a future meeting, but I think it's important just to characterize the size and scale of this area of Village 5 and how it relates to the other annexations that were most recent advancing forward as it relates to our General Plan policy.

So Village 5 demographics, the size. That area that was just reflected, that's approximately 4,787 acres in size. Quite a bit of area. As it develops -- which I should say the horizon within the plan and characterized in the document is roughly a 15- to 25-year period. Obviously, conditions dictate what ultimately will occur, but that's a benchmark that is throughout all the planning documents, including the EIR, which ultimately turns into about 8,000 units and rooftops within the plan area, some of that being mixed use, as I mentioned, which would, you know, be one roof but multiple type of high-density products. So roughly we're looking at 8,000 units with ultimately a population of nearly 20,000 residents.

Jobs generator. As you see within the plan as I move forward, Village 5 has a heavy, heavy commercial area, 4.5 million square feet. Translation, lots of jobs for the city. Layout, as I said, weigh into the Land Use

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Plan. The bulk of those jobs are kind of in this core area right here. On the Highway 65 corridor there is some commercial up on this side as well, but early on this is a key area of the plan.

So what we elected to do with that commercial is then carry the village concept from the west end, which is right here, which will include some open areas of -- actual open space for farming, agriculture, for those residents in this area. And we decided we would move and do an eastern side -- eastern side village area here. So it would be a mixture of the commercial with mixed use and with -- the village center would be in here.

I think it's important to point out, and I believe it's in the documents characterized, that this initial startup and phasing of the project would entail some form of age-restricted community. Richland has communicated at their -- in discussions there's a high potential to have an age-restricted community within this area here, within the phase map what would be considered Area A.

I think the other thing to point out is as we go to the western side, this western end, Dowd Road, yes, there are some single-family residential or -- type of uses, but there's quite a bit of village country estate lots to act as that edge and that buffer from the ag land to the west. And those country estate lots essentially equate to about

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one to two and a half, 2.9 units an acre. They do have a minimum lot size of about 10,000 acres.

So we could potentially see some clustering of some country estate homes out here eventually in the future or it could alternately remain as it is. And I will touch on that a little bit with the ag overlay.

So, as I mentioned, you do have your village center and your village center. And then out -- springing out of that is your single-family residential type of product, the low-density residential, and then quite a bit of open space along the corridor in this area here, and definitely a pull and response to interact and engage with that open space as the project would be developed and as the development standards call out in the General Development Plan and Specific Plan.

Down in this location is the city's treatment facility. And in this plan there are at least six bridges that will ultimately have to be constructed at some time and manner, and those would be crossing the ravine or crossing some form of waterway within the plan area. So that is an element of the plan as well.

In this portion to this side is where we would find some form of our business park area and some direction in land use to go towards providing professional offices and those services of doctors and attorneys and so forth. So

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we're hoping, you know, that we end up executing that portion. It's a great complementary to the commercial on the other side.

And then lastly, there will be an interim phase of this project as it relates to circulation, which would cross over Nelson. And there would be some interim road work in this kind of location here, but -- as the project develops, but ultimately what we would see likely to occur would be the construction of an interchange connecting Nelson to Nelson on the north and south.

And the timing of that is still to be determined. We're evaluating that and trying to determine, you know, just when is that right time. And a lot of that is really generated by market and how many rooftops that we see out developed in this area and how much commercial we have surrounding the site. So that will be something that will be fleshed out as the project goes through the public hearing process, and there will be more information as far as that detail as the project advances.

So the phasing plan. As I mentioned, there is a potential we could have an age-restricted community. It's not depicted here. I believe this is Area A1 and A2. This is the primary of that. Within the next five, ten years, we'll likely see the first stages of development. And then going in a counterclockwise form, you have B, C,

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D, and around the horn here ultimately ending on Area J. So what we are definitely going to see and what I believe based on Richland's holdings, this is primarily their -- their area of ownership, so it makes sense to -- to pull that together and move it forward.

A little bit of the strategic is the infrastructure lift and pull that will be needed to see this area developed makes smart dollar sense to see it first. So this is where you see first development occur.

I think I should say within the plan, Specific Plan, this does allow to move in a non-orderly fashion within the planning area and the phasing of the project. We wanted to provide that flexibility for those individuals, who either would be private owners, development groups that wanted to pick up property within the village, to go ahead and advance forward with other developments.

So if -- there's a potential it could not be orderly in an A to J numerical progression, but I think what's important to note is as you get to -- further west, obviously the big element lacking there is infrastructure. And the orderly progression of targeting A, you're going to have to find a means and a way to provide those services if you are in this area. So I think logically we'll see A develop. And then as market demand, we could see a little bit of shifting to the east.

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But it's a heavy haul to pull infrastructure in this area, so we'll see, you know, how the timing goes. And, as I mentioned, it's a 25-year vision and we'll see how that ends up taking place.

Agriculture overlay. So one of the elements that is essential with this plan -- and there was quite a bit of input discussion from the stakeholder groups meetings that Richland held, and in addition there was input made to staff related to what can I do with my property when this project is approved. That's essentially the question that I've been asked several times.

Well, my answer is you can continue to do everything that you want to do and what you're currently doing on your property as we talked today and as I say this today. Ultimately, if there's development and you have an agreement with the form of a developer or somebody in the housing industry, when this project is approved they may want to advance that project to development. That's the private-to-private agreement that you have with that particular group and entity.

But if you don't have an agreement and you have farming, you have agribusiness, you just have a cottage out in the country, you will be able to continue to do that. The ag overlay ensures that you will continue to be -- you will be able to continue to do that.

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I think further to add is that within the overlay and within the development standards of the plan we looked at how residents that are existing within a use of agriculture or a use of rural -- rural country living would adapt and be able to interact within the various land uses that would be more low-density residential. And we put in place some key standards that took on areas of focus of adjacency requirements, meaning we wanted to have adequate buffers between properties. If there was new development versus old development -- or current development, we wanted to provide opportunities for those areas within those ag lands to actually grow, grow in a sense of -- within the context of that land use that is currently existing.

So there are areas within the agro overlay where current property owners if they want to build a farmhouse, they can go ahead and do that. If they want to operate or continue operation of an agribusiness, they can continue to do that. If you have an accessory use associated with the agribusiness and you want to build that, the standards do allow for that. So there's quite a bit of flexibility I feel with the city that you will continue to do what you're currently doing.

As far as the infrastructure and connections, the city has pretty, you know, clear standards, which is as

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development occurs and it gets closer to you, you -- at some point there would have to be a connection. But if your services are to standard, you can continue to use those standards. Ultimately, it will be a private-to-private business decision as a homeowner if they want to connect to a service nearby. So we do allow that to continue -- an owner, private owner, to continue using their existing well, their existing septic. So there's a pretty good section within the General Development Plan that covers the ag overlay.

So the transportation plan. I will be the first to admit this is a very large project, but it does follow the model of our General Plan. And doing that, it does to the best of its ability keep everything within this village concept, keep it compact to deploy smart growth principles, which is streets that the pedestrian and traffic vehicles, as well as bikes, can share, utilize those particular networks.

There are some areas within the plan that are more the key areas that you will find where there are -- there will be six lanes, so three lanes on both sides. But for the most part, you will find that there's an upsizing at some point to the development of two-lane networks within the transportation plan. You cannot see, but within the table it does characterize by color coded just the size

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and scale of those roadway networks within the plan. And if you need this version, I can send it off to you, as I mentioned.

I think the other thing to characterize, and it's a question that I've been asked, is what if I'm on Dowd Road and I see a lot of activity, a lot of arrows of the different network, and what's ultimately going to happen.

Well, given, like I said, it's on the west side, incrementally growth will occur. But at some point development will occur, and at that point it will be incumbent on the actual applicant developing group to secure, acquire the necessary right-of-way. That's the city's policy.

So, so far as we annex, we don't see any development activity out here, Dowd would remain in that condition. Obviously, if there were concerns of potholes and structure integrity of that road, the city through the annexation would then have the responsibility to do repair and fixes of that roadway.

But for the future, as development occurs there are call-outs that the development group or applicants as they develop would have to acquire the necessary right-of-way.

As I mentioned earlier, this location here would be under an interim solution as we phase out the project. And in addition, this Nicolaus Road on the north side

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would eventually -- I know that one -- I believe is going to be a four-lane expansion as development occurs within the plan area.

So the bike/ped plan. I looked at this plan and I think one of the things that I would note that when looking at an overview of Village 7 and this rental neighborhood as well as Ravine Crossing, and I think being here about two and a half years now I've heard the many stories of why hasn't there been a connection under that. And there's, you know, I think discussion of Highway 65.

And there's been a discussion where the project was advancing so fast that things were not put in -- didn't get put in place. But what I do see -- as we look at the circulation, one of the things that I think we may need to improve upon and try to figure out is how we can funnel access to the east and move some of the bike especially into the core.

Based on my review today, I think you can get around in this area here through a connection, but the city will work with the applicant and we'll see what we can do and we'll look at some linkages kind of in this area, if they're even feasible.

But the plan does have a very robust bike and ped circulation. It will be a form of a circle track within the plan area. In addition, you will have class one

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bikeways in quite a few areas, and I believe they're in the blue color here and up here and along the corridor here. So quite a bit of activity and passive type of approaches to bring people together within the open space and those corridors that you -- currently, you know, are very difficult and challenging to get to.

And then in this area with the pedestrian there's definitely a good amount of work that's been spent on getting the pedestrian within the village core areas, especially the west area. As I mentioned, we have a standalone village where we want to have that interaction and a linkage to the land use types as well as the pedestrian, so I think the plan does a pretty good job in this area here.

I would also note that within the plan there are going to be I believe three tunnels in this area location here that will be used to obviously under-route and get off the highway, which is a very smart idea and concept moving forward.

So public services and open space. I talked, you know, quite a bit about the corridors and the core of the ravine, but I'll focus, you know, primarily on -- for sake of time just on this segment here, which is characterized as a 71-acre joint type of use facility. This is, some may have heard, a soccer complex that would be a joint

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partnership between the city and Placer United. As of right now, just in concept and planning we have it slated for 12 soccer fields. We still have yet to work out the sharing of that, but ultimately moving forward this plan will have this joint use facility in that location. And that is part of Phase 1 or Area A of the development, so we're going to see that very quickly as we develop the area.

We also have some key parks, as I mentioned, in the mixed use area and this area of the project of the village, and then also a pretty good sizable park in this location, taking advantage of that corridor here.

The other thing to point out is -- in the blue hue here is schools. You're going to have up in this location here a future high school. And just south you will have around the horn a type of middle school as well as elementary school within the western portion of the property.

Obviously, this will take coordination with the school district. And in some cases we calculate out our high schools based on a formula that's laid out in our General Plan and using school district figures. This is what is the result of those calculations. I think some know within areas of the city where there's been slated for either a high school or elementary where that didn't

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come to fruition and then ultimately the school district would sell the property.

So based on the calculation, based on the population base, this is what is necessary to support the City of Lincoln would be the three, middle schools or elementary schools and then the high school as the project advances.

So that kind of completes my turn at the podium here. And then what I will do now is hand it off to Christina Erwin, and she'll cover some of the environmental issues moving forward.

---o0o---

CHRISTINA ERWIN: Hi. Good evening. I'm Christina Erwin with ESA. I'm the Project Manager for preparation of the Environmental Impact Report.

I've been working very closely with city staff and with the applicant team to prepare the Environmental Impact Report based on the Specific Plan. So what I'd like to do is walk through what you can anticipate seeing in the environmental document, what issues we covered, and what some of the key environmental topics are.

First, the environmental structure. The Environmental Impact Report analyzes the project as presented in the Specific Plan, which is also out and available for public review and comment.

Various technical studies were prepared in order to

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support the environmental analysis. Specifically, additional technical reports dove into some greater levels of detail for Areas A and J, as Jim showed on the phasing diagram. Those areas had additional technical reports mostly related to biological resources and cultural resources issues, and those are called out in the environmental analysis and additional information is provided about the level of impact in those areas.

The Environmental Impact Report analyzed the Specific Plan both at a project-specific level, so existing conditions, plus the Specific Plan, and also at a cumulative level. As Jim mentioned, the city's General Plan goes out to 2050, and a number of the environmental technical areas projected out cumulative impacts and the project's contributions to those cumulative impacts at the 2050 time frame.

Other topics, transportation and traffic impacts is a good example, looked at a different time frame. 2035 was looked at for traffic and transportation because of other regional plans that are in play that project out to that time frame.

Additionally, for potentially significant impacts that are identified in the EIR, mitigation is specified and is specified to a point where it is described if the mitigation applies to all of the development within the

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plan area or if it only applies to specific areas as shown on the phasing diagram. And that would be due to certain sensitivity, certain build-out projections, or location of the development for a particular -- for a particular reason and how it impacts the environment.

The EIR evaluated the full range of environmental issues that are outlined in the CEQA guidelines appendix G checklist. Those are listed here. As I mentioned, we analyzed cumulative conditions and cumulative impacts for all of those technical areas as well.

We have a discussion regarding project alternatives of which we analyzed four potential project alternatives, including the no project alternative, which is required by the California Environmental Quality Act, CEQA. All of that is laid out in individual technical sections within the EIR, and the cumulative impacts are within each of the technical sections and follows the project's specific analysis.

Additionally, we looked at things like growth inducement, which is also required by CEQA. And that's in a separate section within the EIR as well.

Some of the key environmental issues that we came across that the analysis identified as perhaps being more sensitive or things that may have had a significant and political impact, we'll start with aesthetics and visual

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quality. The Environmental Impact Report analyzed the development of the full plan area. As Jim mentioned, it's more than 4,700 acres of development and various types of development throughout the plan area. The analysis discusses the permanent alteration of the visual character of the area going from an open space area to an urban developed area to further the development pattern of the city.

Additionally, with new development comes additional light and glare impacts. And those were also analyzed in the EIR and determined to be significant and unavoidable impacts of further urban development.

I'd also like to note that as part of the regional sports park that is proposed, the soccer complex that Jim talked about before, there's potential lighting there as well as an electronic message board sign along the Highway 65 corridor, and the EIR specifically analyzed that component as well.

An evaluation of the Area A, which is kind of that first portion of development, was also called out in the EIR. And the evaluation of Area A also considered the policies and guidelines that are presented in the General Development Plan, which would guide building and landscape design within Area A. And those -- those impacts were also disclosed in the EIR.

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Agriculture is another big issue. The permanent laws of agriculture and important farmland was analyzed and determined to be significant and unavoidable. But, as Jim mentioned, the proposed agriculture overlay would allow parcels to continue farming or other agricultural operations, including ag support uses, as the Village 5 Specific Plan develops. Buffers would also be required on new development if adjacent parcels are continuing agricultural uses. So there's some consideration of land use compatibility as the plan builds out.

The air quality analysis looked at construction impacts and considered the overlapping construction phases that could occur. As Jim mentioned, there is no linear phasing plan. Area A would not then be followed by Area B development, for example. So the modeling that we did for the air quality analysis assumed that multiple areas -- multiple portions of the Specific Plan area could develop concurrently.

The analysis found that there would be increased air emissions due to construction and operational -- operations due to the development of new infrastructure and buildings as well as the addition of vehicles, which is a big air emissions contributor.

We also prepared a Health Risk Assessment that is attached as an appendix to the EIR. It focussed on

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evaluation of health impacts and looked at potential impacts to humans near the Highway 65 corridor as well as any other potential uses that could be developed in the plan area, such as a gas station or something along those lines that would deal with hazardous materials.

One of the mitigations that came out of that Health Risk Assessment was requiring a 100-foot setback for residential development from the edge of Highway 65, as an example.

Additionally, in this section odors were discussed, particularly odors from the city's waste water treatment plant to the south of the plan area.

Climate change and greenhouse gas emissions were analyzed, and the analysis concluded that there would be a significant unavoidable increase in climate change emissions, Mg emissions, but there are a number of measures incorporated into the Village 5 Specific Plan itself to reduce GHG emissions.

The extensive bike and pedestrian network connecting the multiple uses through the plan area was discussed as well as the provision within the plan area for neighborhood electric vehicles. There's a pretty extensive network throughout the plan area. And the city allows neighborhood electric vehicles on any roadway that has a 35 miles per hour or less speed limit.

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Additionally, the project would have a combined eight-foot shared class two bike and neighborhood electric vehicle lane, all of which help reduce greenhouse gas emissions because we're taking cars off the road and providing alternate means of transportation to and through the plan area.

Additionally, there is a dedicated linear parkway connecting the regional sports park to the Auburn Ravine Community Park, which is down to the southern end of the project site right along Auburn Ravine, intended to be an amenity of the plan area and gets -- both provides access for bicycles but also takes pedestrian and bicycle safety to another level by having a separated pathway from vehicles and allowing good connection between uses in the plan area.

Cultural resources were analyzed, and there are some structures that are out in the plan area. It was determined in the analysis that any structure that is 45 years or older is potentially eligible as a historic resource and that those resources would need to be evaluated prior to demolition, should that occur.

We also have mitigation for accidental discovery of archeological, cultural, or Native American resources during the course of construction in the plan area.

Land use and planning. We evaluated both land use

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compatibility within and adjacent to the plan area. As we discussed a little bit earlier, there are proposed buffers between the land uses, particularly between existing or continuing agricultural uses and new urban development.

The Land Use Plan for the Village 5 Specific Plan was developed to comply with the Lincoln Regional Airport Land Use Compatibility Plan. That plan restricts what type of development you can do within certain compatibility zones near and around the airport. And the Village 5 Specific Plan took that into account and really made sure that -- that the Specific Plan complied with the Airport Land Use Compatibility Plan.

One of the natural outgrowths of that, for example, is the location of schools within the plan area. They're mostly on -- they're all on the west side of the plan area because you can't build a school within certain compatibility zones as a safety reason.

The EIR evaluated noise and found that there would be increased noise levels due to development activity and the increase in vehicular traffic, including along the Highway 65 corridor, and that there could be new effects to new land uses particularly along 65 -- the Highway 65 corridor. Additionally, there would be construction noise as the plan continues to build out.

The EIR evaluated biological resources and open

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space areas. Biological resources including habitat, wetlands, vernal pools, and special status species were evaluated. And mitigation was recommended to offset -- excuse me, offset impacts to those species or habitat, but the structure of the mitigation was designed to comply with the current working draft of the Placer County Conservation Plan, the PCCP, which is currently under development by the county.

Should the PCCP move forward, our mitigation has been structured such that the project would comply with the requirements in that document. Should the PCCP not move forward, we've also designed alternative mitigation that would get to the same effect and essentially provide a very similar level of habitat protection and mitigation as would be required in the PCCP. So the mitigation is not dependent on Placer County's preparation and adoption of the conservation plan, but it does allow for it.

Additionally, the Land Use Plan was developed with the PCCP in mind and the open space network was intentionally matched up with the identified PCCP reserve area, which are generally along the Auburn and Markham Ravine corridors. These areas are identified as open space preserve in the Specific Plan.

Natural open space land use designations under the Village 5 Specific Plan are adjacent to the open space

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preserve areas and are intended to preserve wetland and aquatic resource features that contribute to the integrity of the watershed. So the Land Use Plan was designed with other regional plans in mind.

The EIR evaluated the increase in population, employment, and housing that would result with the development of the Specific Plan. Jim went over the numbers about the number of units and the increased nonresidential square footage and the number of jobs.

We prepared an urban decay analysis, which is also an appendix to the EIR, which evaluated things like job -- or job absorption, non -- or commercial space absorption, and jobs/housing balance. And the analysis found that the Specific Plan would help balance -- better balance the jobs/housing balance in the city.

Transportation and connectivity. We already talked a little bit about the complete transportation network and Jim talked about the extension of roadways and bike and pedestrian amenities throughout the plan area. There's a complete network for bikes and pedestrians to foster non-vehicular travel, and there are allowances for neighborhood electric vehicles.

The main impacts that we identified in the EIR have to do with increased traffic volume at intersections and roadway segments, including impacts to Caltrans,

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Roseville, and Placer County facilities of which the City of Lincoln does not have jurisdiction.

Water supply is another big issue that was evaluated in the EIR. The Placer County Water Agency and the Nevada Irrigation District are the city's water suppliers, and groundwater also provides some water supply for the city.

The plan area is currently irrigated for agricultural purposes. The area is mostly developed with rice, which is a water-intensive use. And reductions in the irrigated agricultural land use within the plan area right now, which is about 1,200 or so acres of intensive agricultural water consumption, would largely offset the urban water demand and use. And this offset would help minimize the amount of additional water that was needed beyond the currently provided water by PCWA to the plan area.

The EIR goes into an analysis of water supplies and water demands, both for the city and for the plan area, and a water supply analysis is included as an appendix in the EIR. Projecting out, the supply to the city for water in 2040 is over 46,000 acre-feet while the demand from the city in 2040 is only 20,000 acre-feet. The demand for this project at full build-out would only be 6,400 acre-feet per year. So the analysis presented in the EIR goes into some depth about water supply, demand, and where

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that water is coming from.

So those are the main key issues that we identified in the EIR. From here the EIR process is pretty straightforward. As Jim mentioned, we're in the middle of the Draft EIR public comment period, and that runs until October 11th. From there we will prepare a Final EIR, including a formal response to comments, and prepare another document that would pair up with the Draft EIR. And we're anticipating hearings on the project in early 2017.

There's a couple different places where you can review the EIR text. Online at the city's Web site, as shown there. There's also hard copies for review here in this building at the planning counter and also at the Lincoln Public Library.

As mentioned, our comment period closes October 11th, and Jim has provided his contact information. We are taking comments in writing, so an e-mail or a letter would be excellent. And this is how you can submit your comments.

I think that does it for me.

JIM BERMUDEZ: So in closing, Chairman Karleskint, what I would ask is that any individual that would like to speak, clearly state their name, especially last name, so that our note-taker as well as us taking notes can sync up

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the discussion points that were made here at the podium.

And then as a matter I would ask that if you can lead the call-out for individuals wanting to speak. But as a matter of courtesy, I would ask that we allow Richland Development Group to kind of piggyback from staff here at this point, with your pleasure.

DAN KARLESKINT: Okay. Let's open the comment session.

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CLIFTON TAYLOR: Chairman Karleskint, members of the commission, thank you for having us here tonight. My name is Clifton Taylor. I'm vice-president with Richland Communities. We are the primary applicant or developer for the Village 5 area.

For a little bit of background, in 2013 we entered into a processing agreement with the City Council that had us take the lead as the development processing entity for the Village 5 area. And Jim highlighted one of the city's requirements that the villages that were established in the General Plan, B Plan, comprehensively at the next level via the Specific Plan process. So that's essentially what is culminating here tonight as three plus years of working towards an Environmental Impact Report that would analyze the impact of the plan that has been massaged and put forward by Richland and collaborated with

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the city.

You know, a lot has come into tonight. I thank folks here that participated along the way and those of you that participated. You know, I think it goes back a couple of years that we presented at the Planning Commission and got direction on the plan as presented at that time.

Stepping back further, after entering into the processing agreement with counsel, we reached out to stakeholders and had meetings on consecutive nights in September of 2013 that had neighbors come out and provide feedback on a Preliminary Plan that was at that point those that have land in Special Use District B and those that were in Village 5.

We met with groups of landowners after that and massaged a plan and made adjustments to accommodate folks' specific interests and match the property lines and deal with issues at that time and then moved forward with presenting a plan that the commission heard and provided sign-off for for moving forward.

And ultimately the notice of preparation for the EIR was issued I believe in April of 2014, and we endeavored to finalize the Specific Plan processing and the EIR that we're talking about here tonight.

So you can see we're not talking about milestones

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that are achieved with a very high level of frequency. You know, there's -- some of these steps have taken years. So we appreciate the patience of, you know, everyone involved and everybody sticking with it and staying engaged.

So we've had additional stakeholder workshops since then, discussing the plan and next steps, and have had breakout groups to talk through issues involving the ag overlay, trying to come up with better solutions than what has really been planned in other -- other areas of the county and other areas of California to address these issues.

You know, I'm not a person to get up here and tell you that everything is perfect. We all know that we're talking about a very large plan. You know, 4,700 acres is -- it's incredibly large for the California planning process and this type of endeavor, so we commend your staff for, you know, engaging in, you know, the collaboration that it takes to bring something like this together.

I think none of us really knew what the scope of those issues would need to be, and the process requires us to be very diligent in how we analyze that. And so there have been a lot of studies looking at, you know, everything from environmental impacts of actual physical

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attributes of the ground to potential impacts to future residents and the existing residents.

And so, you know, I think there is a lot that we find positive about this plan that hopefully the city does and the residents will. You know, I think the highlights really are that Village 5 is the economic engine for the city in their General Plan. You know, Villages 1, 2, and 3 predominantly are residential. And Village 5 is the heart of the three western villages, 4, 5, and 6. Each are planned concurrently with a special use district that has a complementary commercial job-generating component.

And so Village 5, you know, is heavily influenced by the proximity of the airport. It creates opportunities through the linkage there to connect the Sunset Industrial Area in the county to the airport and be both a conduit and a destination in that -- in that area of commerce.

Four and a half million feet of commercial job-generating land use is a lot. You know, 11,500 jobs is a tremendous amount of jobs when you look at the city's existing jobs/housing balance. Most projects that you see today would be lucky to achieve, you know, half a job per unit, and we're, you know, producing one and a half jobs per unit. And so I think that's something that is outstanding about this plan and I think represents that, you know, we've taken the task seriously to recognize that

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Village 5 does need to be the economic hub for what Lincoln set forth in its General Plan, establishing policies around fiscal sustainability.

I think the -- you know, on conservative assumptions the order of magnitude beyond the expected higher level of service within the city's General Plan is revenues in excess of four, five, six million dollars to the city for discretionary purposes beyond the service levels. So those are extra police and fire and other things that the city has absolute discretion to spend and to use to fill holes for areas where we've had challenges in the past.

And the City of Lincoln has definitely had challenges meeting certain fiscal baselines, and we commend, you know, the residents and everybody for banding together through difficult financial times and, you know, surviving with, you know, a thin police force, a thin fire service, and being able to meet the challenges of the issues that have come up with tanker fires and everything that's out there.

So I think, you know, we're hopeful that over time this project provides a big shot in the arm for the city. It obviously includes major public amenities. You know, the soccer complex is -- is, you know, one very identifiable element of a -- you know, a true joint venture between a nonprofit, a development company, and a

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city to, you know, hopefully establish more than just a place for youth sports. You know, hopefully to establish a brand around Lincoln being a destination for quality athletics where Placer United and the strength of their brand is used to, you know, really cement this as, you know, a training designation for U.S. soccer or, you know -- you know, national, you know, junior team or something, you know, where this really becomes a known location that people are proud to have in the city. And so a lot of time has been spent focussing on that. And that's a major public amenity along with other parks and features that, you know, we've incorporated.

We've spent an extensive amount of time to focus on the inclusion of NEVs in our project. You know, they're a center piece in the circulation transportation network, really building on the groundwork that the city has laid over the last 15 years.

I think our bicycle system, while Jim highlights, you know, there's some critical overall city connections that could be incorporated, we've, you know, addressed the ability to, you know, connect through the parks without crossing major roadways, through tunnels and things that create special spaces that you don't see in some of our neighboring cities. You know, a cycle track included in the middle road that, you know, gives true protection to

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bicyclists and pedestrians while including them in the major circulation system.

You know, so there's some unique attributes that you really can't tell on a -- you know, on a screen when you get -- when you start talking about a project of this magnitude.

And so I -- you know, we're all -- you know, as the city has identified, you know, Richland has made itself available to chat at anytime. And, you know, with a project this big you can never have too many ideas. You know, we've established a project Web site out of the early stakeholder meetings. You know, we try to provide notice of meetings like this, as well as the city, so folks aren't just getting it through the city's normal process. And we're always available to talk, you know, the specifics about the project.

You know, I think if you guys have any specific questions, we have our full team here tonight. You know, I would be remiss without thanking them. We have both our in-house attorney, Kate Hart, that's been a tremendous asset focussing on the documents, and Tiffany Wright, who is a partner of Remy, Moos & Manley, that helps us with all of our CEQA work. And we appreciate your city attorneys' work and collaborating with them. And then the balance of our team, representing both planning and site

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design and engineering and biology and community development are all here and available to the extent you want to ask any questions. I know that's not the purpose here tonight, but our team is always available to you guys to make -- you know, make this process as good as we can.

So if you don't have anything for me, I'll sit down and let everybody else share their comments.

I think one thing that just wasn't made absolutely clear is, you know, the Draft EIR public review process and the reason the court stenographer is here, you know, every comment will be responded to. That's one of the bellwether elements of CEQA is that if you provide a written comment or you provide a verbal comment that it will be responded to in a Final EIR and you should be able to figure out based upon the documentation where that response occurs and have it evaluated.

And so hopefully the folks here that have, you know, comments to make understand that they will be responded to and they should hold, you know, us accountable to make certain that they are. Thank you.

DAN KARLESKINT: Okay. It's open for comments. Raise your hand.

Yes, sir.

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ALBERT SCHEIBER: So I got three minutes or is it

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five?

ANGELA ALLOWAY: Three.

ALBERT SCHEIBER: Good evening. My name is Albert Scheiber, 1700 Moore Road.

As a side note, it's not part of my notes here, I apologize because I didn't realize there was different types of public comments, and so I prepared these ahead of time.

So I live at 1700 Moore Road. Part of our property is in Village 7. The rest is in SUD B, also known as it goes through the process as Village 5. 1

My family has been farming on this property since 1918. I do not have enough time to detail all of my comments on this EIR in the time allowed, so I'm going to get as far as I can on a list of bullet points. I will then give this letter to the clerk to be entered into the public record. A more detailed letter will follow prior to the close of the comment period.

First one. I commented two years ago on the -- in the last comment period about poor communication. While it's gotten better, I still believe it to be a problem. For example, I understand Richland had public meetings that we were not notified of. Also, I had to address the City Council at their last meeting just to get a hard copy of the EIR. 2

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In my opinion -- number two. In my opinion, the flood plain is still inaccurate on our property, which would mean all calculations downstream are also inaccurate. A wider, inaccurate flood plain means less developable land that we can build on, if we so decide to, and more open space that Richland can claim for their project at our expense. 3

Number three. I don't believe that Richland wants to -- I don't believe that because Richland wants to develop and annex their property that everyone else in this area should also have to do the same. According to the EIR, they own way less than half of the project area but are forcing the rest of the property owners to comply with what they and the City of Lincoln want. 4

Number four. As I read through the EIR, I found a lot of contradictions and errors. I was reading through the ag overlay zone, specifically for the Williamson Act, and it said for more information to go to a specific section. That section was not in the hard copy I was given and I could not find it online either. 5

Number five. The ag overlay zone is a halfhearted attempt to tie in all other agricultural verbiage created -- to create a good feeling about this project. It contains words like "compatible," which will allow the City of Lincoln to systematically remove agriculture from 6

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the area one parcel at a time, just as they have done on other parcels.

See, I'm running out of time, so I'm going to skip to the end. In conclusion, we feel that this project should not move forward. We are against this project as proposed. We think there is a long list of problems with many of the sections of the EIR. We believe it is flawed and should not pass.

Thank you for your time.

DAN KARLESKINT: Thank you.

Next person.

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WARREN BOSTICK: My name is Warren Bostick, 5485 Nicolaus Road.

And the first thing I would like to do is thank Clifton and Richland Homes for taking forward the concerns of the local gentlemen farmers, as I call myself, I'm ten acres with 12 or 14 cows, and what's going to happen in the future.

I most graciously provided something called the Ontario Right to Farm Act because I had been unsuccessful in getting the city to acknowledge Placer County Right to Farm Act during the General Plan update and subsequent updates.

What I see in this latest EIR is pretty much what I

6 cont.

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thought I'd see. It's a nod to the ones that want to continue farming, raising cows, but I want to make sure I can sell it like that, that the next person down the road can buy my ten acres and put some agriculture on it, some horses or whatever. So I'd like to see in the EIR that that right to move forward as an agricultural piece will continue after my death.

Now, I'm not going to be around in 2050 when the General Plan is finished, at least I don't plan on being around then, and, you know, I'd like to have that concern for my -- that for my family so that they can rest assured that they won't be forced out if they would continue in agriculture.

I want to make sure that I as a landowner don't have to create the space between the developer and my agriculture. Now, in your EIR it says that the effect of agriculture is potentially significant. And absolutely. When I'm out there running a disc, when I'm out there moving the cows around, it's noisy, it's dusty. Okay. So I don't want to have to give up any of my land, though, to make that separation between a resident who wants to sleep in on a Sunday morning or Saturday morning. There aren't Saturdays and Sundays in my business, it's just daily tasks.

So going forward, I heard one comment tonight about,

8 cont.

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well, if you want to stay on septic, if you want to stay on your well, that would be okay. You know, words are just words because at what standards in the future should I want to stay on my well and on my septic do I have to have before the city might say to me you have a septic problem, it doesn't meet current standards, your water is not clean enough for human consumption, although it looked pretty good to me. So anyway, the comment about if you want to hook up in the future is kind of a non-substantiated comment.

9 cont.

Thank you very much for your time.

DAN KARLESKINT: Thank you.

Next comment.

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GENE THORPE: Hello. My name is Gene Thorpe. I'm a past president of Placer Association of Realtors and a past president of the Lincoln Area Chamber of Commerce.

I've lived contiguously to the Scheiber family. We have ten acres there. We also would like to be assured that we'll be able to continue to operate as agricultural.

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DAN KARLESKINT: Sir.

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JIM DATZMAN: Good evening. My name is Jim Datzman. I reside at 905 Yosemite Lane in Lincoln. Past co-chairman for the Lincoln Economic Development

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Committee, where I served for eight years, served on the Fiscal Sustainability Subcommittee for the evaluation of public safety services, and I currently serve on the City Parks and Rec Committee.

As a new Lincoln resident in the year 2000, I remember the circumstances that the City of Rocklin was facing. And like its wealthy neighbor to the south, the City of Roseville, the City of Rocklin had relatively little retail and commercial development. Look at what happened since that time. Well-planned development along the 65 corridor all the way to Sunset Boulevard, all along the Highway 80 corridor to Sierra College Boulevard has changed the economic face of the city -- of that city. Today the City of Rocklin has the resources to support full public safety services, new parks, other amenities associated with a full-service community.

For 16 years our city has waited for that time when it would be our turn to create the additional commercial growth necessary to support the level of services we want to see in our community. Village 5 has a combination of amenities to take us to that next level as a full-service community. The Richland Corporation has a proven track record for our region for quality development. I've also found Clifton Taylor, who heads this project for Richland, to be an attentive, responsive representative for the

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company.

When the Parks and Recreation Committee expressed an interest in possibly including a community fishing pond as an amenity, Clifton took several hours of his time to tour the property with myself and the committee chair, Roger Ueltzen, and review potential sites for such a project.

Inclusion of a retail development as an important part of this plan has the potential to drive the economic engine we have been seeking in order to bolster important community services, including additional public safety personnel. 11 cont.

This project has an excellent balance of homes, schools, athletic fields, retail space. I encourage support for what I consider to be an important crossroads for the City of Lincoln.

Thank you for the opportunity to speak.

DAN KARLESKINT: Thank you.

Next comment.

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AARON ZAMBRANA: My name is Aaron Zambrana, located at 3440 Rockwell Lane. I appreciate the opportunity to speak with you here tonight. 12

I moved to the country because I love open space and I like farming. And I like -- I grew up in Clovis. It was nice out there. And there are certain privileges that

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I moved out there to enjoy, and I want to make sure that if we go forward with this project that we will be able to continue to enjoy those things. My sons like to right motorcycles. I like my burn piles, and I just like growing stuff.

And so, you know, I want to make sure that, you know, compatibility issues we don't run into conflicts. We're a little guy, most of us are individual house owners, we don't have deep pockets for big lawyers, and I'd like to see some things in writing guaranteeing us the rights to be able to continue to enjoy the things that we've enjoyed, even if that means that certain blocks or areas of Rockwell Lane and Neighbor Lane aren't incorporated into the city. We would like to remain Placer County to make sure we preserve our rights as country owners.

12 cont.

DAN KARLESKINT: Thank you.

Any further comments? Yes, ma'am.

---o0o---

BECKY LASPINA: My name is Becky Laspina, 950 Nelson Lane, Lincoln.

I'm not particularly pleased to see that my road will become Old Nelson Lane and that Moore Road will be widened, which I -- because I'm on the corner of Nelson and Moore, so my property will be diminished in size. So

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I'm not pleased about that.

Thank you.

DAN KARLESKINT: Comment back there?

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JUSTIN MOORE: My name is Justin Moore. I live at 3303 Neighbor Lane.

And, you know, my family has been out here for a long, long time. Most of that 4,700 acres was once the Moores', right? So obviously that's been done, sold, most of it is gone, no longer part of mine.

So I do have a little tiny piece that I purchased in 2012, and I'd like -- I'd like the same, I'd like to be able to guarantee that if I want to stay on well water I can stay on well water, if I can have a bonfire I can have a bonfire.

I have three little kids who are -- well, now they're seventh generation in Lincoln. So I'd like them to be able to continue doing the same thing I've done on that side of town, on the west side of town, you know.

So thank you for your time.

---o0o---

ROB WOLF: Hi there. Rob Wolf from 2142 Ladera Lane in Lincoln. Thank you for the opportunity to speak tonight, commissioners.

And I wanted to just speak out. I spent four years

13 cont.

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on the Planning Commission, and so I had a chance to meet Richland Planned Communities. We moved to Lincoln in 2003, and Richland was one of the first developers that we had met. And they've consistently been a great partner not only to the, you know, Chamber of Commerce, which I sat on the Chamber of Commerce Board, but in the community.

And it's been really great to see this project. I'm excited about it personally for both the city and for the smart growth that we'll see. And I know that -- it's great to see such a good turnout from everyone because I know that, you know, there aren't many forums for people to speak. And so to see people come and have their, you know, concerns voiced.

I do know one thing is that in having worked with Richland over the years that they're extremely responsive into things that they have -- you know, the workshops they've had and have been a good partner to all the organizations that I've been involved in between Rotary and Chamber of Commerce and all the things that I've done to serve the city.

And so the last time I saw a big turnout like this was a Planning Commission meeting on a city sign ordinance, and I think we were here until about 11 o'clock at night. So I'm glad that it probably won't go this

15 cont.

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late. And I would consider myself an old-timer, but with Mike Roberts up there I think he would probably not allow me to say that since I'm here since 2003.

But some things about the project in particular. It's really good to see that the -- you know, they take -- took the kind of head start to really partner in with the schools. And while nothing is going to be perfect and I'm sure things will change, getting ahead of that stuff to see what the, you know, community might need is exciting. And to see the sports complex.

I for a short period of time served on the Placer Valley Tourism Board, and it was always interesting with all the bigger hotels in Rocklin and Roseville and we have our Holiday Inn Express, which is -- you know, serves the community very well, but we've always been, you know, often the step-child of things to Rocklin and Roseville. And so I think, as someone said, this project is a good shot in the arm that it's going to be something that's going to help us.

And I look at some of the things that we have as far as the things that make unique -- or Lincoln feel unique. And I think about how long this project will go with the smart growth, and I'm sure that they'll be available to, you know, help and kind of answer questions along the way.

And while nothing will be perfect, I'm excited to

15 cont.

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see -- you know, as a real estate professional, I -- you know, we often -- I sell a lot in Highland Reserve, which was the community that Richland did. And when we get homes over there, they literally sell like hotcakes because it's a great neighborhood and it was smart planned and, you know, has the Nugget over there and all the things that are there.

And I know from seeing other real estate professionals in the audience that when you sell communities in times when -- 2006 to 2011 when we were selling Lincoln Crossings and the Mello-Roos bond was, you know, three, four, five hundred dollars a month and it made the tax basis fee two and a half percent plus on a home sale, it made it challenging to sell a home.

And so, you know, when you are a city and individuals and homeowners and all the collective groups we all, you know, kind of come from, you're really kind of betting on who the people are and what their commitment is. And so when I was on the Planning Commission, I saw a lot of the -- you know, they come in, they kind of get their project approved, you know, you never see them, maybe there's two or three people. So it's good to see a room full of the whole, you know, staff and people involved in the development organization on Village 5.

DAN KARLESKINT: Wrong.

15 cont.

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ROB WOLF: It's good.

DAN KARLESKINT: The light.

ROB WOLF: Thank you.

DAN KARLESKINT: I appreciate everybody's comments. Remember that the primary reason for the meeting is comments on the EIR and what they've missed. I'm willing to take the other comments, but the primary purpose is that.

So the next person wants to make a comment. Yes, ma'am.

---o0o---

TRUDY NIELSEN: Hi. My name is Trudy Nielsen. I live at 5245 Nicolaus.

I'd like to address the public safety side of this. Currently the City of Lincoln runs with two sworn officers and a sergeant on duty at a time for a city of 45,000 people. That's currently the same staffing that the City of Auburn runs for 12,000. This city is drastically understaffed in law enforcement and fire. 16

It's nice to hear everybody talk about the economic growth, it will bring money to the city, but they're not the ones losing their property.

I believe the folks that bought out in Twelve Bridges in 2004 are still waiting for the high school that they were promised. 17

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It's just -- from a -- from a public safety standpoint, it's difficult for me to understand how the city can barely cover what they have now, as understaffed as they are, to then look at building out into what you've already annexed on the west side -- or the east side of town and now you're looking at grabbing all of that over there also. I think that's very under-looked at with all the money that the city made with Lincoln Crossing and the original huge build-out that you're still at the point to where you can't staff -- properly staff a public safety department.

17 cont.

And if folks are here that are in the city, I would invite you to look into the public safety for the city as it currently stands. It is very poorly staffed. And to me that has to go with how the money was spent and/or saved from when the first huge build-out happened and that there's still nothing for the city as it is.

So I -- I feel I will lose my property, my home, whatever it happens to be, and will still be in a situation from the poor management.

Thanks.

DAN KARLESKINT: Thank you.

Any more comments? Going once --

---o0o---

MIKE BOOTH: My name is Mike Booth. I live at

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2835 Heatherbrook Lane.

And I didn't expect to be up here, but that woman before me had a good point. When it comes to schools and public safety, shouldn't there be a little round circle up there that instead of air quality or some of the other things shouldn't there be something there on how the budget is going to flow out of this, how the costs will be split out from development fees, or whatever that is, to cover these things?

Because if it's not there, I think we'll end up where we're at now with the other villages. The build-out will be there, but the staff won't be there to provide the services because the funds aren't there. And they aren't going to come from the State of California. I don't think they'll come from Placer County. They've got to come from this project somewhere. 18 cont.

I would like to see some thought given to that and even something written down and brought back on that to ensure the future of that village, even down to the level of staffing it properly for the city positions, whatever needs to be done to make it all work. Whether it's, I don't know, water quality or positions for the sanitation people, someone has got to pay for that, and I think it needs to come out of the project, however that works.

So that's my suggestion, that there be something in

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there to address this at a level to where it makes sense to the public and you too so when we get there you don't have to decide on that, the money will be there just to make it happen.

Thank you.

DAN KARLESKINT: Thank you.

Any other comments? Going once, twice --

You've already spoken, right?

UNIDENTIFIED SPEAKER: I just -- after the meeting if anyone would like to get together with me, I'd like to get your name so we can organize.

DAN KARLESKINT: You can have a commercial.

-- three times. Okay. We'll close this comment session. Thank you very much for your concentration and your comments.

Did you have a wrap-up, Jim?

JIM BERMUDEZ: No. Other than if you guys on the commission want to provide any comments.

DAN KARLESKINT: I'll provide mine in writing.

JIM BERMUDEZ: Okay. Perfect.

DAN KARLESKINT: Okay. Thank you.

Should we take a break? Are you going to stay for the rest of this show? I don't think so.

Okay. We'll take our four-minute break.

(Break taken at 7:40 p.m.)

18 cont.

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REPORTER'S CERTIFICATE

I hereby certify that the preceding commentary was stenographically reported, at the time and place herein named, by me, a duly Certified Shorthand Reporter and disinterested person, and was thereafter transcribed into typewriting.

I further certify I am not of counsel or attorney for either or any of the parties at said meeting nor in any way interested in the outcome of the cause.

Dated and signed this 26th day of September, 2016.

Susan I. Stuart

SUSAN I. STUART
Certified Shorthand Reporter
CSR NO. 6410

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Letter PC1 Response **Multiple Commenters, City of Lincoln Planning Commission Meeting**
September 21, 2016

PC1-1 The comment does not specify issues with the environmental impact report for the proposed project, for which responses can be provided.

PC1-2 Public notice and availability of physical copies of the Draft EIR are detailed on Page 1-5, of the Introduction chapter. The Draft EIR and all documents referenced within the Draft EIR were made available for public review at the City of Lincoln, Development Services Department, 600 Sixth Street, Lincoln, California, 95648. The Draft EIR was also made available at the Lincoln Public Library and available from the City on compact disc. The Draft EIR was also posted electronically on the City's website. The City notes that the project applicant has held at least three landowner meetings and sent notices to all Assessor Parcel Numbers in the Village 5 area. Mr. Scheiber signed at least two of the sign in sheets. Additionally, the project applicant has made all key project documents available on its website, as has the City on its website.

PC1-3 Please see Response to Comment I1-3.

PC1-4 Please see Response to Comment I1-4.

PC1-5 Please see Response to Comment I1-5.

PC1-6 Please see Response to Comment I1-6.

PC1-7 The comment does not specify issues with the environmental impact report for the proposed project; thus, no response is required.

PC1-8 The commenter testified as to his concerns regarding ongoing agricultural uses in the V5SP area after annexation. Please see Master Response 2.

PC1-9 The commenter testified that he would like to be able to stay on septic and well for sewer and water service if he so desires. This is not a comment relating to the Draft EIR and thus, does not require response under CEQA. However, the City notes that the new AO infrastructure standards allow for landowners using private sewer and water systems in compliance with applicable laws and regulations to continue using those systems even if new public sewer and water systems are installed within 200 feet or more from any onsite structure or drainage facility. In fact, Section 3.4.13.5 of the AO standards in the GDP states, "The construction or installation of a new public sewer or water system will not cause property owners to abandon their private systems." (GDP, page 3-3.)

Further, repairs and restoration of existing private sewer and water system would be allowed so long as they were consistent with applicable laws. With that said, no *new private* water or sewer systems could be installed on an AO parcel post-annexation *if* the new private sewer or water system is located within 200 feet of a public sewer or water system.

PC1-10 Please see Master Response 2.

PC1-11 The commenter provided his support for the proposed project. No comments regarding the Draft EIR were provided. As a result, no further response is required.

PC1-12 Please see Master Response 2.

PC1-13 The commenter did not express any issues with the Draft EIR. As a result, no response under CEQA is required.

PC1-14 The commenter expressed his desire to stay on well water and continue having bonfires. He did not provide any comments regarding the Draft EIR; thus, no response under CEQA is required. However, the City refers him to Response to Comment PC1-9, above, regarding utility connections. With regard to bonfires, the City of Lincoln prohibits the burning of dry vegetation within City limits.

PC1-15 The commenter testified as to his support for the project. He did not make any substantive comments regarding the Draft EIR. As a result, no response is required under CEQA.

PC1-16 Please see Responses to Comments I10-1 and I10-2.

PC1-17 The commenter expressed opinions regarding the project but did not raise any questions regarding the Draft EIR. As a result, no response is required under CEQA.

PC1-18 The commenter did not provide questions or comments about the Draft EIR. As result, no response is required under CEQA.

CHAPTER 4
Mitigation Monitoring Plan

4.1 Introduction

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Village 5 Specific Plan. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Draft Environmental Impact Report (EIR) for this project.

4.2 Mitigation Measures

The mitigation measures are taken from the Village 5 Draft EIR and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures that were identified in the Village 5 Draft EIR are presented, as revised in the Final EIR, and numbered accordingly.

Action(s): For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Component: This column identifies the relevant component of the proposed projects to which the mitigation measure applies. The mitigation measure may apply to the Full Specific Plan, Area A, or Windsor Cove. More than one project component may be identified.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Lincoln is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Placer County Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.1 Aesthetics and Visual Quality						
3.1-4: Implementation of the proposed project would introduce light and glare into the project area.	*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.*	Shield and direct light downward. Orient buildings to minimize glare. Minimize light spillover for all parks and recreational facilities. Limit lighting for nighttime recreational activities to 10pm Sunday through Thursday and 11pm on Friday and Saturday, requiring specially timed events to obtain a City permit. Require light standards that achieve lighting goals and meet Public Services Director approval.	Full Specific Plan/Area A	Project applicant	During design review process	City of Lincoln Community Development Department, City of Lincoln Public Services Department
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.	*3.1-8:* *Implement Mitigation Measure 3.1-4.*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.
3.2 Agriculture and Forestry Services						
3.2-1: Implementation of the proposed project would result in conversion of Important Farmland to non-agricultural use.	*3.2-1(a):* *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.*	Comply with PCCP vis-à-vis agricultural lands. Implement Mitigation Measure 3.4-1.	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department
	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*** *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 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 each1.0 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.*	Implement Mitigation Measures 3.4-1(b) and 3.4-2(b).	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* *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.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* ***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 Land and Biological Resource Mitigation Plan may cover a development project or group of projects and*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* *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*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* *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): *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 Unique 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.*	Preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2	Area A	Project applicant	During development of Area A	City of Lincoln Community Development Department
3.3 Air Quality						
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.	3.3-2a: *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. 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 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.*	Submit a Construction Emission/Dust Control Plan.	V5SP and Area A	Project applicant	Prior to approval of grading or improvement plans	City of Lincoln Community Development Department, Placer County Air Pollution Control District

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	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. *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 or the equivalent Tier standards established by the State in place at the time of construction. 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.*	Provide comprehensive construction equipment inventory and anticipated construction timeline.	V5SP and Area A	Prime Contractor	Prior to construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	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.	Use existing or cleaner fuels and power sources, where possible.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.	Minimize engine idling time to a five-minute maximum.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.	Provide signage indicating five-minute maximum time for engine idling.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.	Remove vegetation through chipping or at an appropriate recycling or disposal site.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	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.	Avoid discharging VOCs into the atmosphere.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	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.	Maintain proper working condition for all construction equipment.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
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.	*3.3-3:* *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.*	Implement PCAPCD Standard Operational Air Quality Mitigation Measures.	V5SP and Area A	Prime Contractor	Prior to Building Permit issuance	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	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.	Provide preferential parking for employees that carpool/vanpool/rideshare.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) Prior to Design Review approval, the applicant shall show that on-site bicycle racks will be provided as required by the District.	Demonstrate provision of on-site bicycle racks.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
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.	*3.3-5:* *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.*	Reduce TAC exposure by placing new sensitive lands uses no closer than 300 feet of a large gasoline station and only permit non-perchloroethylene dry-cleaning facilities.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
	b) Residential units shall not be constructed at distances less than 100 feet of the edge of the SR 65 right-of-way.	Construct residential units at least 100 feet from the edge of the SR 65 ROW.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
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).	*3.3-7:* *The applicant(s) shall implement Mitigation Measure 3.3-3 to reduce operational ROG, NOx and PM10 emissions.*	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
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.	*3.4-1:* *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.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	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 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.* *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.*	Provide mitigation at specified ratios.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	During construction of each project phase.	City of Lincoln Community Development Department, United States Army Corps of Engineers

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* *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.	*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.*	Implement PCCP measures related to habitat preservation.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service
	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:*	Implement habitat preservation at identified ratios.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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 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.* *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*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* *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)*					
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.	*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.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	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.*	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures	Provide fenced buffer area of 250 feet.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
	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.	Instruct construction personnel about listed species and avoiding impacts.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.4-4: Implementation of the proposed project could result in the loss and/or degradation of rare plant populations.	*3.4-4:*	Conduct botanical surveys to determine presence of special status plant species.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	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, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year to detect each of these species. In order to determine the appropriate survey window, the qualified biologist shall visit reference populations when such populations are available and accessible. 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. In addition, the applicant shall retain a qualified biologist to develop and implement a special-status plant salvage and transplantation plan that shall be approved by CDFW. The plan shall provide for the salvage of seeds of the impacted special-status plants and soil from the site surrounding those plants. The salvaged seeds and soil shall be transplanted to a protected site with appropriate habitat. To ensure the success of transplantation and the species, the applicant shall monitor the protected site for three years from the date of transplantation.	If special-status plant species are found, implement Mitigation Measure 3.4-3 for vernal pool wetlands, Mitigation Measure 3.4-2 for grasslands, and Mitigation Measure 3.4-1 for wetlands. Use a CNDDB survey form to report results to CDFW.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	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.	If state or federally-listed species are found, obtain Incidental Take Permit from CDFW and comply with USFWS requirements.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife, United States Fish and Wildlife Service
3.4-5: Implementation of the proposed project could result in the loss of western pond turtle and/or degradation of potential habitat.	*3.4-5:*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	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:	Implement habitat preservation at identified ratios	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department
	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 required for Clean Water Act Sections 401 and 404 permits and would be consistent with the Draft PCCP.					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.	*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.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	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).*	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See 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 (February 15 - September 1), 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 construction activities. 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, or if there is a substantial change in the level of disturbance at the site, unless all 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 shall be required. However, should any active nests be located within 500 feet of a proposed construction area at any time throughout the construction, 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 February 15 - September 1) 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 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. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then a qualified biologist should identify an increased exclusionary buffer such that activities are far enough from the nest to stop this agitated behavior.* ***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.*	Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 3.4-6(c).	Full Specific Plan	Project applicant	During construction per the time frames described in Mitigation Measure 3.4-6(c) for tree removal and construction activities between March 15 and August 30.	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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. If high quality Swainson's hawk foraging habitat would be removed (i.e., alfalfa fields and pasture), then the applicant shall purchase mitigation credits for Swainson's hawk foraging habitat at a CDFW-approved mitigation bank at a ratio of 1.35:1 or protect similar value agricultural land at a ratio of 1.35:1 with a conservation easement that maintains the land in high-value Swainson's hawk foraging habitat in perpetuity, consistent with Mitigation Measure 3.4-2(b)(2)-(10). ***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 2012 Staff Report on Burrowing Owl Mitigation. A qualified biologist will conduct four survey visits: 1) at least one visit between February 15 and April 15, and 2) a minimum of three survey visits, at least three weeks apart between April 15 and July 1. If feasible, at least one visit will occur after June 15. Surveys will be conducted within areas that, according to the qualified biologist, could support burrowing owl nesting habitat at the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, if feasible.* *6) If burrowing owls are discovered during the surveys, 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).* *7) If complete avoidance is not feasible, the CDFW shall be consulted regarding a Burrowing Owl Exclusion Plan. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.* ***Additional Measures for Tricolored Blackbird*** *8) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct a tricolored blackbird nesting survey within the area to be disturbed, targeting potential breeding habitat such as emergent marsh, riparian thickets, and blackberry brambles. Two surveys shall be conducted at least three weeks apart between March 15 and September 1 within 500 feet of the area subject to ground disturbance. If a nesting colony is found within the survey area the project applicant(s) shall consult with CDFW to develop a Tricolored Blackbird Mitigation Plan to avoid, minimize and compensate for impacts to occupied nesting habitat and adjacent foraging habitat. Mitigation measures may include work windows (March 15 to September 1) to avoid impacting an active on-site nesting colony, purchasing conservation easements to protect occupied nesting and foraging habitat, or other measures mutually agreed upon by the applicant(s) and CDFW.*					
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.	*3.4-7:* *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.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	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)	Protect elderberry shrubs as described in Mitigation Measures 3.4-7(c) through 3.4-7(e).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* *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 quality 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.	*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.*	Use PCCP to satisfy all biological mitigation measures under CEQA. Protect Central Valley steelhead and winter-run and spring-run Chinook salmon as described in Mitigation Measures 3.4-8(b).	Full Specific Plan, Area A, and Windsor Cove Full Specific Plan, Area A, and Windsor Cove	Project applicant Project applicant	Following PCCP adoption and approval Prior to construction	City of Lincoln Community Development Department City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *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.* *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.	*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.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	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.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.
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.	*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.*	See 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.	See 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.	See 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.	See 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.	See 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.
	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.*	Protect heritage oak trees by making every reasonable attempt, and if inevitable, submit a justification statement to the City's Community Development Director, identify oak trees to be removed on the site plan, and replace oak trees inch by inch.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
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.	*3.4-13:* *The project applicant shall implement Mitigation Measure 3.4-1.*	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.
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.	*3.4-14:* *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.*	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.
3.4-15: Implementation of the proposed project could contribute to cumulative loss and/or degradation of rare plant populations.	*3.4-15:* *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.
3.4-16: Implementation of the proposed project could contribute to cumulative loss of western pond turtle and/or degradation of potential habitat.	*3.4-16:* *The project applicant shall implement Mitigation Measure 3.4-5.*	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.
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.	*3.4-17:* *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-6.*	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.
3.4-18: Implementation of the proposed project could contribute to cumulative loss of valley elderberry longhorn beetle and/or degradation of potential habitat.	*3.4-18:* *The project applicant shall implement Mitigation Measure 3.4-7.*	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.
3.4-19: Implementation of the proposed project could contribute to cumulative changes to surface water quality in Auburn Ravine that could affect Central Valley steelhead and Chinook salmon due to the widening or construction of bridges within western Placer County.	*3.4-19:* *The project applicant shall implement Mitigation Measure 3.4-8.*	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.
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.	*3.4-20:* *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-9.*	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.

TABLE 4-1
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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
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.	*3.5-1:* *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.* • *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.*	Meet all Title 24 requirements.	Full Specific Plan	Project applicant	Prior to construction	Placer County Air Pollution District, City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *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.* • *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.	*3.6-1:* *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.*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	Prior to project-level development plan submittal	City of Lincoln Community Development Department

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VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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 unique archaeological resources.	*3.6-2(a):* *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.* *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*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	During plan submittal	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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): *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.* *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.*	Inform construction personnel about the possibility of archaeological resource discovery during construction.	Full Specific Plan	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-3: Ground-disturbing construction associated with implementation of the proposed project could result in disturbance or destruction of a paleontological resource.	*3.6-3:* *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.*	Inform construction personnel about the possibility of fossil discovery during construction.	Full Specific Plan, Area A, Windsor Cove	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-4: Ground-disturbing activities associated with construction of the proposed project could result in damage to previously unidentified human remains.	*3.6-4:* *a) Implement Mitigation Measure 3.6-2(b).*	See Mitigation Measure 3.6-2(b).	See Mitigation Measure 3.6-2(b).	See Mitigation Measure 3.6-2(b).	See Mitigation Measure 3.6-2(b).	See Mitigation Measure 3.6-2(b).

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.*	Follow Lincoln General Plan Policy OSC-6.10 in the event of discovery of human remains.	Full Specific Plan	Project applicant	During construction	Native American Heritage Commission, City of Lincoln Community Development Department
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.	*3.6-5:* *Implement Mitigation Measure 3.6-1.*	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.
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.	*3.6-6:* *Implement Mitigation Measures 3.6-2(a) and (b).*	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).
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.	*3.6-7:* *Implement Mitigation Measure 3.6-3.*	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.
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.	*3.6-8:* *Implement Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).*	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).
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.	*3.7-1:* *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.*	Provide inventory of construction vehicles and equipment and calculations, utilize existing power sources and clean fuel to the degree feasible, minimize idling time to five minutes, provide sign indicating idle time limit, and maintain all construction equipment in working condition.	V5SP and Area A	Project applicant	During each corresponding phase of development	Placer County Air Pollution District, City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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 or the equivalent Tier standards established by the State in place at the time of construction. 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) 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*					
3.8 Geology, Soils, and Seismicity						
3.8-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	*3.8-2(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.*	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	v. Prior to approval of a grading or building permit, the applicant shall cause 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.					
	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.					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.					
3.9 Hazards and Hazardous Materials						
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.	3.9-2: *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.*	Conduct a Phase I ESA for all other areas not yet evaluated.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	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, 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.	Conduct a follow-up study in the event that further review is needed.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	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.	Stop work in the event hazardous materials are found.	Full Specific Plan and Area A	Project contractor	During construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.9-4: The proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, create a significant hazard to the public or the environment.	*3.9-4(a):* *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 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.*	Stop work in the event suspect soils or groundwater is found.	Full Specific Plan, Area A, and Windsor Cove	Project contractor	During construction	City of Lincoln Community Development Department
	3.9-4(b): *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.*	Conduct a Phase II ESA.	Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.9-6: The proposed project would not result in a safety hazard for people residing or working in the project area for a project within the vicinity of a private airstrip.	*3.9-6:* *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.*	Purchase and/or relocate airstrip easement.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	Placer County Recorder's Office, City of Lincoln Community Development Department
3.9-7: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	*3.9-7:* *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.* • *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.*	Prepare and enforce a traffic control plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department

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VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *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.*					
3.9-14: 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.	*3.9-14:* *Implement Mitigation Measure 3.9-7.*	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.
3.10 Hydrology						
3.10-1: Implementation of the proposed project could violate water quality standards or waste discharge requirements.	*3.10-1(a):* *Storm Water Pollution Prevention Plan – Project Construction* *Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQCB, 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.*	Prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department and the Central Valley, and submit a Notice of Intent to the State Water Resources Control Board (SWRCB)	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance for SWPPP, and prior to phased construction for NOI	City of Lincoln Public Works Department and Central Valley Regional Water Quality Control Board (CVRWQCB) for SWPPP and State Water Resources Control Board (SWRCB) for NOI

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	v. Prior to approval of a grading or building permit, the applicant shall cause 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* *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.* *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.*	Prepare a Water Quality Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to final improvement plan approval	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.					
3.10-3: 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.	*3.10-3:* *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
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.	*3.10-4:* *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.*	Implement Mitigation Measure 3.10-1 and demonstrate that final design of the drainage components will be compliant with the Village 5 Drainage Master Plan.	Full Specific Plan and Area A	Project applicant	See Mitigation Measure 3.10-1.	City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-5: Implementation of the proposed project could create or contribute runoff water which would provide substantial additional sources of polluted runoff.	*3.10-5:* *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
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.	*3.10-7:* *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.*	Demonstrate to the City that the applicant has received a CVFPB encroachment permit.	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance	CVFPB, City of Lincoln Public Works Department, City of Lincoln Community Development Department
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.	*3.10-8:* *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
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.	*3.10-10:* *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.11 Land Use						
3.11-1: Implementation of the proposed project would conflict with adjacent land uses.	*3.11-1:* *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.*	Provide notice in a transfer deed regarding the Agricultural Overlay District and required buffers, setbacks, and potential agricultural operations and nuisance activities that could occur. Provide draft language for the City to include within each deed.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	City of Lincoln Community Development Department
3.11-2: Implementation of the proposed project would create conflicting land uses within the Plan Area.	3.11-2: *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:* *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.*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.

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	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*					
3.12 Noise						
3.12-1: Construction of the proposed project could temporarily increase ambient noise levels.	*3.12-1:* *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.* *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).*	Abide by construction requirements per the City	(Full Specific Plan and Area A)	Construction contractors	During construction	City of Lincoln Community Development Department
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.	*3.12-2:* *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
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.	*3.12-3:* *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).* *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.*	Submit 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	Full Specific Plan and Area A	Project applicant	Prior to approval of the tentative subdivision map	City of Lincoln Community Development Department
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.	3.12-4: *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.*	Conduct an acoustical analysis in the event that a daycare center is located in Lincoln Regional Airport Compatibility Zone C1	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
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.	*3.12-5:* *The project applicant shall implement Mitigation Measure 3.9-6.* ***3.9-6*** *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.*	See Mitigation Measure 3.9-6.	Full Specific Plan and Area A	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.
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	*3.12-6:* *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 L_{dn} outdoor and 45 dBA L_{dn} 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.*	Implement the noise mitigation measures	Full Specific Plan and Area A	Project applicant	Prior to individual phase design implementation	City of Lincoln Community Development Department

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	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.*					
3.12-7: Construction of the proposed project, including other cumulative growth, would temporarily add to cumulative noise levels in the vicinity of the proposed project site.	*3.12-7:* *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.
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.	*3.12-8:* *Implement Mitigation Measure 3.12-2.*	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.
3.12-9: Increases in traffic from the proposed project, in combination with other development, could result in cumulatively considerable noise increases.	*3.12-9:* *Implement Mitigation Measure 3.12-3.*	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.
3.14 Public Services						
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.	*3.14-4:* *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.*	Agree to build or pay In Lieu Fee to compensate for required additional active recreational park land.	Full Specific Plan and Area A	Project applicant	Prior to issuance of a building permit	City of Lincoln Community Development Department

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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.	*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):* - *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 east 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* *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.*	Pay fair share costs improvements outlined included in the City of Lincoln Public Facilities Element (PFE) fee program. Or, the project applicant could construct the requested improvements and, under the City's direction, be given a right of reimbursement from third parties who benefit from the said improvements.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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. ***Option 1:*** *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.* ***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.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-3: Implementation of the proposed project would increase traffic levels at future City of Lincoln intersections in Village 5.	*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.* *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:*** *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:*** *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.*	Monitor conditions at Nelson Lane/Mavis Road intersection and construction improvements.	Full Specific Plan and Area A	Project applicant	Prior to service level reaching LOS D	City of Lincoln Public Works Department
3.15-4: Implementation of the proposed project would increase traffic levels at intersections under the County of Placer's jurisdiction.	*3.15-4:* *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.* *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.*	Pay fair share improvements for Fiddyment Road/Athens Avenue and Fiddyment Road/West Sunset Boulevard intersections.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.					
3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.	*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 F.* *To initiate the Caltrans project development process towards implementing the new interchange, the project applicant shall fund the preparation of a Project Study Report – Project Development Support (PSR-PDS) document for a new interchange at SR 65/Nelson Lane (#3) in coordination with the City of Lincoln and Caltrans. The Caltrans project development process will determine the ultimate configuration of the new interchange and ensure that the ultimate configuration provides acceptable operations (i.e., LOS) based on Caltrans standards. Through the Caltrans project development process, the following intersection control options may be considered in accordance with Caltrans' Intersection Control Evaluation (ICE) policy:* • *Unsignalized (side street stop controlled);* • *Roundabout – Single or multi-lane;* • *Diverging diamond interchange;* • *Signalized spread diamond;* • *Signalized single point urban interchange; or* • *Signalized partial cloverleaf.* *While the PSR-PDS process would determine the ultimate configuration of the interchange, the City and project applicant assumed a six-lane signalized partial cloverleaf interchange for this analysis based on the available footprint and the planned circulation network identified in the Village 5 Specific Plan. Since the six-lane partial cloverleaf provides the greatest capacity and has the largest footprint of the options listed above, it was determined that this configuration would verify whether an interchange would adequately mitigate the project's impact on traffic operations (i.e., if a six-lane partial cloverleaf does not meet LOS standards, additional mitigation may be necessary). Analysis presented in Table 3.15-23 shows that the six-lane signalized partial cloverleaf interchange provides acceptable operations with the following lane configurations 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* • *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*	Pay fair share improvements for SR 65/Nelson Lane interchange.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
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.	*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.*	Prepare a detailed Construction Traffic Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	Caltrans, City of Lincoln Public Works Department
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.	*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:	Pay fair share fees or construct necessary improvements for Intersections 12, 14, 26, 32, and 33.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	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.* ***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.*					
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.	*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).*	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See 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).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See 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).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See 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.*	Pay fair share cost towards Intersection 25.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-16: Implementation of the proposed project would contribute to cumulative traffic levels at future City of Lincoln intersections in Village 5.	*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*	Monitor traffic conditions at Intersections 37 and 40, and subsequently cause improvements to be constructed.	Full Specific Plan and Area A	City of Lincoln Community Development Department	Prior to LOS D at Intersections 37 and 40	City of Lincoln Public Works Department
	b) Nelson Lane / Mavis Road (#40): *- Implement Mitigation Measure 3.15-3.*	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.
3.15-17: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the County of Placer's jurisdiction	*3.15-17:* *a) For the intersection at Fiddyment Road / Athens Avenue (#16) and Fiddyment Road/W. Sunset Boulevard (#18), the project applicants shall implement Mitigation Measure 3.15-4 and widening of Fiddyment Road consistent with Mitigation Measure 3.15-20.*	Implement Mitigation Measure 3.15-4 for Intersection #16.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See 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 3.15-20(a).*	Pay fair share costs towards required improvements for Intersection #17.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	- *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.*					
3.15-18: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Roseville's jurisdiction.	*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.*	Pay fair share costs towards recommended improvements for Intersections #19 and 21.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-19: Implementation of the proposed project would contribute to cumulative traffic levels at intersections maintained by Caltrans.	*3.15-19:* *a) For SR 65 / Nelson Lane (#3a and #3b), implement Mitigation Measure 3.15-6.*	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See 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.*	Pay fair share costs towards recommended improvements for Intersection #4.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
	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*	Pay fair share costs towards recommended improvements for Intersection #9.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-20: Implementation of the proposed project would contribute to cumulative traffic levels on study roadway segments in Placer County.	*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 Fiddyment Road from Roseville City Limits to Athens Avenue from a two-lane undivided arterial to a four-lane divided arterial.* *c) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.*	Pay fair share costs towards recommended improvements for widening at: -Fiddyment Road from Athens Avenue to Moore Road - Athens Road from Fiddyment Road to Foothills Boulevard	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-22: Implementation of the proposed project would contribute to cumulative traffic levels on study freeway facilities maintained by Caltrans as well as roadways in the City of Rocklin.	*3.15-22:* *The project applicants shall pay their fair share of improvements for impacts to SR 65. 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. SPRTA 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.*	Pay fair share costs to fund SPRTA Fees, in order to help fund improvements to SR 65.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.16 Utilities and Infrastructure						
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.	*3.16-2:* *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.*	Ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational for Ophir Water Treatment Plant and the Village 7 18-inch transmission main connection to the Village 5 Plan Area.	Full Specific Plan	Project applicant	Prior to 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	City of Lincoln Public Works Department
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.	*3.16-7:* *Implement Mitigation Measure 3.16-2(a).*	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).