

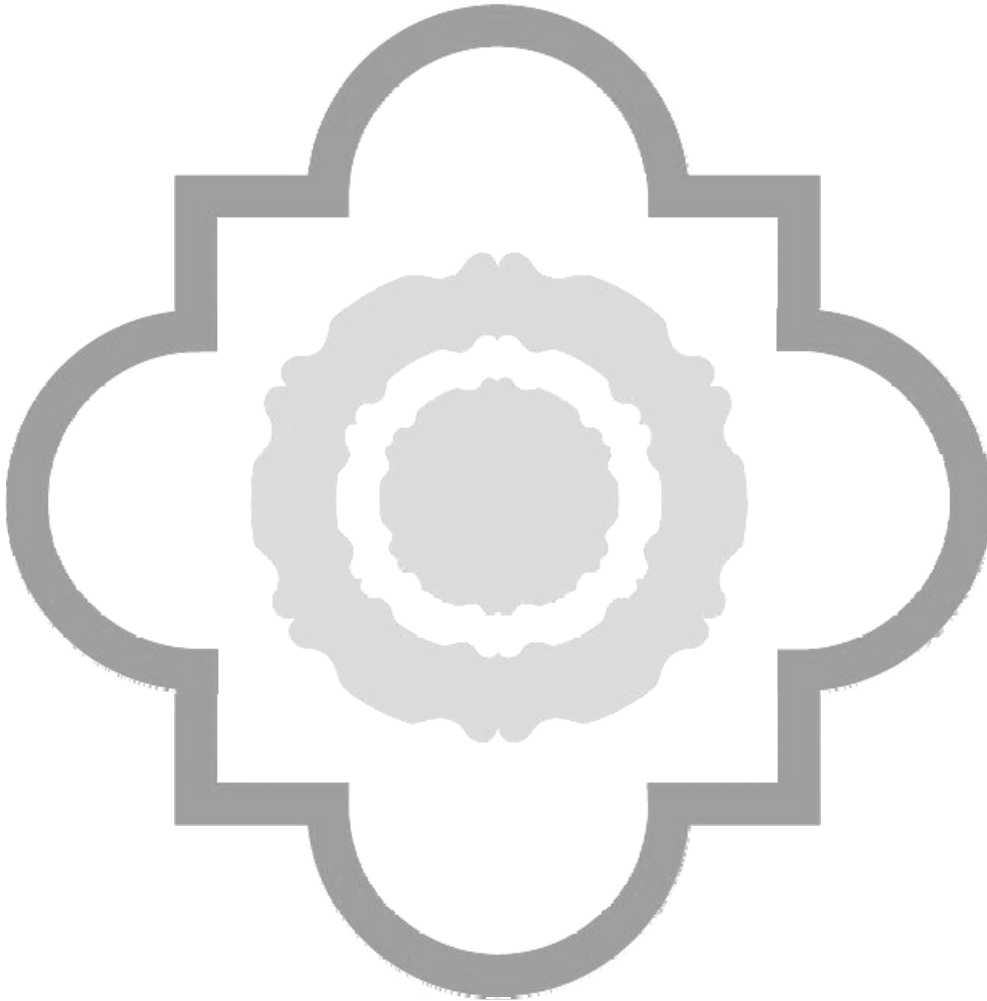
City of Lincoln General Plan



City of Lincoln

General Plan

March 2008



prepared by

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& Associates**
PLANNING CONSULTANTS



in association with

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Please see the next page

The City of Lincoln would like to thank and recognize the efforts of those involved in the development of the City of Lincoln General Plan.

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- The Citizens of Lincoln that participated in each step in the development of the General Plan



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INTRODUCTION

1.1 City of Lincoln

The City of Lincoln is located in Placer County on the eastern edge of the Sacramento Valley floor at the base of the Sierra Nevada foothills. Primary access to the City is via State Route 65 (SR 65) which runs directly through the City and connects to Interstate 80 (I-80) to the south. SR 65 also connects to SR 193 in Downtown Lincoln, which provides access to the county seat in Auburn via Newcastle and I-80.

The City of Lincoln covered approximately 19.3 square miles in 2007. The City is generally bounded by Wise Road to the north, Sierra College Boulevard to the east, Athens Avenue to the south, and Airport Road to the west.

1.2 General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). This general plan must address the seven topics (referred to as “elements”) of land use, circulation, housing, open-space, conservation, safety, and noise as identified in state law (Government Code Section 65302), to the extent that the topics are locally

relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303).

Together, the seven mandated elements of a general plan form a comprehensive set of planning policies.

- The land use element designates the general distribution and intensity of land uses within the planning area.
- The circulation element identifies the general location and extent of existing and proposed transportation facilities and utilities.
- The housing element is a comprehensive assessment of current and future housing needs for all segments of the City population, as well as a program for meeting those needs.
- The open-space element describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for public health and safety.
- The conservation element addresses the conservation, development, and use of natural resources.
- The safety element establishes policies to protect the community from risks associated with natural and man-made hazards such as seismic, geologic, flooding, wildfire hazards, and air quality.
- The noise element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive general plan provides the City with a consistent framework for land use decision-making. The general plan has been called the “constitution” for land use development to emphasize its importance to land use decisions. Once a general plan is adopted, its maps, diagrams, and development policies form the basis for City zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, zoning, subdivision map, nor public works project may be approved unless the City finds that it is consistent with the adopted General Plan.

The City may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the City must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The City of Lincoln has chosen to adopt a General Plan that consolidates some of the mandatory elements, includes one optional element (Economic Development), and integrates background information, goals and policies, and environmental analysis, as described below.

1.3 Lincoln General Plan

General Plan Documents

The update of the Lincoln General Plan included the preparation of a number of major documents. These documents can be divided into two sets: the General Plan document and supporting documents used to assist in the decision making process and provide context to the General Plan.

General Plan Document

- **General Plan.** This document is the essence of the General Plan. It contains the goals and policies that will guide future development within the City and its Planning Area. It also identifies a full set of implementation measures that will ensure the policies of the General Plan are carried out.

The General Plan also contains a Land Use and Circulation Diagram showing the distribution of land use designations in the Planning Area.

General Plan Supporting Documents

- **Alternatives Report.** This report provided a discussion of the land and circulation alternatives being considered for the General Plan update. Based on public input, these alternatives were refined and a preferred alternative was selected. The preferred alternative will be used to further refine the goals, policies, and programs contained in the General Plan.
- **Background Report.** The Background Report provides a detailed description of the conditions that existed within the Planning Area prior to adoption of the General Plan. A draft of this document has already been circulated for public review and will be revised as part of the final General Plan package.
- **Environmental Impact Report (EIR).** An EIR was prepared to meet the requirements of the California Environmental Quality Act (CEQA). The Planning Commission and City Council relied on the information contained in the EIR to better understand the potential impacts associated with implementation of the General Plan and used the EIR to support the decision making process.
- **Infrastructure Assessments.** A number of infrastructure studies were conducted with the General Plan program. The purposes of these studies were to establish existing conditions and capabilities and to utilize this information as a basis for evaluating the implications of the proposed General Plan update. These studies are included in the General Plan Technical Appendices volume.

- Infrastructure studies were prepared/updated in October 2005 and include the following:
- **Water System Constraint Analysis City of Lincoln General Plan Update by C. Frank Bradham**
- **Transportation System Constraint Analysis, General Plan Update by DKS Transportation**
- **Drainage and Hydrology Constraints, General Plan Update by Civil Engineering Solutions**
- **Lincoln Sewer Constraints Analysis, General Plan Update by Eco-Logic.**
- **Fiscal Assessment.** A fiscal model for the City was prepared by EPS. The resulting City of Lincoln General Plan Fiscal Model was used to evaluate the fiscal implications of implementing the General Plan update.

Elements Included in the Lincoln General Plan

The Lincoln General Plan contains seven elements. The following paragraphs display the name of each element, the chapter number for each element, and a discussion of the contents and purpose of each element.

In each element, goals and policies are numbered according to the topic they address. In the following discussion, a one-, two-, or three-letter acronym will be given for each element. This acronym is used to identify all goals and policies in a given element, and is used to identify which policy and implementation measures go together. For example, goals and policies for Land Use have the acronym “LU”.

ED	Economic Development Chapter 3	<i>Economic Development Element</i> This element establishes the goals, policies, and implementation measures intended to encourage and guide economic development within the City.
LU	Land Use Chapter 4	<i>Land Use Element</i> This element establishes goals and policies for residential, commercial, industrial, and other land uses in the City.

T	Transportation Chapter 5	Transportation and Circulation Element This element identifies the goals, policies, and implementation measures needed to ensure an adequate and functional transportation and circulation system. This element addresses automobile travel (roads and highways), public transit, aviation, and trails for bicyclists and pedestrians.
PFS	Public Facilities and Services Chapter 6	Public Facilities and Services Element This element presents the goals, policies, and implementations as they apply to water, solid waste, wastewater, electricity and gas, fire protection, communications, law enforcement, and schools.
OSC	Open Space and Conservation Chapter 7	Open Space and Conservation Element This element identifies the goals, policies, and implementation measures needed to ensure the appropriate use, enjoyment, and protection of natural resources within the City.
HS	Health and Safety Chapter 8	Health and Safety Element This element identifies the goals, policies, and implementation measures needed to ensure the public health, safety, and welfare related to both natural and man-made hazards.
HE	Housing Element Chapter 9	Housing Element This element complies with the housing element requirements of state law in identifying housing needs and providing programs to meet these needs.

Table 1-1 illustrates how the elements of the Lincoln General Plan relate to the seven mandatory elements set out in state law. A solid square (■) indicates that the issues identified in a state-mandated element are covered in the City element identified in the left column.

Table 1-1. Relationship Between City’s General Plan and the State-Mandated Elements

	State-Mandated Elements						
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Economic Development							
Land Use	■						
Transportation/ Circulation		■					
Public Facilities and Services		■					
Open Space/ Conservation				■	■		■
Health and Safety						■	■
Housing			■				

1.4 Environmental Analysis

As required under the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the City Council will consider the findings of an environmental impact report (EIR) prior to adopting the General Plan. In order to minimize redundancy, the General Plan and EIR will be prepared as a combined document, as allowed under Section 15166 of the State CEQA Guidelines. Linking the General Plan documents by common organization and numbering will help organize the EIR as well. The components of the General Plan taken together will meet the CEQA requirements for EIR content and analysis. The Background Report will provide the environmental setting and the General Plan document will embody the project description and environmental mitigation, and the EIR will include the remaining components required by CEQA.

All feasible mitigation measures recommended to reduce the potential environmental impacts of the General Plan below a level of significance will be integrated into the policies of the General Plan. Mitigation monitoring, as required under CEQA, will be done by compliance with the General Plan and through annual reports to the Planning Commission and City Council on the status of General Plan implementation.

1.5 Using This General Plan

Organization

As stated above, this General Plan includes seven elements, many of which are further divided into related topic areas. To make the elements easier to use and reference, each element is set up with the same structure.

Goal

Each element contains the goals and policies that will be used by the City to guide future land use decisions. A goal is a statement that describes in general terms a desired future condition or “end” state. A goal serves as a general direction-setter. In this General Plan, goal statements will be formatted like the following example. In the blue box is the goal’s reference number: “LU” refers to the Land Use topic area and the “1” means this is the first goal under this topic. Each topic area will have one or more goals.

Example

Goal LU-1	To grow in an orderly pattern consistent with the economic, social, and environmental needs of Lincoln.
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Policy

A policy is a statement that guides a specific course of action for decision-makers to use to achieve a desired goal. A policy must be clear and unambiguous; it indicates a commitment of the local legislative body to a particular course of action. The example below shows what a policy statement looks like. In this General Plan, every goal has one or more policies associated with it. The letters and first number (e.g., “LU-1”) shows what goal this policy supports. The final number in the identifier (e.g., “.1”), shows that this is the first policy that supports Goal LU-1.

Example

Policy LU-1.1

Mixed Use Development

The City shall promote efficient use of larger vacant parcels and vacant areas of the city by encouraging mixed use development. [New Policy]

Similar to the goal statements, the information in the brackets for each policy shows if it was based on a modification of an existing policy, or if this is a new policy statement.

Implementation Measures

In order to ensure that appropriate actions are taken to implement the General Plan, a set of implementation measures are provided. An implementation measure is a specific measure, program, procedure, or technique that carries out plan policies. Following the goals and policies for each topic area, a table is provided that shows the implementation measures. This table lists the implementation, states which policy(ies) this implementation supports, states what City departments or outside agencies are responsible to see this implementation gets done, and provides a timeline for when this implementation will be done.

Example

Table 4-3. Land Use and Community Design Implementation Measures

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2011-2015	2016-2050	On-going
1.0	The City shall develop an inventory of available vacant sites that have potential for infill development.	LU-1.5	Economic Development Department	■			



2

COMMUNITY VISION

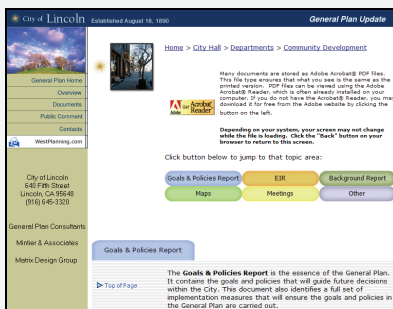
2.1 Establishing a Community Vision

Throughout the preparation of the General Plan, a number of public participation opportunities were provided to allow for the widest public participation possible and to gain a sense of the community vision desired by Lincoln's residents. The following paragraphs provide an overview of the public participation techniques that have been used and will be used in the future as part of the General Plan program.

General Plan Website. A General Plan website was setup and maintained to provide a one-stop location for all materials related to the program. The website contained:

- Listings of upcoming participation events, workshops, and hearings
- Description of the General Plan program and important information about the program
- Copies of all document prepared during the program (for easy download and review)
- A location to submit comments online for consideration

www.westplanning.com/docs/lincoln



General Plan website



Steering Committee workshop

Steering Committee Workshops. As part of the General Plan process, the City conducted ten Steering Committee Workshops to assist in developing policies for the General Plan. The Workshops are described as follows:

- **Steering Committee #1.** This workshop provided an overview of the General Plan process (May 14, 2002).
- **Steering Committee #2.** This workshop focused on the identification of opportunities and issues facing the City that should be addressed in the General Plan (May 22, 2002).
- **Steering Committee #3.** This workshop was focused on economic development potential. A panel of local experts provided their insights on the future growth of the area and development opportunities. The panel then answered questions from the Steering Committee and the audience (June 26, 2002).
- **Steering Committee #4.** This workshop focused on a review of the draft Background Report (December 16, 2002).
- **Steering Committee #5.** This workshop focused on a review of the Alternatives Report (October 16, 2003).
- **Steering Committee #6.** This workshop focused on a review of the Steering Committee Draft Goals and Policies Report (October 30, 2003).
- **Steering Committee #7.** This workshop focused on a review of the Steering Committee Draft Goals and Policies Report and the Alternatives Report November 20, 2003).
- **Steering Committee #8.** This workshop provided an overview of economic sustainability (February 9, 2004).
- **Steering Committee #9.** This workshop focused on the Village Alternative (April 6, 2004).
- **Steering Committee #10.** This workshop focused on a review of the Village Alternative and direction to prepare the draft General Plan and EIR (December 6, 2004).
- **Steering Committee #11.** This workshop provided a review of the Goals and Policies Report and changes proposed since the last review (May 31, 2005).
- **Steering Committee #12.** At this workshop, a proposed boundary change on the west side, a description of villages, and a review of

land use changes requested by land owners for areas inside the City limits were discussed (June 20, 2005).

- **Steering Committee #13.** This workshop provided an opportunity for committee members and the public to comment on the revised Goals and Policies Report. The revised report was prepared based on input received at Steering Committee Workshops 11 and 12 (August 10, 2005).

“The proposed GPU [General Plan Update] is consistent with the principles of the Blueprint project, including the longer-term planning horizon and proposed growth that is within the urban footprint of the Blueprint Preferred Scenario map for development through 2050.”

*Mike McKeever
Executive Director,
SACOG*

SACOG Blueprint. Several public workshops were conducted by the Sacramento Area Council of Governments (SACOG) during the preparation of the General Plan. Public input from these workshops, as well the results of the Blueprint project, was incorporated into the General Plan.

Agency Coordination. During the preparation of the General Plan, the consulting team met with agency representatives to ensure that their input and concerns were considered.

Written / Verbal Comments Matrix. Throughout the General Plan process, written comments were always solicited, reviewed, and utilized. All comments received were maintained in a matrix that stated the comment, the source of the comment, the staff’s recommendation on each comment, and the Planning Commission’s and City Council’s action on each. The intent was to ensure that everyone had a voice in the process and that each comment was considered.

City Council / Planning Commission Workshops. During the development of the draft General Plan, a number of workshops were held with the City Council and Planning Commission. These workshops were well advertised in the community and public interaction was always welcomed. Most workshops were attended by over 100 persons from all sections of the City and surrounding Planning Area.

Public Hearings/Adoption. Public hearings before the Planning Commission and City Council were held on the draft General Plan. These hearings will be used to describe the changes proposed in the new General Plan and to receive guidance on revisions needed prior to adoption.



Planning Commission workshop

2.2 Guiding Principles

Based on community input received during the public participation process and an analysis of existing conditions in the City, the following guiding principles were used to develop the goals, policies, and implementation programs for the General Plan as well as the land use alternatives. The Community Design and City Sphere of Influence principles are items that were not addressed in the previous General Plan. Economic Development and the Highway 65 Bypass Corridor were addressed in the previous General Plan, but to a lesser extent.

Community Design

An important aspect of the City of Lincoln's growth is its physical form and how its physical environment can contribute to a positive community identity. In general, visual images of places, both natural and manmade, contribute to the identity of a community. Through community design, Lincoln can begin to build an urban fabric that strengthens its assets and strive to bring coherence and identity to this rapidly developing area. Community design and the enhancement of community identity can best be achieved during the early stages of growth that a community such as Lincoln is experiencing. Therefore, it has become essential for community design to be applied as a key component of this General Plan. Community design is addressed in the Land Use Element of the General Plan.

Economic Development

Given the extensive amount of growth that the City of Lincoln has experienced since the last General Plan was adopted, economic development has become an issue of increasing importance. Between 1990 and 2000, Placer County's employment base grew by 61,000 jobs, with Roseville capturing close to 20 percent of the countywide employment growth during that period. The Sacramento Area Council of Governments (SACOG) as part of a regional planning effort developed a long range analysis (Sacramento Region Blueprint Transportation and Land Use Study) that forecasted job growth through the year 2050. In that study the region is expected to add approximately 1.1 million new jobs by the year 2050, with Placer County expected to capture approximately 25% of the regional growth or some 269,000 new jobs by 2050. As a participant in the SACOG Blueprint project the City has coordinated its General Plan to accommodate a portion of the projected job growth for Placer County. This is reflected in both the Land Use Element of the General Plan and the Economic Development Element.

From an economic development standpoint, the City's vision for the future is to become a self-sustaining community. Based on studies prepared for the General Plan, a target population to support this vision was in the 120,000 population range.

Fiscal Sustainability

A key component of the City's General Plan is to provide for a city which can develop and sustain a level of service that is of high quality and provides for the health and safety of its residents. An important element in achieving this objective involved developing an analysis of the relationship between land use decisions and the fiscal implications of those decisions. The city determined it was essential to understand the mixture of land uses and their ability to provide a stable source of revenues. In order to assist the City in this assessment, a firm specializing in land use policy, regional economics, and public finance prepared a report that was provided to the General Plan technical team and Steering Committee. The report (Appendix A) provided an analysis to guide the City in its land use goals and objectives. This technical report identified the commercial and economic development opportunities that the city would pursue as part of its land use planning efforts to achieve these goals. This analysis also guided the city in understanding the level of population that should be planned for to support the identified commercial and economic opportunities.

This analysis has been a fundamental and an underlying factor in the City's determinations regarding the size of the City's Sphere of Influence, land use mix, its anticipated target population as well as the identification of key commercial areas intended to take advantage of future circulation improvements.

State Route 65 Bypass Corridor

State Route 65 (SR 65) is a north-south state highway that begins at I-80 in Roseville and extends north through Rocklin and Lincoln to SR 70 near Marysville. The highway is a four-lane freeway between I-80 and Industrial Avenue and a two-lane to four-lane conventional highway from Auburn Ravine to SR 70. The highway currently runs through the center of downtown Lincoln on G Street, with through traffic slowing significantly as it merges with local traffic and passes through the traffic signals in the downtown area.

The SR 65 Bypass project will provide a new alignment of SR 65 through the Lincoln area. The Bypass project will be constructed towards the west around the current City of Lincoln boundaries. The project will be approximately 10 miles long, and is planned as a freeway (limited access). In its initial construction, the facility will range from 2 and 4 lanes, and will extend from SR 65 at Industrial Boulevard in Lincoln to a point on the highway just north of Sheridan.

The SR 65 bypass will have a major impact on the shape of the City's physical and social structures. The City's vision for the bypass is to plan for a vibrant mixed use area that will provide a location for regional commercial uses that

will be compatible with the preservation of operations at the Lincoln Airport and ensure the continued success of the Downtown area.

City Sphere of Influence

Tied to the City’s vision for a self-sustaining community is the designation of future growth areas for the City. The vision is to create an integrated and connected community. In designing the General Plan, the City looked at areas that were a logical extension of the City based on the location of infrastructure, the planned SR 65 bypass, jurisdictional boundaries, and environmental constraints.

The Local Agency Formation Commission (LAFCO) is responsible for adopting a “sphere of influence” (SOI) for each agency subject to LAFCO regulation. The SOI is used as a basis for making decisions about organizational changes and annexations. The Cortese/Knox/Hertzberg Act defines a sphere of influence as “a plan for the probable ultimate physical boundaries and service area of a local agency.” In practice, “ultimate” is defined as 20 years. In determining the SOI of each agency, LAFCO must consider and prepare a written statement of its determinations with respect to each of the following:

- The present and planned land uses in the area, including agricultural and open space lands
- The present and probable need for public facilities and services in the area
- The present capacity of public facilities and the adequacy of services which the agency provides or is authorized to provide
- The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency

As part of the General Plan Update, the General Plan Team and City staff felt that there were areas within the current SOI that no longer meet the criteria mentioned above. Therefore, the land use alternatives developed for the General Plan suggest a reduction in the SOI on the eastern and southwestern ends of the Planning Area. At the same time, in order to meet future urban growth, expansion of the SOI was recommended for consideration on the northern and western sides of the Planning Area as well.

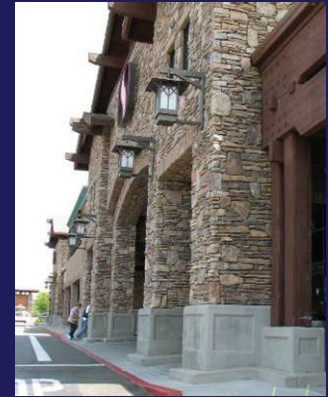
Regional Growth Projections

To assist the region in planning for future growth, Sacramento Area Council of Governments (SACOG) developed the Blueprint Transportation and Land Use Study. Through a joint effort with local officials, civic groups, environmental and development interest as well as business leaders and the general public, an effort was developed to guide how the region might improve the transportation system by utilizing smart growth principles. As part of this effort, a long-range forecast for both job growth and population growth was developed for the region.

For the greater Sacramento region, SACOG prepared detailed estimates of the population and employment growth expected between now and the year 2050. The study predicted that by 2050, the region will experience an increase in population of 1.7 million persons and an increase of 1.1 million new jobs. As part of this study, SACOG also provided growth estimates for the counties within the region, including Placer County. The SACOG study predicted that Placer County would capture some 25% of the new job growth (269,000 jobs) by 2050 and add a population of approximately 592,000. To house this population growth, SACOG estimated the county would require approximately 158,000 new dwelling units.

As a participant in the Blueprint effort, the City, through its General Plan, has planned to accommodate its share of the region's growth and to incorporate as many of the smart growth principles as feasible into the General Plan. These concepts are also incorporated into the City's objective of a fiscally sustainable community.

Please see the next page.



3

ECONOMIC DEVELOPMENT ELEMENT

3.1 Introduction

The Economic Development Element establishes the goals, policies, and implementation programs for directing economic growth towards targeted City objectives, including increasing the jobs to housing balance, attracting targeted business, and providing for a financially self-sustaining community.

A key factor in shaping the future for Lincoln will be the niche within the regional economy Lincoln chooses to fill regarding its future development.

3.2 Goals and Policies

General

Goal ED-1

To promote a strong economic and fiscal base critical to sustaining long-term prosperity for the residents and businesses in the City of Lincoln and the region.

Policy ED-1.1

Develop and Implement a Vision of the Future

The City shall develop and implement an Economic Development Vision to guide future development decisions.

- Policy ED-1.2** **Evaluate Fiscal Impacts**
 The City shall evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide and maintain a high level of urban services (including, but not limited to, water, sewer, transportation, fire stations, police stations, libraries, administrative, and parks), community facilities, and utility infrastructure, as well as attract targeted businesses and a stable labor force.
- Policy ED-1.3** **Develop Public / Private Partnerships**
 The City shall pursue partnerships to encourage the implementation of public facilities and infrastructure improvements that benefit the community.
- Policy ED-1.4** **Grant Funding**
 The City will research and pursue grant funding that will increase the tourism, community growth, and the quality of life for its residents.
- Policy ED-1.5** **Regional Cooperation**
 The City will work cooperatively with other cities, Placer County, and other local and regional economic development entities to expand and improve the economic base of South Placer County, while addressing the potential for both local and regional urban decay resulting from new growth.

Land Use and Infrastructure

Goal ED-2	To coordinate long-term land use and infrastructure decisions with future economic development.
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- Policy ED-2.1** **Utilize Specific Plans**
 The City shall utilize the specific planning process for future growth areas, which will allow the City to plan for long-term infrastructure needs and create large tracts of land that are attractive to developers.
- Policy ED-2.2** **Balance General Plan Goals with the Need for Flexible Zoning**
 The City shall build flexibility into the zoning code in order to allow development to adequately respond to market conditions. At the same time, the City shall provide for a balance of land uses to attract residential, commercial, office, and industrial development.
- Policy ED-2.3** **Business Expansion and Attraction**
 The City shall facilitate zoning and permit activities related to the expansion of existing businesses and the location of new businesses.
- Policy ED-2.4** **Land Availability Information**
 The City shall provide land availability information to prospective businesses through the development and maintenance of a site database system that will be made available to the public.

Jobs/Housing Balance

Goal ED-3

To promote a diverse and balanced mix of employment and residential opportunities within the City.

Policy ED-3.1

Business Expansion and Attraction

The City shall zone sufficient land for the expansion of existing businesses and attraction of new businesses.

Policy ED-3.2

Workplace Alternatives

The City shall facilitate the establishment and expansion of workplace alternatives, including home-based businesses and telecommuting, through land use designations and zoning ordinances.

Policy ED-3.3

Provide for a Diversity of Housing Choices

The City shall provide for a range of housing choices for current and future residents through land use designations and zoning ordinances.

Policy ED-3.4

Provide Live / Work Environments

The City will look to provide for live / work environments in its historic downtown and in Village centers.

Business Retention and Attraction

Goal ED-4

To retain existing businesses and attract new businesses to provide jobs for current and future residents.

Policy ED-4.1

Increase Activity of Existing Businesses

The City shall support, stimulate, and foster increased activity of existing businesses within the community.

Policy ED-4.2

Identify Target Businesses and Industries

The City shall identify target businesses and industries that lead to a diversified economic base and provide for a higher quality of life for Lincoln residents.

Policy ED-4.3

Attract New Businesses

The City shall encourage new businesses to locate in the following areas: downtown Lincoln; along the future Highway 65 Bypass; at the Lincoln Regional Airport; and in the business park surrounding the airport.

Policy ED-4.4

Promote Assets

The City shall promote its growing labor force and availability of land as assets to attract new firms to the area.

Policy ED-4.5 **Retail Market**
 The City shall identify a range of retail development sites and opportunities in order to promote a stronger local and regional retail market which meets the needs of the growing Lincoln population and complements the Lincoln downtown.

Policy ED-4.6 **Regional Commercial**
 The City will reserve appropriately zoned property along the State Highway 65 Bypass for future regional commercial land uses such as a regional shopping center, auto mall, or other vehicle sales and services.

Airport

Goal ED-5	To develop the Lincoln Airport to maximize the long-term economic return for the greater Lincoln community.
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Policy ED-5.1 **Marketing Strategy**
 The City shall encourage the location of aviation research, manufacturing, and service activities at the Lincoln Airport.

Policy ED-5.2 **Designate Land for Business Aviation Industry**
 The City shall designate a portion of the surplus industrial land serving the Lincoln Airport as a business aviation center for the Sacramento region.

Policy ED-5.3 **Fiscal Solvency**
 The City shall create an airport operation that maximizes and sustains annual profitability for the airport.

Downtown Infill and Redevelopment

Goal ED-6	To preserve, enhance, and expand the existing downtown so that it remains the psychological center of Lincoln.
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Policy ED-6.1 **Downtown Commercial Area**
 The City and/or its Redevelopment Agency shall continue to improve the downtown commercial area in order to create a vibrant retail, business, and entertainment center.

Policy ED-6.2 **Business Retention and Expansion**
 The City shall create an environment that allows, encourages, and supports the expansion of existing businesses and the attraction of compatible new businesses to the downtown area.

- Policy ED-6.3** **McBean Park**
 The City shall revitalize and expand McBean Park by adding trails.
- Policy ED-6.4** **Infill and Replacement Housing in Downtown**
 The City and/or its Redevelopment Agency will promote housing opportunities in the downtown through infill projects and replacement housing.
- Policy ED-6.5** **Relocation of Incompatible Uses**
 The City will support the relocation of incompatible uses from the downtown in order to assist in the development of a vibrant downtown for retail, office, and entertainment activities.
- Policy ED-6.6** **Auburn Ravine Park**
 The City will work to continue improvements to the Auburn Ravine linear park through the downtown as an amenity for the attraction and development of restaurant and hotel uses.
- Policy ED-6.7** **Alternative Modes of Transportation**
 The City will encourage the use of bicycles and neighborhood electric vehicles in the downtown through the use of trail connections, bicycle storage facilities, and electric vehicle charging stations.
- Policy ED-6.8** **Urban Decay**
 The City recognizes and supports downtown retail development as part of the City’s downtown revitalization strategy. The City also recognizes the importance of healthy neighborhood retail centers throughout the City to meet the shopping needs of Lincoln’s population. As Specific Plans with retail and/or commercial land uses are submitted for approval, the City will analyze the potential for local urban decay and regional blight.

3.3 Implementation Measures

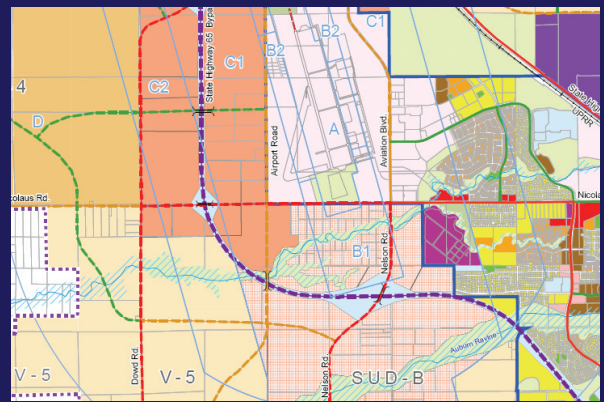
Table 3-1, Economic Development Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 3-1. Economic Development Implementation Measures

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2011-2015	2016-2050	On-going
1.0	The City shall establish an Economic Development Vision, which defines the types of desired commercial, office, and industrial land uses it would like to attract and where those land use types should be located.	ED-1.1	City Council Planning Dept. Public Works Dept.	■			
2.0	The City shall develop a sound fiscal model and utilize it on an ongoing basis in order to evaluate the fiscal impacts of new development. [New]	ED-1.2	Planning Dept. Public Works Dept.	■			■
3.0	Based on fiscal analysis, the City shall establish and implement the appropriate fiscal mitigation measures (including but not limited to development fees) on new development in order to improve existing or new public services and utility infrastructure.	ED-1.2	City Council Community Development Dept.	■			■
4.0	The City shall develop a vision for each Specific Plan area.	ED-2.1	City Council Community Development Dept.	■			
5.0	The City shall define the necessary entitlement procedures that facilitate the implementation of developing the Specific Plan areas.	ED-2.1	City Council Community Development Dept.	■			
6.0	The City shall monitor its supply of housing and the housing requirements of employees who work in the City to provide an adequate mix of housing opportunities.	ED-3.3	Community Development Dept.	■			■
7.0	The City shall identify target businesses and industries to use in conjunction with the City’s Economic Development Vision in order to focus efforts on attracting businesses to the City.	ED-4.1	City Council Community Development Dept.	■			
8.0	The City shall cooperate with local business groups on development and support of “Buy in Lincoln” activities. [Modified]	ED-4.1	City Council	■			
9.0	The City shall attract new businesses to the City through educational and promotional campaigns, with an emphasis on attracting small to medium-sized businesses as well as underrepresented businesses and industries.	ED-4.2	Community Development Dept.	■			
10.0	The City shall develop and update land availability information for distribution to current and prospective businesses.	ED-4.3	Community Development Dept.	■			
11.0	The City shall collect and disseminate market, economic, social, demographic, and traffic data related to the retail sector to prospective investors, developers, consumers, retailers, and public agencies.	ED-4.5	Community Development Dept.	■			

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2011-2015	2016-2050	On-going
12.0	The City shall create an Airport Marketing Plan that includes marketing collateral promoting the Lincoln Airport.	ED-5.1	Community Development Dept.	■			
13.0	The City shall establish a list of non-aviation-related services that would complement aviation-related businesses near the airport.	ED-5.1	Community Development Dept.	■			
14.0	The City shall seek to secure a major aviation consumer that would act as an anchor to draw other aviation industry businesses.	ED-5.1	City Council Community Development Dept.	■			
15.0	The City shall create a Downtown Redevelopment Strategy which identifies a set of strategies for revitalizing and promoting downtown as the City's major social and recreational center.	ED-6.1	City Council Community Development Dept.	■			
16.0	The City shall establish an historical theme for Lincoln incorporating design standards similar to Gladding McBean and Company and/or the railroad.	ED-6.1	Community Development Dept.	■			■
17.0	The City shall, in conjunction with an incentive-based program, remove blight in the downtown area, including: old signs; billboards; shacks; structures no longer in use or beyond repair; and overhead power lines.	ED-6.1	Community Development Dept.	■			■
18.0	The City shall build a downtown plaza on the recently-acquired Gates and Fowler properties.	ED-6.1	Community Development Dept.	■			
19.0	The City shall maintain their administrative offices (e.g., city council, city administration, city clerk, etc.) within downtown Lincoln.	ED-6.1	City Council				■
20.0	The City shall enter into a working agreement with the present owners of Gladding McBean and Company to develop the historically-designated landmark of Gladding McBean and Company as a cornerstone of downtown Lincoln's redevelopment.	ED-6.1	City Council Community Development Dept.	■			■

Please see the next page.



4

LAND USE & COMMUNITY DESIGN ELEMENT

4.1 Introduction

This chapter outlines proposed patterns of land use and policies and standards for future development and redevelopment. This chapter is divided into two separate issues. The first part, Land Use, includes the Land Use Diagram and the related land use classification system and standards. It also contains goals, policies, and implementation programs related to existing and future land use and development. The second part, Community Design, contains goals, policies, and implementation programs that help create a stronger identity for Lincoln by improving the quality of places and images throughout the city.

4.2 Land Use Diagram and Standards

The most familiar part of any general plan is the map, or land use diagram, showing the types and locations of existing and future development that the plan envisions. In order to accurately interpret the development implications of the various designations shown on the diagram, the reader must understand the intent of and the standards for each designation. The following sub-sections first describe how the standards are expressed generally, and then outline the standards for each of the designations shown on Lincoln's General Plan Land Use Diagram.

Land Use and Circulation Diagram

The Land Use and Circulation Diagram designates land uses for the entire Planning Area. State planning law requires that the general plan cover all territory within the boundaries of the adopting city or county as well as “any land outside its boundary which in the planning agency’s judgment bears relation to its planning” (Government Code Section 65300). To carry out this directive, most cities formally delineate a “planning area” boundary in their general plans.

A copy of the Land Use and Circulation Diagram is included as a fold out map with this document.



It is typical for the Land Use and Circulation Diagram to be updated over time. Please check with the Lincoln Community Development Department to ensure you have the current version.

The Land Use and Circulation Diagram also depicts the Compatibility Map for the Lincoln Regional Airport. This map was prepared as part of the Placer County Airport Land Use Compatibility Plan, Oct 25, 2000, which was prepared to promote compatibility between the airport and the surrounding land uses. The City of Lincoln hereby adopts and incorporates the Airport Land Use Compatibility Plan (ALUCP) and any subsequent amendments into this General Plan. As a quick reference, Table 2A in the ALUCP states Primary Compatibility Criteria on pages 4-51 and 4-52. The full text of the current ALUCP and the special development criterion for land uses within the defined airport influence area may be viewed at the Community Development Department. Certain land use actions for property within the airport influence areas will require a review by the Airport Land Use Commission for a determination of consistency. The types of actions requiring such review are set forth in Policies 1.5.1 through 1.5.3 of the ALUCP.

Land Use Intensity Standards

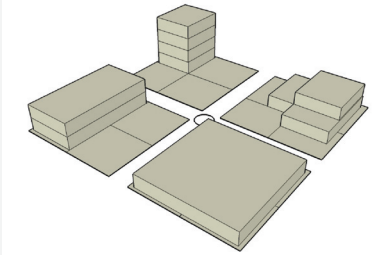
State planning law requires general plans to establish “standards of population density and building intensity” for the various land use designations in the plan (Government Code Section 65302(a)). To satisfy this requirement, the General Plan includes such standards for each land use designation appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development. Following are explanations of how these standards operate.

Residential Uses

Standards of development density for residential uses are stated as the allowable range of dwelling units per gross acre. The term “gross acre” includes all land (including streets and rights-of-way) designated for a particular residential use, while net acreage excludes streets and rights-of-way. Gross acreage is more commonly used in general plan designations while net acreage (lot area) is the standard typically used in zoning. In urban areas, net acreage is normally 20 to 25 percent less for a given area than gross acreage. In rural areas and open space areas, the difference between net and gross can be as low as five percent.

Non-Residential Uses

Standards of building intensity for non-residential uses such as commercial and industrial development are stated as maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel).



FAR 1.0 examples

For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram below shows graphically how various building configurations representing an FAR of 1.00 could cover a lot.

Land Use Designations

The General Plan Land Use Diagram includes 16 residential, commercial, industrial, and other land use designations that depict the types of land uses that will be allowed throughout the city. Table 4-1 identifies all of the designations along with their corresponding development intensity standards.

Table 4-1. General Plan Land Use Designations and Development Standards

Land Use Designation	Label	Residential Intensity (DU/gross acre)	Non-Residential Intensity – Floor Area Ratio (FAR)
Rural Residential	RR	1 DU per 2 to 5 acres	n/a
Country Estates	CE	1-2.9	n/a
Low Density Residential	LDR	3-5.9	n/a
Medium Density Residential	MDR	6-12.9	n/a
High Density Residential	HDR	13-20	n/a
Planned Development	PD	4-20	2.00
Village	V	Varies (see Village policies)	Varies (see Village policies)
Neighborhood Commercial	NC	n/a	0.35
Community Commercial	CC	n/a	0.35
Mixed Use	MU	13-20	4.00
Regional Commercial	RC	n/a	0.35
Special Use District	SUD	Varies See SUD policies	Varies See SUD policies
Business and Professional	BP	n/a	0.45
Light Industrial	LI	n/a	0.50
Industrial	I	n/a	0.50
Industrial Planned Development	IPD	n/a	0.50
Parks and Recreation	PR	n/a	0.25
Open Space	OS	n/a	0.10
Agricultural	AG	n/a	0.05
Public Facilities	PF	n/a	0.40

Residential Land Use Designations

Rural Residential (RR)

This designation provides for large rural lots and is applied to parcels around the airport in order to reduce potential conflicts with air traffic operations. Development within this classification will usually include larger-than-average houses with accessory buildings such as barns. Residential densities shall be in the range of 1 dwelling unit(s) per 2 to 5 gross acres.

Country Estates (CE)

This designation provides for very low density residential development. This classification accommodates the needs of residents who desire large parcels and the feeling of open space integrated with a suburban lifestyle. This designation provides for single family detached, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1.0 to 2.9 units per gross acre.

Low Density Residential (LDR)

The purpose of this designation is to provide areas for single family detached residential uses and activities normally associated with single family neighborhoods. Where found appropriate, innovative single family design

alternatives are encouraged. This designation provides for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 3.0 to 5.9 units per gross acre.

Medium Density Residential (MDR)

The purpose of this designation is to provide areas for a variety of moderate intensity single family uses including detached and attached single family housing, mobile home parks, and cluster developments. This designation is applied in areas of predominantly single family character where a greater diversity of housing type is intended. This designation is located in transitional areas between higher intensity uses and lesser intensity single family areas. Residential densities shall be in the range of 6.0 to 12.9 units per gross acre.

High Density Residential (HDR)

The purpose of this designation is to allow for multifamily housing at densities greater than other residential designations. This designation is intended to allow for those structural forms that promote moderate and higher density living styles. This designation provides for condominiums, townhouses, triplexes, fourplexes, multi-family residential units, group quarters, and similar and compatible uses. Residential densities shall be in the range of 13.0 to 20.0 units per gross acre.

Planned Development (PD)

The purpose of this designation is to set aside land for the creative and flexible development of small to medium-sized (less than 100 acres), mixed-use projects. This designation is especially well-suited for infill development within the developed core of the community. Planned Development areas can include a mix of residential and commercial land uses, but the uses proposed must be compatible with the nature of the existing land uses in the surrounding neighborhoods. This compatibility applies to the density of residential uses and the intensity (as expressed in a FAR) of commercial/office uses. For instance, in the City's downtown, FARs up to 2.00 would be compatible with existing development.

Village (V)

This designation is intended to provide for a village concept that promotes mixed-use residential projects focused around a Village core that contains a mix of high-density residential and neighborhood commercial uses. The villages will all be designed with a central focus and will be designed to take advantage of smart growth principles set forth in Land Use Policies LU-1.1 through LU-1.13. Smart growth promotes sustainable development and the encouragement of more livable communities through use of the following principles:

- Provision of a variety of transportation choices
- Offer housing choices and opportunities
- Use of compact development

- Use of existing assets
- Mixed land uses
- Preservation of open space, farmland, natural beauty, through natural resource conservation
- Encouragement of distinctive, attractive communities with quality design

The Land Use Diagram for the General Plan includes seven villages that each will contain a mixture of land uses and densities designed to implement smart growth principles and also recognize the environmental and physical constraints of each of the village areas. Each village will include a mix of low, medium, and high density residential, neighborhood commercial, open space, and public facilities (i.e., schools, institutional uses, police and fire facilities, etc.).

All urban development under this designation shall be approved pursuant to an adopted specific plan. During the development of each specific plan, the “V” designation shall be replaced with exact land use designations reflective of the mixed use concept. These designations will be established with the adoption of each specific plan and implemented with form based zoning classifications consistent with the specific plan.

Commercial

Neighborhood Commercial (NC)

This designation provides for neighborhood and locally-oriented retail and service uses, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.35.

Community Commercial (CC)

The purpose of this designation is to provide commercial areas serving multiple neighborhoods or the entire community, including retail and service uses, restaurants, banks, entertainment, and offices. These areas should primarily be developed in shopping center configurations or as infill commercial uses in established community commercial areas. The FAR shall not exceed 0.35.

Mixed Use (MU)

The purpose of this designation is to provide for a mixed use commercial core that is applicable to the City’s Downtown and for the Village Center areas. This land use category provides for creative infill projects that include the functional integration of retail or service commercial, professional office, or recreational uses with residential units. This category allows for both vertical (different uses stacked above one another) and horizontal (different ground level uses on a single parcel) mixed use opportunities. Residential uses in this designation will meet the requirements for HDR. The FAR for non-residential uses shall not exceed 4.00.

Regional Commercial (RC)

This designation provides land suitable for commercial uses targeted at serving the entire community and surrounding region. These areas support a broad range of retail and service commercial uses, including shopping centers, malls, large box commercial uses and a range of freestanding uses such as banks, restaurants, and offices. The FAR shall not exceed 0.35.

Special Use District (SUD)

This designation is intended to provide for master planned, mixed commercial projects that provide goods and services to meet the needs of shoppers in the City of Lincoln and surrounding region.

All urban development under this designation shall be approved pursuant to an adopted specific plan. During the development of each specific plan, the “SUD” designation shall be replaced with exact land use designations reflective of the mixed use concept. These designations will be established with the adoption of each specific plan and implemented with form based zoning classifications consistent with the specific plan.

Business and Professional (BP)

The purpose of this designation is to provide areas for professional and administrative services and offices. Uses permitted under this designation generally include: medical offices and clinics; law firms; accountant offices; insurance, real estate, and financial; governmental offices; social services; and non-profit organizations. Retail commercial activities that complement or are accessory to the primary uses of the designation are also appropriate. The FAR shall not exceed 0.45.

Industrial

Light Industrial (LI)

The purpose of this designation is to provide space for manufacturing and industrial uses which show evidence of no or very low nuisance characteristics. The designation is applied to areas where nuisance characteristics of noise, odor, unsightliness, or hazardous materials manufacturing or storage are undesirable. Light Industrial areas typically include high-quality industrial park developments. Uses permitted under this designation include small-scale manufacturing, fabrication, packaging, storage, equipment repair, and similar related uses resulting in a high number of truck traffic. The FAR shall not exceed 0.50.

Industrial (I)

This designation provides for operations of heavy commercial, industrial, and manufacturing industries. The industrial uses may be noisy and prone to emit dust, vibration, odor, and / or glare. Uses permitted under this designation include fabrication, processing and production facilities, storage, and warehousing resulting in a high number of heavy truck traffic. The FAR shall not exceed 0.50.

Resource

Industrial Planned Development (IPD)

The purpose of this designation is to set aside land for the creative and flexible use of land for industrial purposes. Planned Industrial land uses include those areas currently used for, proposed as, or adjacent to industrial development, including manufacturing, warehousing, storage, research and development, and utility use. In these areas, the City and the developer can work together to create high-quality industrial areas in conjunction with other compatible land uses. Agricultural and outdoor recreation uses on lots of one acre or more are considered to be a proper interim use for industrially-designated areas. The FAR shall not exceed 0.50.

Parks and Recreation (PR)

The purpose of this designation is to provide for both public and private improved open space. The primary land uses include existing and future large neighborhood and regional parks, municipal golf courses, athletic fields, and open space areas adjacent to improved parks or trails. The FAR for non-residential uses (recreation facilities such as community centers, storage facilities, indoor basketball courts, etc.) shall not exceed 0.25.

The City of Lincoln has an adopted standard of 9 acres of park land per 1,000 residents for newly incorporated areas, which require a development agreement. This requirement can be met through the provision of park credit for a variety of traditional and non-traditional park lands. The amount of credit granted against the 9 acre per 1,000 population standard may vary based upon the recreational value of the land to City residents.

Traditional “Active” Park Lands.

Traditional park lands refer to park sites that provide a variety of active facilities for City residents. Typically these include facilities such as ball fields, multi-use turf areas, hard courts areas, picnic areas, and play areas. Such areas are normally granted a full 1:1 park acreage credit.

The City has classified active park sites in five categories. These include Mini, Neighborhood, Community, City-wide (Regional) parks and School Recreation areas. Appendix B provides details on each park type.

Non-Traditional Parks.

Non-Traditional park lands refer to open space areas such as wetland preserves, oak woodlands, watershed / riparian areas, and greenbelts. These lands may be used as passive recreational areas for visual and aesthetic enjoyment. In addition such areas may provide bikeway or other trail connections. The City recognizes that such areas may provide some recreational opportunities and have the potential of receiving credit against the park acreage requirement. The City has established policies to provide a valuation system whereby park credit may be given to open space lands that satisfy the City’s requirement for recreational status. The City has designated a credit ratio range of between 5:1 and 10:1 for open space acreage toward the provision of park land. Only after the City’s traditional active recreation

needs are met, may park credit be received by substituting 5 to 10 acres on non-traditional park land for every one acre of park credit. The actual credit granted is established on a case by case basis by the City based upon its determination of the recreational value provided. This approach gives the City flexibility in meeting future recreational needs and recognizes the role open space plays in providing recreation opportunities.

Non-Credited Pocket Parks.

The City has established a non-credited pocket park category which is designed to provide additional passive recreational and social opportunities for residents. Pocket parks are small 0.25 to 0.50 acre facilities located centrally within a project area. Such parks are sized and positioned to provide for a social gathering spot and provide passive recreation to the immediate neighborhood. Pocket parks will generally be situated along the primary entry axis of a residential area and ringed by local streets with residential units fronting the adjacent road and park to provide a strong entry statement and improve visibility onto the park. Pocket parks when called for in development will be designed and constructed as part of the adjacent subdivision.

Open Space (OS)

The purpose of this designation is to conserve lands that should remain as open space for passive and active recreation uses, resource management, flood control management and public safety. Uses that would typically be appropriate in this land use designation include but are not limited to public parks, playgrounds, and parkways; vista areas, wetlands, wildlife habitats and outdoor nature laboratories; stormwater management facilities; and buffer zones separating urban development and ecologically-sensitive resources. Such land areas are primarily publicly owned, but may include private property. The FAR for nonresidential uses shall not exceed 0.10.

Agricultural (AG)

The purpose of this designation is to conserve lands that should remain as open space because of their value for agricultural production. Uses that would typically be appropriate in this land use designation include but are not limited to agricultural activities and other low intensity open space type uses. The minimum parcel size for this designation is 20 acres. Allowable residential development in areas designated Agriculture includes single family homes, secondary residential units, caretaker / employee housing, and farmworker housing. The FAR shall not exceed 0.05.

Public

Public Facilities (PF)

The purpose of this designation is to provide appropriate locations for private, quasi-public and public buildings and facilities owned by City, County, State, or Federal agencies that serve the general public. Uses include but are not limited to wastewater treatment facilities, water tank, electrical substations, cemeteries, churches, educational facilities, community centers,

libraries, museums, government offices and courts, public safety facilities (e.g., police and fire stations), and similar and compatible uses. The FAR shall not exceed 0.40.

General Plan / Zoning Consistency

Zoning is generally considered to be the primary tool for implementing the general plan. Because of this, state law requires that the zoning ordinance be consistent with the general plan. This means the land uses allowed by the zoning ordinance must be compatible with the goals, policies and land uses specified in the general plan. The consistency of existing city zoning categories with proposed General Plan land use classifications is illustrated in the following consistency matrix (Table 4-2).

Table 4-2. General Plan / Zoning Consistency Matrix

General Plan Land Use Classification	R-1	R-2	R-3	R-E	B-P	C	H-C	L-I	I	O-S	PD	FBZ
Rural Residential	○										○	
Country Estates	○										○	
Low Density Residential	○										○	
Medium Density Residential		○	○								○	
High Density Residential			○								○	
Planned Development	●	●	●	●	●	●					○	
Village	○	○	○	○	○	○				○	○	○
Neighborhood Commercial					●	○	○	●			○	
Community Commercial						○					○	
Mixed Use			○		○	○					○	
Regional Commercial						○					○	
Special Use District*					○	○	○					○
Business and Professional	●				○	○					○	
Light Industrial						●	●	○	○		○	
Industrial						●	●	○	○		○	
Industrial Planned Development					●	●	●	●	●		○	
Parks and Recreation	●	●	●		●					○	○	
Open Space	●	●	●		●					○	○	
Agricultural				●						●	○	
Public Facilities	●	●	●		●			●	○	●	○	

- Denotes zoning is consistent with General Plan land use designation, subject to Conditional Use Permit.
- Denotes zoning is consistent with General Plan land use designation.
- FBZ Form based zoning (see Policy LU-1.13)
- * Outside of the C-1 zone of the Airport Land Use Compatibility Plan, residential uses are allowed

4.3 Land Use Goals and Policies

General

Goal LU-1	To grow in orderly pattern consistent with the economic, social, and environmental needs of Lincoln.
Policy LU-1.1	Mixed Use Development The City shall promote efficient use of larger vacant parcels and vacant areas of the city by encouraging mixed use development.
Policy LU-1.2	Mixed Use Development The City shall promote the renovations and reuse of existing buildings in the Downtown as mixed use areas.
Policy LU-1.4	Buffer The City shall require buffer areas between development projects and significant watercourses, riparian vegetation, and wetlands.
Policy LU-1.5	Infill Development The City shall pursue the development of vacant infill parcels in and around the Downtown area.
Policy LU-1.6	Transportation Choices The City will promote the application of land use layouts and community designs that provide residents with transportation choices to walk, ride bicycles, ride transit services, as well as utilize a vehicle, including neighborhood electric vehicles.
Policy LU-1.7	Housing Choices The City will promote the application of land use designs that provide a variety of places where residents can live, including apartments, condominiums, townhouses and single family attached and detached.
Policy LU-1.8	Compact Development The City will promote the use of development patterns that are more compactly built and use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit.
Policy LU-1.9	Existing Assets The City will promote the use of vacant infill parcels and the intensifying of land uses on parcels that are underutilized in order to better utilize existing public infrastructure. In conjunction with this effort the City will support the reuse and refurbishing of existing structures within the historic downtown.

Policy LU-1.10 *Mixed Land Uses*

Within the designated Village areas, the City will promote a mixed land use designed to place homes together with smaller businesses, institutional, and community land uses. The Village Core area will utilize the Mixed Use (MU) designation. Mixed land uses could include vertical as well as horizontal design allowing for differing land uses within the same building, as well as within the same project area.

Policy LU-1.11 *Natural Resource Conservation*

To promote a high quality of life within the community, the City will in conjunction with related polices in other general plan elements, promote the retention of natural open space areas, greenbelts and the provision of adequate parks as part of approving new land use designs.

Policy LU-1.12 *Quality Design*

Through the design review process, apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping signage and amenities. The City will continue to develop and apply design standards that result in efficient site and building designs, pedestrian friendly projects that stimulate the use of alternative modes of transportation, and a functional relationship between adjacent developments.

Policy LU-1.13 *Form Based Zoning*

In order to implement smart growth principles, the City will utilize form-based zoning in the designated Village areas.

Policy LU-1.14 *Land Use Conflicts*

The City shall continue to apply the regulations and procedures of the City’s Zoning Ordinance and shall use the environmental process to prevent or mitigate land use conflicts.

Residential Land Uses

Goal LU-2	To designate, protect, and provide land to ensure sufficient residential development to meet community needs and projected population growth.
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Policy LU-2.1 *Prevent Incompatible Uses*

The City shall prevent the intrusion of new incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability) into existing residential areas.

Policy LU-2.2 *Preserve and Enhance Quality*

The City shall preserve and enhance the quality of existing residential areas by continuing to provide high-quality public services, by rehabilitating useful structures and by removing substandard units.

- Policy LU-2.3** **Code Enforcement**
 The City shall continue programs for the prevention of blight, using all public and private resources available, including: enforcement of all codes, neighborhood rehabilitation programs, and redevelopment agency actions.
- Policy LU-2.4** **Encourage Upgrading**
 The City shall encourage active involvement by individuals and organized citizens in maintaining and upgrading existing residential neighborhoods.
- Policy LU-2.5** **Protect Historic Structures**
 The City shall encourage preservation and adaptive reuse of significant historic structures.
- Policy LU-2.6** **Land Use Designations**
 The City shall provide a variety of residential land designations that will meet the future needs of the city.
- Policy LU-2.7** **Compatible Uses**
 The City shall work with neighboring jurisdictions in planning contiguous areas in order to ensure compatible land uses.
- Policy LU-2.8** **Innovative Development**
 The City shall promote flexibility and innovation in residential land use through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development and planning techniques.
- Policy LU-2.9** **Innovative Design**
 The City shall encourage the use of alleys and side-loaded garages to de-emphasize the garage as the prominent visual feature of a residence.
- Policy LU-2.10** **Airport Buffer**
 Protect existing and planned local air transportation facilities from encroachment by potentially incompatible land uses and require developers to file an aviation easement with the City if a proposed development or expansion of an existing use is located in an area subject to a compatibility zone within the Placer County Airport Land Use Compatibility Plan (ALUCP).

 The Village designation has specific requirements for development. Please refer to Section 4.4, Villages, for details.

Commercial Land Uses

Goal LU-3	To designate adequate commercial land for and promote development of commercial uses compatible with surrounding land uses to meet the present and future needs of Lincoln residents, the regional community, and visitors and to maintain economic vitality.
Policy LU-3.1	<p><i>Central Business District</i> The City shall promote and renew the existing central business district in order to provide diversified business opportunities.</p>
Policy LU-3.2	<p><i>Commercial Land Use</i> The City shall designate sufficient commercial land to meet the future needs of the city.</p>
Policy LU-3.3	<p><i>Parking</i> The City shall ensure that adequate parking and access are included in approved commercial development plans.</p>
Policy LU-3.4	<p><i>Grouping of Commercial Land Uses</i> The City shall avoid "strip commercial" land uses in new development areas by encouraging grouping of commercial land uses in core areas.</p>
Policy LU-3.5	<p><i>Mitigate Land Use Conflicts</i> The City shall mitigate conflicts between new commercial land uses and other land uses, especially residential, park, and recreational uses.</p>
Policy LU-3.6	<p><i>Buffer Commercial Land Uses</i> The City shall require that commercial land uses be buffered from incompatible land uses and protected from encroachment by incompatible uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space set-backs, greenbelts, and building orientation.</p>
Policy LU-3.7	<p><i>Innovative Development</i> The City shall promote flexibility and innovation in commercial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.</p>
Policy LU-3.8	<p><i>Regional Commercial Opportunities</i> The City will identify and preserve appropriate areas (based on size and location) for development of regional commercial opportunities.</p>

Industrial Land Uses

Goal LU-4

Designate industrial lands in appropriate locations to meet the present and future needs of Lincoln's residents and visitors and to maintain the City's economic vitality.

Policy LU-4.1

Buffer Incompatible Uses

The City shall require that industrial land uses and land associated with the Lincoln Rifle Club be buffered from incompatible land uses and protected from encroachment by residential or other incompatible land uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.

Policy LU-4.2

Protect Environment

The City shall seek to attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, or other significant offensive activity that would negatively affect adjacent uses and other areas of the city.

Policy LU-4.3

Protect Existing and Future Neighborhoods

The City shall designate land for industrial uses sufficient to meet future city needs, but limited to uses that will not negatively impact existing or future neighborhoods.

Policy LU-4.4

Innovative Design

The City shall promote flexibility and innovation in industrial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

Policy LU-4.5

Adjacent Uses and Access

The City shall The City shall discourage industrial development in locations where access conflicts with residential land uses.

Rural Land Uses

Goal LU-5

To retain rural designations for large parcels of land outside the city limits but within the Planning Area, until annexed to city.

Policy LU-5.1

Rural Land Uses

The City shall urge Placer County to maintain low density rural land use designations and large parcel zoning in areas outside the city limits. The City shall also urge Placer County to require new subdivisions of land within one mile of the Lincoln Regional Airport runway to maintain a maximum density of one dwelling unit per 20 acres, and provide aviation easements. This will preserve current operations and planned runway expansion.

Policy LU-5.2 **Encourage Low Density**
 The City shall discourage any higher density residential, commercial, or industrial development in rural areas unless public services can be provided and annexation is accomplished.

Policy LU-5.3 **Protect Agriculture**
 The City shall ensure that agricultural land uses are not prematurely terminated by protecting the continue operation of agricultural land uses.

Policy LU-5.4 **Agricultural Buffers**
 The City shall require that agricultural land uses designated for long-term protection (i.e., in a Williamson Act contract or under a conservation easement) shall be buffered from urban land uses through the use of techniques including, but not limited to, greenbelts, open space setbacks, soundwalls, fencing and berming.

Policy LU-5.5 **Agricultural Disclosure**
 Residential developments locating next to active agricultural areas will have a notice included in the deed notifying buyers of the agricultural use

General Plan Implementation

Goal LU-6	To ensure that the legal requirements for general plan consistency are fulfilled.
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Policy LU-6.1 **Zoning and GP Consistency**
 The City shall amend the zoning code and other land use regulations to make them consistent with the adopted or amended general plan.

Policy LU-6.2 **Further GP Goals and Policies**
 The City shall base the evaluation of implementation measures and actions for consistency with the general plan on whether the measures and actions further the goals and policies of the general plan.

Regional Coordination

Goal LU-7	To ensure that land use decisions by the cities and the county in south Placer are coordinated.
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Policy LU-7.1 **Jobs-Housing Balance**
 The City shall consider the effects of land use proposals and decisions on the South Placer area and the efforts to maintain a jobs-housing balance.

Policy LU-7.2 **City / County Uniform Land Use Policy**
 The City shall work with Placer County to develop a process for coordination of land uses for areas within the City’s future sphere of influence.

Policy LU-7.3 **Regional Planning**
 The City shall continue to participate in the Sacramento Area Council of Governments’ regional planning programs and shall coordinate City plans and programs with those of the Council of Governments.

General Plan Maintenance

Goal LU-8	To provide for the ongoing administration and implementation of the General Plan.
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Policy LU-8.1 **Annual General Plan Review**
 The City shall review and report to the Planning Commission and City Council on the status of implementation of the General Plan annually as required by State law.

Policy LU-8.2 **General Plan Amendments**
 The City shall not amend the General Plan more than four times per calendar year unless additional amendments are allowed by changes in State law. Each amendment, however, may include multiple changes. All General Plan amendments will require public hearings and approval by both the Planning Commission and City Council.

Policy LU-8.3 **General Plan Update**
 The City shall conduct a review of the General Plan, including the General Plan Policy Document and Background Report, every five years and update them as deemed necessary. The City’s Housing Element will be updated as mandated by the State of California.

Design

Goal LU-9	To ensure high quality appearance and harmony between existing and new uses, while avoiding repetitive style, height, and mass.
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Policy LU-9.1 **Character and Identity**
 Through urban design programs, including principles and guidelines, the City shall reinforce the city's unique character, scale, and identity.

Policy LU-9.2 **Existing Urban Design Plan**
 The City shall continue to implement design concepts outlined in the Lincoln Downtown Urban Design Plan.

- Policy LU-9.3** **Spatial Attributes**
 The City shall promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sight lines and important "gateways" into the city.
- Policy LU-9.4** **Linkages**
 The City shall develop linkages between different parts of the city, and foster creation of unique elements that provide identity to the city and the neighborhoods and result in the creation of diverse and distinctive places.
- Policy LU-9.5** **Gateways**
 The City shall designate gateway points at major entrances to the city, and prioritize their design and implementation through the City’s Capital Improvements Program. The City shall use street trees, welcome signs, decorative lighting, archways, and other streetscape design techniques along streets to announce the gateway, and establish development regulations to provide visual emphasis to the gateway.
- Policy LU-9.6** **Maintain Urban Edge**
 The City shall maintain a distinct urban edge, while creating a gradual transition between urban uses and open space.
- Policy LU-9.7** **Visual Compatibility**
 The City shall encourage development that is visually and functionally compatible with the surrounding neighborhoods by:
- Maintaining a height and density of development that is compatible with adjacent developed neighborhoods; and
 - Accenting entrances to new neighborhoods with varied landscaping, hardscaping, and signage treatment.
- Policy LU-9.8** **Integrate Natural Features**
 The City shall emphasize Lincoln’s natural features as the visual framework for new development and redevelopment.

Community and Public Art

Goal LU-10	To support the development of community and public art throughout the City.
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- Policy LU-10.1** **Public Art**
 The City shall promote a stimulating and engaging environment through an increase in the incorporation of artwork in public places, as part of new commercial centers, and associated with new Village centers.

Policy LU-10.2 Murals

The City shall develop a murals program, with special emphasis on blank walls in downtown Lincoln.

Policy LU-10.3 Community Art

The City shall encourage community art projects that create a greater understanding and appreciation of art and artists through community involvement.

Policy LU-10.4 Partnerships in Art

The City shall strengthen partnerships between the City and local artists, art agencies and organizations, schools, and businesses.

Policy LU-10.5 Event Participation

The City shall encourage public and private participation in and support of arts and cultural events.

Safety and Lighting

**Goal
LU-11**

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

Policy LU-11.1 Crime Deterrence through Design

The City shall design open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.

Policy LU-11.2 Lighting and Landscaping

The City shall ensure that lighting and landscaping plans respond to public safety concerns.

Policy LU-11.3 Control of Light and Glare

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

Aesthetics

Goal LU-12	To enhance the urban form while maintaining visual and physical access to distinctive environmental features.
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Policy LU-12.1 *Hillside Visual Access*

The City shall maintain visual access to hillside views by regulating building orientation, height, and bulk.

Policy LU-12.2 *Hillside- Development*

The City shall respect the natural setting of the hillside area by encouraging hillside development to incorporate natural landscape features.

Policy LU-12.3 *Open Space Views*

To enhance views of hillsides, open space, and other distinctive views within the community, proposed project designs will be expected to maintain some viewshed by regulating building orientation, height, and mass.

Policy LU-12.4 *Creek Natural Edges*

Where feasible, the City should preserve the existing natural edges along the city's creek system and wetland areas and restore impacted creeks by planting natural vegetation.

Policy LU-12.5 *Access to Creek and Wetland Edges*

Where feasible (and not a significant impact to the natural resources), the City shall encourage the provision of access to creeks, wetlands, and other open space areas to pedestrian and bicycle access.

Policy LU-12.6 *Visual Access to Creeks and Wetland Areas*

Wherever practical, the City will encourage new development to be oriented towards adjacent creeks and wetland areas and provide visual access to these areas.

Policy LU-12.7 *Open Space Location*

When possible, the City shall locate open space and parks adjacent to creeks.

Policy LU-12.8 *Site Planning*

The City shall encourage site planning that incorporates creek and wetland edges into the overall development.

Policy LU-12.9 *Neighborhood Character and Identity*

The City shall utilize urban design programs, including principles and guidelines, to recognize, maintain, and enhance the character and identity of existing residential and commercial neighborhoods.

Downtown

**Goal
LU-13**

To preserve Lincoln's character and scale, including its traditional urban design form and historic character.

Policy LU-13.1 *Downtown*

The City shall recognize Downtown as an important asset to the City and seek to strengthen and revitalize it.

Policy LU-13.2 *Adaptive Reuse*

The City shall encourage and promote the adaptive reuse of Lincoln's historic resources, in order to preserve the historic resources that are a part of Lincoln's heritage.

Policy LU-13.3 *Historic Buildings and Areas*

The City shall preserve buildings and areas with special and recognized historic, architectural, or aesthetic value especially in the Downtown area. New development should respect architecturally and historically significant buildings and areas.

Policy LU-13.4 *Contextual and Compatible Design*

The City shall ensure that new development respects Lincoln's heritage by requiring that new development respond to its context and be compatible with the traditions and character of Lincoln, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties.

Policy LU-13.5 *Architectural and Design Excellence*

The City shall actively promote interesting architecture and design in buildings, open space, and urban design.

Policy LU-13.6 *Public Awareness*

The City shall promote a greater public awareness of the architectural, urban design, and cultural heritage of the city.

Policy LU-13.7 *Historic Preservation*

The City shall work with local preservation groups and Downtown property owners to improve building facades and exteriors consistent with the historic and visual character of Downtown.

Policy LU-13.8 *Downtown Gateways*

The City shall identify key entry points on the edges of the Downtown and support programs and projects that enhance downtown gateways and transitional zones between Downtown and the surrounding neighborhoods to make downtown more inviting for residents and visitors.

Policy LU-13.9 Cultural and Historic Resources Protection

The City shall provide code enforcement that protects the cultural and historic value of existing places and buildings. Code enforcement guidelines should address demolition by neglect, inappropriate renovations, lack of maintenance, overgrown landscaping, and inappropriate storage.

Subdivision Design

Goal LU-14	To preserve the character and scale of Lincoln's established residential neighborhoods.
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Policy LU-14.1 Subdivisions

Where subdivision of existing lots is proposed, the City shall provide that the resultant lots in the proposed subdivision are consistent with the prevailing size and character of lots in the immediate vicinity, and that the subdivision would not have a substantial adverse impact on adjacent residences.

Policy LU-14.2 Distinctive Neighborhoods

The City shall encourage development of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and are responsive in their location and context.

Policy LU-14.3 Lot Transition

The City shall encourage buildings to foster a sense of place by providing transitions between the street and building, front setback variation for residential development, and building articulation and massing, as part of development standards or any design guidelines that may be prepared.

Elements such as porches, bay windows, and landscaping should be designed to create a transition between public and private spaces. When porches are incorporated into the design, they should be designed as a usable outdoor space.

Policy LU-14.4 Pedestrian-Friendly Streets

The City shall design local streets to not only accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to:

- Street tree planting between the street and sidewalk to provide a buffer between the pedestrian and the automobile
- Minimum curb cuts along streets
- Sidewalks on both sides of streets, with the sidewalk separate from the curbface with a landscape strip, where feasible
- Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, etc.

- Encourage the establishment of a tree canopy over residential streets and neighborhoods. A street tree program shall be included with all specific plans

Policy LU-14.5 Entrances

The City shall require that entrances to new neighborhoods be accented with distinctive landscaping, pavement, and signage treatments.

4.4 Villages

Overview

To provide flexibility while ensuring new developments meet the quality and mix of land uses desired by the City, the General Plan uses two designation types for the larger, undeveloped portions of the Planning Area. These larger areas are designated as either a Village (V) or a Special Use Districts (SUD). Within the Planning Area, the Land Use Diagram shows seven Villages (identified as V-1 through V-7) and three SUDs (identified as SUD-A, SUD-B, and SUD-C).

The village concept described in this section will be the basic building block for major new development in the Planning Area. Key features of each village will include a mix of housing types and densities and development of a village center. The village center will be comprised of a mix of neighborhood commercial, higher density housing, schools, parks and recreational facilities, and other public facilities (such as a fire station). The villages will also be characterized by extensive bicycle and pedestrian trails and open space with attention given to the interconnection of the Village areas to each other and the developed portions of the City.

A main difference between villages and SUDs is the means by which allowed land uses are prescribed. The mix of land uses within a village is determined by a set of performance standards specified in the General Plan. For example, a percentage range is used to prescribe the mix of housing that each village must obtain. For SUDs, land uses are limited by restrictions established by the County's Airport Land Use Compatibility Plan and the proximity of the SR 65 Bypass. These areas have been provided with a designated use consistent with these limitations and compatible with surrounding land uses. Prior to development in these areas, a detailed specific plan will be required showing the location and type of land uses proposed, the infrastructure required to support the proposed land uses, and a funding and phasing plan for the development.

The City anticipates that it may be desirable and appropriate to allow for the combination of Villages under a single specific plan or the combination of a Village with a SUD for purposes of a single specific plan. In allowing such combinations, no remnant areas within either a Village or SUD can be excluded from the specific plan. Each specific plan will need to be approved by the City before any development can occur.

Guiding Principles / Description of Villages

The guiding principles / concepts for each village are described below.

Village 1 (V-1)

Village 1 is located on the eastern boundary of the City generally from Sierra College Boulevard to Ferrari Ranch Road. State Route 193, a major east/west highway, runs through the middle of the village. The area is defined by gently rolling hills on the southern half and a substantial tree canopy throughout. Auburn Ravine, a major east to west drainageway, crosses through Village 1 along the northern boundary. Village 1 is approximately 1,780 acres.

The General Plan proposes to change the existing City's Sphere of Influence (SOI) boundary from Sierra College Boulevard to the west generally along Stardust Lane to the north and south of SR 193. This area primarily consists of 5 to 10 acre parcels which reflect land use patterns consistent with Placer County and would be difficult for Lincoln to provide municipal services in a cost effective manner at such a low density. For this reason, this area is proposed to be removed from the City's SOI.

South of SR 193 and on the east side of Oak Tree Lane, there is an existing County of Placer highway maintenance yard and California Department of Forestry fire station on 48+/- acre site. On the north side of SR 193 and east of Oak Tree Lane there is an existing golf course and a turkey farm.

The General Plan proposes a new arterial street from the Sierra College Boulevard along the southern boundary of this village then north to Oak Tree Lane and continuing north of SR 193 crossing Auburn Ravine connecting to a new arterial on the eastern side of Village 2. This new arterial should provide necessary circulation for this village as well as the City.

Village 1 is envisioned to be an urban village based on its location and good access with SR 193 and Oak Tree Lane. The General Plan identifies a 20 acre community commercial site that would be the center of this village. This community commercial would be surrounded by high density residential land uses which could be surrounded by Medium density residential land uses. The MDR land use could be encompassed by Low Density Residential. The eastern boundary of this village should have Country Estates land uses to transition from the rural estates in Placer County to the Low Density Residential in this village.

The specific plan should consider and address the following land use and design issues.

- Retention of the scenic corridor that exists along Highway 193. The frontage design along this roadway should maintain the existing natural characteristics with a separated pedestrian/bike trail. Development should be set back and not dominate the corridor.
- Retain the mature tree canopy to the extent feasible.

- The development shall be setback from the Auburn Ravine to stay out of the floodplain as well as provide for an extension of the Auburn Ravine trail system.
- Provide for integration of the north-south arterial proposed by the General Plan.
- Provide an adequate transition to the rural residential areas in the county along the eastern edge of the village.
- Care in designing around the existing golf course to avoid any land use conflicts.

Village 2 (V-2)

Village 2 is located at the northeastern corner of the City generally the area north of Auburn Ravine, west of Hungry Hollow Road, south of Wise Road and east of the Gladding-McBean clay mine. Gladding and McCourtney Roads are existing north/south arterials in this village. The area is generally flat agricultural lands with some areas of dense tree canopy along the southern boundary of the village. Village 2 is approximately 1,680 acres.

The General Plan proposes to expand the existing SOI to the east to Hungry Hollow Road and the northern half of McCourtney Road, as well expand to the north to Wise Road. The General Plan proposes a new arterial from the northern extension of Oak Tree Lane generally located between Hungry Hollow Road and McCourtney Road that would turn west and intersect with McCartney and Gladding Roads then continue west along the northern boundary of the clay mine to connect with existing SR 65.

Village 2 is envisioned to be a suburban village based on its location and good access with SR 65 and the proposed arterial south to Oak Tree Lane.

Along the southern boundary of this Village there is an area of dense tree canopy that should be considered for future open space opportunities.

The specific plan should consider and address the following land use and design issues.

- Retain the mature tree canopy to the extent feasible.
- The development shall be setback from the Auburn Ravine to stay out of the floodplain as well as provide for an extension of the Auburn Ravine trail system.
- Provide for integration of the arterial proposed by the General Plan.
- Provide an adequate transition to the rural residential areas in the county along the north and eastern edges of the village. Use of the smart growth transect concept would be useful in this setting.
- Provide adequate buffers from the Gladding-McBean mine and operational areas that protects the continued operations at the mine

and future residents. Adequate buffers around the outdoor shooting range shall also be incorporated. The specific plan for this Village will require a study supporting the buffer proposed.

- Incorporate restoration of Markham Ravine as opportunities arise.
- The Village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

Village 3 (V-3)

Village 3 is located on the northern boundary of the City, generally bounded by the Gladding-McBean clay mine on the south, SR65 on the west, Coon Creek on the north, and Gladding Road on the east. The area is generally flat agricultural lands with a floodplain along the northern edge (Coon Creek). SR 65, a major north/south highway, and provides regional access to and from this village. Village 3 is approximately 2,040 acres.

The General Plan proposes to expand the existing City’s SOI boundary north to Coon Creek and on the east to Gladding Road.

The General Plan proposes a new east-west arterial street on the southern edge of the village that runs from SR 65 on the west and continuing into Village 1 and eventually connecting with Oak Tree Lane and SR 193. This new arterial would provide northern loop circulation for this village as well as for Villages 1 and 2 without adding traffic on SR 65 through the existing downtown area. Wise Road would still be an east/west arterial although the alignment would be shifted to the north to allow the construction of an over crossing perpendicular to SR 65 and the Union Pacific Railroad.

Village 3 is envisioned to be an urban village based on its location and good access with SR 65 and Wise Road. The General Plan conceptually places the Village Core on the north side of Wise Road in the middle of the village. A 30 acre Highway Commercial site is also envisioned on the east side of SR 65 and Wise Road.

The specific plan should consider and address the following land use and design issues.

- Provide adequate buffers from the Gladding-McBean mine and operational areas that protects the continued operations at the mine and future residents.
- The development shall be setback from Coon Creek to stay out of the floodplain as well as provide for a trail system along the creek.
- Provide an adequate transition to the rural residential areas in the county along the north and eastern edges of the village. Use of the smart growth transect concept would be useful in this setting.

- The Village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

Village 4 (V-4)

Village 4 is located on the west side of Dowd Road between Nicolaus Road and Wise Road. The area is generally flat agricultural lands with two drainages that run east to west. One drainage is along in the southern portion of this village and the second runs through the middle of the village. At the northeast corner of this village is a future 812 +/- acres conservation easement site that is proposed to help mitigate for wetland impacts from the construction of the SR 65 Bypass. Village 4 is approximately 2,600 acres.

The General Plan proposes to change the existing City's SOI boundary from the west side of the airport to include this area. The General Plan also proposes to realign Wise Road by turning the road south and connecting Wise Road with Dowd Road in order to allow future traffic to easily flow from Dowd Road, a north/south arterial street, to Wise Road, an east/west arterial street. This will provide a circulation loop system in the City's northwestern corner as well as a future connection with SR 65. Village 4 is envisioned to be an urban village based on its location and good access provided by Nicolaus, Dowd, and Wise Roads.

The specific plan should consider and address the following land use and design issues.

- Several floodplains exist in this village area. Adequate setbacks will be included to avoid encroachment into the 100 year floodplain. The edges of these floodplain areas should be used for trails.
- The western boundary of this village shall include a buffer between the existing agricultural activities to the west and north in Placer County and development within the village.
- Incorporate the 800 acre vernal pool area into the design of this Village.
- The design of this village will be sensitive to the vernal pools and other sensitive resources in this area. Protection of natural resources as part of the open space requirement is encouraged.
- The Village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

Village 5 (V-5)

Village 5 is located south of Nicolaus Road, west of the existing City’s SOI boundary, north of Moore Road, and west of Airport Road to the City’s proposed SOI. The area is generally flat agricultural land with Markham Ravine in the northern portion the village. The General Plan proposes to change the existing City’s Sphere of Influence boundary from the east side of this area to include Village 5. Village 5 is approximately 2,040 acres.

The General Plan proposes to designate Dowd Road as a north/south arterial and Moore Road as an east / west arterial. In addition, the General Plan proposes a new north / south arterial which would be an extension of Airport Road. This alignment would continue Airport Road to the south, crossing over the future SR 65 Bypass and continuing south to connect with Moore Road. The General Plan also proposes a new east/west arterial in the middle of Village 5 that would connect Dowd Road to Nelson Lane.

Village 5 is envisioned to be a suburban village based on its location and good access with Nicolaus, Dowd, and Moore Roads. The specific plan should consider and address the following land use and design issues.

- The Markham Ravine floodway should be preserved and a trail system should be incorporated along the edge of the floodway.
- Provide an adequate transition to the rural residential areas in the county along the west edge of the village.
- There are a number of small fragmented parcels in the area. The specific plan for Village 5 shall discuss the incorporation of these parcels into the overall plan.
- The adjacent Western Placer Unified School District’s 280 acre site is currently planned for agricultural uses by the District. If such a policy is maintained by the District, the City will evaluate the need for a buffer of the agricultural operations in the land use planning for this Village.
- Potential need for an agricultural buffer along the western boundary of this area.
- The village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.
- The Village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

Village 6 (V-6)

Village 6 is located to the south of Moore Road, west of Fiddymont Road, north of Athens Avenue, and west of Dowd Road to the City's proposed SOI. The City's existing SOI boundary is at Fiddymont and Moore Roads. The area is generally flat agricultural lands with Auburn Ravine and Orchard Creek in the northern portion this village. The City's new wastewater treatment facility is located on the east side of Fiddymont Road and the regional landfill is located on the south side of Athens Avenue. The General Plan proposes to change the existing City's Sphere of Influence boundary from the east and north side of this area to include Village 6. Village 6 is approximately 3,210 acres.

The General Plan proposes to designate Fiddymont and Dowd Roads as north/south arterials and Athens Avenue as an east/west arterial. In addition, the General Plan proposes that Dowd Road curve east and directly connect to Athens Avenue, providing access to SR 65.

Village 6 is envisioned to be a suburban village based on its location and good access with Fiddymont and Dowd Roads as well as Athens Avenue.

The specific plan for this village should consider and address the following land use and design issues.

- No residential uses will be allowed within one mile of the County landfill property. Non-residential uses may be allowed depending on their compatibility with the landfill.
- The development of this village shall also reflect an appropriate buffer between sensitive uses (such as residential) and the City's wastewater plant and associated lands.
- Several floodplains exist in this village area. Adequate setbacks will be included to avoid encroachment into the 100 year floodplain. The edges of these floodplain areas should be used for trails.
- This village area contains a number of potential wetland areas and natural water courses. The design of this village will be sensitive to these natural features and other sensitive resources in this area. Protection of natural resources as part of the open space requirement is encouraged.
- The western boundary of this village shall include a buffer between the existing agricultural activities to the west in Placer County and development within the village.

Village 7 (V-7)

Village 7 is located at the southern portion of the City generally between Lincoln Crossing on the east and the City’s new wastewater treatment facility on the west. This village contains the area known as Nader Ranch and additional lands on the northern end of the village. Village 7 is approximately 680 acres and is located on both sides of Moore Road. The area is generally flat agricultural lands. Moore Road, an existing east/west arterial, would provide the primary access to this village and will connect to the SR 65 Bypass to the east. Village 7 is within the existing City’s SOI.

The specific plan for this village should consider and address the following land use and design issues.

- An adequate buffer shall be provided along the western boundary to protect on-going operations at the City’s wastewater treatment facility and avoid exposure of new residents to odors from the plant operations.
- Connect Village 7 with future City’s trail system.
- Provide safe pedestrian and bicyclist access and movement across Moore Road between the northern and southern portions of the Village 7.
- Provide arterial street and utility extensions west on Moore Road and north on Fiddyment Road to provide access to the City’s existing major street system.
- The Village shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

Land Use

The Village (V) designation is intended to promote a mixed-use village concept, incorporating the principles of smart growth and also recognizing the environmental and physical constraints of each village area. Each of the seven designated villages is assigned a particular land use mix, which will set the general parameters of urban development.

The Village designation is considered a “holding” category. The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed-use area is developed. A specific plan, as specified in Policy LU-15.1, is required to be submitted and approved to ensure a mixed use concept, and an approved specific plan is required prior to approval of an annexation request.

As part of the specific plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the village. On

this diagram, land uses will utilize the designations shown on Table 4-3. This diagram will be used as the basis of the General Plan Amendment to update the City’s Land Use Diagram.

The land use designations in Table 4-3 are based on the standards specified in Table 4-1. The first difference is the designation name itself. Each will have a “V” added to show it is a village designation. For instance, Low Density Residential (LDR) used outside a village area becomes Village Low Density Residential (VLDR) within a village area. The change is more than just to the name. As shown on Table 4-3, higher minimum and average densities are now specified for the residential categories. For each village, all lands designated a specific residential type must meet or exceed the average density listed. For instance, in the VLDR designation, the average for all lands in this designation must average 4.5 DU/acre or higher. In addition, a number of designations (such as Industrial) are not allowed within areas designated as a village.

Table 4-3. Village Land Use Designations and Development Standards

Land Use Designation	Label	Residential Intensity			Maximum Non-Residential Intensity – Floor Area Ratio (FAR)
		Minimum (DU/acre)	Average (DU/acre)	Maximum (DU/acre)	
Village Rural Residential	VRR	0.2	0.5	1.0	
Village Country Estates	VCE	1.0	2.0	2.9	n/a
Village Low Density Residential	VLDR	3.0	4.5	5.9	n/a
Village Medium Density Residential	VMDR	6.0	8.0	12.9	n/a
Village High Density Residential	VHDR	13.0	16.0	25.0	1.00
Village Mixed Use	VMU	13.0	16.0	25.0	0.35
Village Parks and Recreation	VPR	n/a	n/a	n/a	0.25
Village Open Space	VOS	n/a	n/a	n/a	0.10
Village Agricultural	VAG	n/a	n/a	n/a	0.05
Village Public Facilities	VPF	n/a	n/a	n/a	0.40

Village Goals and Policies

Goal LU-15	To organize new development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity.
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Policy LU-15.1 Village Specific Plans / General Plan Amendment

The City shall require the completion and approval of a specific plan and associated General Plan Amendment prior to development of land within an area designated as a Village.

Criteria

Specific Plan. Each Village area designated on the General Plan Land Use Diagram will require the preparation of a specific plan. Village areas may be combined into one or more specific plans in order to achieve a feasible development project. In combining Village areas into one or more specific plans no remnant (unplanned areas) shall be created. Village areas may also be combined with a Special Use District into one or more specific plans provided no remnants (unplanned areas) are created by the combination. The City’s objective in these criteria is to have whole, fully integrated land use plans. Specific Plans which contain land within a Compatibility Zone of the Placer County Airport Land Use Compatibility Plan and that requires the review of the Airport Land Use Commission will be forwarded for a finding of consistency prior to approval by the City.

General Plan Amendment. The required General Plan Amendment will be done to modify the General Plan Land Use Diagram to reflect the land use diagram from the approved specific plan, which will be based on the land use designations shown on Table 4-3.

Specific Plan Content

All specific plans prepared for a village designated area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The frameworks will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing / timing.

The **Land Use Framework** will include the proposed land use pattern (using the designations listed on Table 4-3), actual development densities in each neighborhood, and development phasing. The framework will also include specifics on development standards.

The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the Planning Area. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.

- **Land Use Classification.** A land use classification system that clearly identifies the uses that may be allowed in each area neighborhood. Based on the land use designations in Table 4-3, the specific plan will provide further details on development standards for each neighborhood. This classification system would use clear terminology to define and further describe allowable uses. The classification system will employ up-to-date terminology and an appropriate combination of specific and generic land use types, instead of a lengthy “encyclopedic” list of allowed uses that can quickly become obsolete. Both the land use classification system and

the uses allowed within the various neighborhoods will provide for an overall mixed-use development.

- **General Site Planning and Development Standards.** These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, site access requirements and entry statements; energy efficiency; fences, walls, soundwalls, hedges, buffers, and other screening; noise regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. Development standards shall be implemented through the application of form-based zoning principles.
- **Development Standards.** Development standards for each land use designation (e.g., building forms, design objectives, land use objectives, height limitations, setback requirements, site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible. Development standards shall be implemented through the application of form-based zoning principles.
- **Housing Mix.** The specific plan will discuss the proposed mix of housing types within the village. In keeping with the City's Housing Element, affordable housing requirements and bonus density provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types (as specified elsewhere in this section), and to provide phasing mechanisms that ensure to the City the development of this housing mix as a part of each phase of the project. For example, it will be undesirable to develop a village that leaves the majority of high density development (VHDR designations) to the final phases in the plan.

The **Design Framework** will provide detailed design guidelines that will be used as the specific plan is implemented / developed. The purpose of these guidelines will be to establish the expected level of design within the village while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.

The design guidelines provided will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards, including specific requirements for preliminary and final landscape plan submittal and review.

The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define building type requirements of each neighborhood and define how buildings address the street and interact with public improvements and the public rights-of-way to define the overall character of the streetscape (e.g., new

urbanism principles and smart growth concepts). Design standards shall be implemented through the application of form-based zoning principles.

The **Circulation Framework** will include the proposed circulation network, system elements, design standards, and system phasing. This framework will address all components of the circulation system, including vehicular traffic, bicycles, pedestrian movement, NEV's, and transit. This component will also address parking and loading standards if different from the standard City requirements.

The **Infrastructure / Public Facilities Framework** will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan.

Policy LU-15.2 Village Components

The City shall ensure that each village contains a mix of land use types. The following components will be required in each Village specific plan. The land uses allowed in each component are shown on Table 4-4.

- 1. Village Center.** The Village Center is the heart of the village, containing a mix of retail, office, residential, and public uses. The commercial component could include uses such as a supermarket, retail shops, restaurants, service commercial, and entertainment. Office and residential uses can be mixed in with commercial core as a second floor element. Other village serving uses, such as a community center, day care center, fire station, and other similar uses are encouraged to locate in the Village Center.

The overall village should be designed so that the Village Center is the focal point for transit, NEV's, pedestrian, and bicycle travel.

Criteria

- The Village Center will be located along or in close proximity to a primary arterial street in the village to maximize access options, visibility, and transit orientation.
- The Village Center will be located on only one side of a roadway exceeding four lanes or only one quadrant of any two intersecting roadways when both roadways exceed four lanes. The Village Center shall incorporate design measures emphasizing pedestrian, bicycle, NEV, and public transit movements, convenience, and priority. Special consideration shall be given to sidewalk widths, planter strips, street furniture, automobile travel lane widths, neckdowns, curb radii, pedestrian crossing treatments, traffic calming and other enhancements.

- Each Village Center will have buildings that front directly on wide sidewalks with suitable deciduous trees on a regular spacing that will provide full canopy shade at maturity. Off-street parking is encouraged to be located behind primary buildings. Where off-street parking abuts a public street, landscape and other elements shall be provided to minimize visual impacts to the streetscape, and designated pedestrian access points shall be included to the primary buildings. On street parking (diagonal and/or parallel) is encouraged and may count towards the overall Village Center parking requirement.
- The Village Center will maximize pedestrian connectivity to parks, open space, and other public or quasi-public amenities.
- The Village Center will have a mix of compatible uses including residential, retail, business services, and/or public quasi-public services. The Village Center will allow for a mix in both a horizontal and vertical integration.
- Each Village Center will have unique identifying features such as paving, street furniture/amenities, lighting and materials of construction that are used in a thematic manner throughout the village to create a unique sense of place.
- Each Village shall utilize a form based zoning criteria to direct development within the village. Within the Village Center, these criteria will allow for this mix of compatible uses and allow flexibility to respond to evolving market conditions over the life of the Village Center.
- The Village Center will be located to take advantage of transit opportunities.
- Every Village must have a Village Center. Villages can have more than one Village Center, but at least one center per 10,000 population is required.

Table 4-4. Village Components

	VRR	VCE	VLDR	VMDR	VHDR	VMU	VPR/ VOS/ VAG/ VPF
Village Center					■	■	■
Village Center Neighborhood				■	■		■
Outer Village Neighborhoods			■	■	■		■
Transitional Neighborhoods	■	■	■				■

■ = Allowed land use designation

2. Village Center Neighborhoods. The Village Center Neighborhoods will contain a mix of housing types and densities (primarily VMDR and VHDR), but given the proximity of these neighborhoods to the Village Center, this area will have the highest overall residential density in the village. Professional office uses (VBP designation) are allowed as the bottom floor of mixed use buildings with a residential component.

From a design standpoint, these neighborhoods will focus on pedestrian and bicycle circulation that provides easy access to the Village Center. Roadways in the neighborhoods should have a traditional grid system of streets, creating a formalized structure. The streetscape will include a landscaped parkway adjacent to curbs with landscaping that will provide a street canopy.

Each neighborhood should contain small parks (neighborhood and pocket parks), and small plazas that create neighborhood amenities and a sense of place in the neighborhoods.

Criteria

- Village Center neighborhoods will be located to surround the Village Center.
- These neighborhoods should typically be within a ¼ mile (walking) distance of the Village Center.

3. Outer Village Neighborhoods. The Outer Village Neighborhoods shall contain a mix of housing types and densities, but residential uses will be dominated by VLDR uses. These neighborhoods will also be used for land uses that will have a higher dependence on automobile traffic, such as schools, community parks, and other institutional and public land uses. Land uses that are to serve both the Village Center Neighborhoods and Outer Village Neighborhoods (such as schools) should be located near the boundary of the two areas.

The design of these neighborhoods can have a more relaxed, informal character. Each neighborhood should be organized around a Neighborhood Center. The Neighborhood Center can be comprised of a neighborhood park, elementary school, and/or public facilities such as fire stations and libraries. When present in a neighborhood, these facilities should be collocated to the extent possible and located near the center of the neighborhood. Pedestrian and bicycle trails shall be designed to connect residential areas into the neighborhood center.

Criteria

- The largest area within a village. These areas lie outside and adjacent to the Village Center Neighborhoods.

4. Transitional Neighborhoods. In some cases, villages may be developed on the edge of the planning area adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural areas. These neighborhoods should reflect lower intensity residential uses that provide a transition to the adjacent sensitive areas.

From a design standpoint, these neighborhoods should be developed as neighborhoods with a distinctly rural flavor.

Criteria
<ul style="list-style-type: none"> ▪ Neighborhood areas developed adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural areas.

Policy LU-15.3 Village Land Use Mixes

The City shall ensure that each village area maintains a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the villages with the surrounding area. The distribution of residential designations within each village shall fall within the ranges specified in Table 4-5.

Table 4-5. Village Residential Mix (% of Gross Residential Acreage)

Village	VRE	VCE	VLDR	VMDR	VHDR
1		47 – 53%	32 – 38%	8 - 12%	4 – 6%
2	--	18 – 22%	65 – 75%	6 - 8%	2 – 4%
3		22 – 28%	50 - 60%	13 – 17%	4 – 6%
4	--	22 – 28%	45 – 55%	18 – 22%	4 – 6%
5	--	--	55 - 65%	27 – 33%	8 – 12%
6	--	8 - 12%	50 – 60%	27 - 33%	8 – 12%
7	4 – 8%	--	38 – 44%	32 - 38%	17 - 21%

NOTE: Within any Village, the percentage of VCE and VLDR may be allowed to *fall below* the minimum percentage, but in no case may these land uses exceed the maximum percentage.

Table 4-5 shows targeted land use percentages. The specific plans will define the exact land uses based on site-specific information (e.g., topography, wetlands, and floodplains).

Policy LU-15.4 Village Land Use Design

The City will look to the village areas as the primary locations within which to apply the Sacramento Area Council of Governments (SACOG) smart growth policies, which include the following.

- Provide a variety of transportation choices
- Offer housing choices and opportunities
- Take advantage of compact development

- Mixed land uses
- Preserve open space and natural beauty through natural resources conservation, and preserve farmland in the surrounding unincorporated areas through design measures designed to avoid land use conflicts
- Encourage distinctive, attractive communities with quality design

Circulation

LU-15.5

Connectivity

New villages shall provide connectivity to other Villages and the developed portions of the City. This connectivity shall be in the form of roadways, transit connections, and bicycle and pedestrian linkages.

LU-15.6

Village-Scaled Roads

Village roadways shall be designed to provide redundant connections to arterials in order to reduce their size, speed, travel times, congestion, and the need for soundwalls.

LU-15.7

Roads Support Adjacent Land Use

Road sizes shall reflect both their transportation and land use function. Road design and speed shall support village and neighborhood residential and commercial activities.

LU-15.8

Shared Parking

Parking for commercial portions of Village Centers shall be shared among uses and have connected driveways, curb cuts, and pedestrian connections.

LU-15.9

Alternative Fuels Vehicle Parking

The City shall prioritize parking within commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles as well as provide electric charging stations.

Infrastructure

LU-15.10

Infrastructure Master Plans

New development will be required to comply with the City's adopted infrastructure master plans and provide fair share contributions towards existing and future improvements necessary to serve the development. If developments vary in intensity and distribution from that assumed in the existing infrastructure master plans, the City master plans will be updated and approved with that development.

LU-15.11***Area Infrastructure Master Plans***

Prior to the approval of any village specific plan, an Area Infrastructure Master Plan will be required. These master plans will lay out detailed plans for infrastructure improvements, phasing, and financing.



See also Policy LU-15.14 on joint use of detention facilities.

Community Facilities**LU-15.12*****Community Center***

Every village will be required to provide one or more community centers based on a ratio of one center for every 10,000 population in that village. At least one community center will be located within the Village Center. Each community center will provide common meeting space and recreational amenities for village residents.

LU-15.13***Collocation of Facilities***

Community facilities (such as community centers, schools, parks, libraries, fire stations with community rooms) are viewed as a key aspect of neighborhood identity and development. When proposed in the same area, these uses should be collocated to form a stronger activity node within the neighborhood.

Open Space and Parks**LU-15.14*****Interconnected / Usable Open Space***

Within each village or specific plan area, a minimum of 40 percent of the gross area will be reserved for open space. This open space will be identified in the required specific plan and secured from future development in a form acceptable to the City.

The open space areas in a Village are defined using the following criteria.

Criteria
<p>The following items CAN be used towards meeting the open space requirement:</p> <ul style="list-style-type: none"> ▪ Public parks ▪ Public and private golf courses ▪ Natural areas to be permanently retained as open space, such as streams, floodways, wetlands, and other water features ▪ Land utilized for trails ▪ Land within buffer areas ▪ Land within utility corridors ▪ Land utilized for natural open space <p>The following land areas CAN NOT be used towards meeting the open space requirement:</p> <ul style="list-style-type: none"> ▪ Land owned by individual homeowners. Areas with a public access easement can be counted. ▪ Required roadway rights-of-way, including roadway medians. Areas in excess of required rights-of-way may be counted. ▪ Pocket parks

- LU-15.15** ***Joint Use of Detention Facilities***
 Detention facilities can be utilized in meeting part of a village’s park requirements based on the usability of the basin for recreational purposes.
- LU-15.16** ***Collocation with Schools***
 The City shall promote the collocation of parks with school facilities for the purpose of enhancing available open space and recreation.
- LU-15.17** ***Parkland Distribution***
 Parks within each village should be distributed proportionally to match the distribution of population within the village. Park sizes and location will typically be in keeping with serving the population within a walking distance of the park (1/4 mile). At least one community park should be placed within walking distance (1/4 mile) of the Village Center Neighborhoods

Trails

LU-15.18

Trail and Open Space Connections

Each village, and the neighborhoods they contain, shall include trails, bikeways, and open spaces as an integral design component. These facilities shall create a network that links every neighborhood to each other and provide a convenient path to the Village Center.

4.5 Special Use Districts

Overview

The Village designation promotes a mix of land uses oriented around creating unique and attractive neighborhoods for future residents. As such, commercial uses in the villages are targeted at uses that support the surrounding neighborhoods in the village. The villages provide flexibility in design by letting development proposals specify the layout of land uses, while meeting specific performance guidelines on land use types and mixes.

The SUDs within the Planning Area contain land uses that are consistent with the restrictions of the Placer County Airport Land Use Compatibility Plan for the Lincoln Regional Airport and will assist the City in providing for the economic development opportunities identified in the fiscal and economic analysis prepared for the General Plan. For instance, within SUD A, the fiscal and economic analysis calls for the provision of a 150 acre regional commercial site to be located within close proximity to the planned Nicolaus Road interchange. Other locations within this Planning Area are envisioned for commercial to light industrial uses that require limited numbers of persons per acre in order to remain consistent with airport land use restrictions. The unique aspect of these areas from a planning standpoint is the requirement for a comprehensive specific plan that will be used to guide the future development of these areas.

Guiding Principles / Description of Special Use Districts

Special Use District A (SUD-A)

SUD A is located on the west side of the airport generally between Coon Creek on the north, Markham Ravine on the south, and Dowd Road on the west, and Airport Road and SR 65 on the east. The area is generally flat agricultural lands, and covers a total of approximately 2,114 acres.

The General Plan proposes to change the existing City's SOI boundary from the west side of the airport to include this area. This is one of two Special Use Districts that are in response to protecting the Lincoln Regional Airport and providing for identified economic development opportunities by limiting land uses to those that are compatible with the airport operations and allow the

City the opportunity to achieve its vision for an economically sustainable community.

The General Plan proposes the new SR 65 Bypass be located in the middle of this area. This area would have access to Nicolaus Road on the south and Wise Road on the north, with interchange access to SR 65 Bypass planned at Wise and Nicolaus Roads within this area. In addition, Dowd Road would provide a north/south arterial street connecting Nicolaus and Wise Roads.

SUD A is envisioned to be a commercial area for activities that require large areas for facilities or operations but with few persons per acre as required by the airport regulations. Specific land uses for SUDA include, but are not limited to: automobile and truck sales and service, boat and airplane sales and service, construction equipment sales, and service mini-storage. In addition to those commercial land uses, a 150 acre Regional Commercial site is to be located in the vicinity of the planned Nicolaus Road/SR 65 interchange, outside of the airport's overflight zone, which would limit the intensity of development. Community Commercial sites are also located at the other interchange corners. Based on the County's airport compatibility guidelines, there can be a small amount to residential land use within SUD A and outside of the C-1 overflight zone.

The Specific Plan for this Special Use District should consider and address the following land use and design issues.

- The plan shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan.
- Interchanges with Wise Road and Nicolaus Road. Commercial uses should be optimized to take advantage of this regional access while providing adequate roadway circulation.
- Provide an overpass as shown on the Circulation Diagram.

Special Use District B (SUD-B)

SUD B is located on the south side of Nicolaus Road, with Moore Road on the east and south, and the southern extension of Airport Road on the west. In the northern portion there are some existing rural residential estates and Markham Ravine. Auburn Ravine is in the southern portion of this SUD. The area is generally flat agricultural lands, and covers approximately 1,844 acres.

The majority of this area is within the City's existing SOI boundary except the northwest corner. This area is proposed for addition to the City's SOI.

This is the second SUD that is in response to protecting the Lincoln Regional Airport and providing for identified economic development opportunities by limiting land uses to those that are compatible with the airport operations and allow the City the opportunity to achieve its vision of an economically sustainable community.

The General Plan proposes the new SR 65 Bypass be located in the northern portion of this area with an interchange at Nelson Road. Nelson Road would connect Aviation Lane on the east of the airport to Moore Road on the south, meeting up with the alignment of Fiddymment Road at this point. Moore Road would provide access to SR 65 Bypass at a new interchange to the east of this area. The General Plan proposes a new north / south arterial as the southern extension of Airport Road on the west side to the airport crossing over SR 65 Bypass and connecting to Moore Road. In addition, the General Plan also proposes a new east / west arterial generally in the middle of this area from Nelson Road west to Village 5.

This area has good access and circulation with Nicolaus, Nelson, and Moore Roads as well as the future SR 65 Bypass and interchanges. The area has restrictions on residential densities due to the airport over-flight limitations.

SUD B is envisioned to have commercial land use at the four quadrants of SR 65 Bypass and Nelson Road interchange. In addition, commercial land uses would front SR 65 Bypass along the north and south side of this highway. The existing rural residential estates south of Nicolaus Road are consistent with the airport land use restrictions. The proposed rural residential estates north of Moore Road are also consistent with the airport land use restrictions.

The Specific Plan for this SUD should consider and address the following land use and design issues.

- The Special Use District shall comply with the land use requirements of the Placer County Airport Land Use Compatibility Plan
- Commercial / industrial opportunities in over-flight zone
- Nelson Road realignment and interchange with SR 65 Bypass
- Opportunity for restoration of the Auburn Ravine and expand the City's trail system
- Potential for clustering of residential units in order to maintain a density limitation of one dwelling unit per two acres

Special Use District C (SUD-C)

SUD-C is generally located north of Athens Avenue between Industrial Avenue and Dowd Road in the southern portion of the City. Specifically, SUD-C area is located north of Athens Avenue with the eastern boundary being the Wildlands Preservation Area, the northern boundary with Village 7 and the City's new wastewater treatment facility, and the western boundary of Dowd Road. This area is generally flat grazing land and floodplains that encompasses approximately 1,870 acres.

This specific plan area has potentially good access from Athens Avenue to existing SR 65 via Industrial Avenue to the Twelve Bridges interchange with SR 65.

This is the third SUD in the General Plan Update that addresses protecting important City and regional facility such as the City's new wastewater treatment facility to the north and the exiting land fill operations to the south of this specific plan area.

Residential land uses are prohibited in this area at this time because this area is generally within the buffer of the wastewater treatment plant to the north and within the one-mile buffer zone of the existing and future regional land fill site and operations located at the southeast corner of Athens Avenue and Fiddymment Road. In addition, there are major floodplains that provide restrictions in this specific plan area. Orchard Creek generally crosses the plan area along the northern boundary and Rock Creek generally divides the eastern portion from Athens Avenue to Orchard Creek. In addition there is a conservation easement at the northwest corner of Catlett and Fiddymment Roads.

Therefore the future land uses for this specific plan area should be non residential including such uses as light industrial, commercial and open space which is compatible with the wastewater treatment and land fill facilities buffer restrictions. The light industrial land uses would be generally located along the north side the Athens Avenue between Wildlands Preservation Area and Fiddymment Road (approximately 140 ac) and at the northeast quadrant of Catlett and Dowd Roads (approximately 580 acres).

The Specific Plan for this SUD should consider and address the following land use and design issues.

- Land use restrictions regarding the existing and future regional land fill and wastewater treatment facilities.
- Light industrial land uses could include but not limited to warehousing, manufacturing as well as research & development operations.
- Provide infrastructure improvements such as roadways (Athens, Fiddymment and Industrial Avenues), water supply, drainage and wastewater facilities necessary to accommodate future industrial land uses.
- Opportunity for the restoration of Orchard and Rock Creeks and expand the City's trail system.

Special Use District Goals and Policies

Goal LU-16

To organize new Special Use Districts to create dynamic community and regional serving commercial areas and locations for residential uses that are well integrated with future highway development and protection of the Lincoln Municipal Airport.

Policy LU-16.1 Development Area Specific Plans

The City shall require the completion and approval of a specific plan to guide future development within the designated SUD.

Criteria

Specific Plan. An approved specific plan for the entire Special Use District will be required prior to major development of land within the Special Use District. Special Use District may be combined into one or more specific plans in order to achieve a feasible development project. In combining Special Use Districts into one or more specific plans no remnant (unplanned areas) shall be created. Special Use Districts may also be combined with a Village area into one or more specific plans provided no remnants (unplanned areas) are created by the combination. The City's objective in these criteria is to have whole, fully integrated land use plans. Specific Plans which contain land within a Compatibility Zone of the Placer County Airport Land Use Compatibility Plan and that requires the review of the Airport Land Use Commission will be forwarded for a finding of consistency prior to approval by the City.

Specific Plan Content

All specific plans prepared for a SUD must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The frameworks will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing / timing.

The **Land Use Framework** will include the proposed land use pattern (using the designations listed on Table 4-3), actual development intensities, and development phasing. The framework will also include specifics on development standards.

The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the SUD. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.

- **Land Use Classification.** A land use classification system that clearly identifies the uses that may be allowed in each area neighborhood. Based on the land use designations in Table 4-3, the specific plan will provide further details on development standards for each neighborhood. This classification system would use clear terminology to define and further describe allowable uses. The classification system will employ up-to-date terminology and an appropriate combination of specific and generic land use types, instead of a lengthy “encyclopedic” list of allowed uses that can quickly become obsolete.
- **General Site Planning and Development Standards.** These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, site access requirements and entry statements; energy efficiency; fences, walls, soundwalls, hedges, and other screening; noise regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. Development standards shall be implemented through the application of form-based zoning principles.
- **Development Standards.** Development standards for each land use designation (e.g., building forms, height limitations, setback requirements, site coverage requirements, etc.) will be organized in both written text and graphically illustrated wherever possible. Development standards shall be implemented through the application of form-based zoning principles.
- **Housing Mix.** The specific plan will discuss the proposed mix of housing types within the SUD. In keeping with the City’s Housing Element, affordable housing requirements and bonus density provisions and related incentives will be incorporated as appropriate.

The **Design Framework** will provide detailed design guidelines that will be used as the specific plan is implemented / developed. The purpose of these guidelines will be to establish the expected level of design within the SUD while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.

The design guidelines provided will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards, including specific requirements for preliminary and final landscape plan submittal and review.

The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define building type requirements of each neighborhood and define how

buildings address the street and interact with public improvements and the public rights-of-way to define the overall character of the streetscape (e.g., new urbanism principles and smart growth concepts). Design standards shall be implemented through the application of form-based zoning principles.

The **Circulation Framework** will include the proposed circulation network, system elements, design standards, and system phasing. This framework will address all components of the circulation system, including vehicular traffic, bicycles, pedestrian movement, NEV's, and transit. This component will also address parking and loading standards if different from the standard City requirements.

The **Infrastructure/Public Facilities Framework** will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan.

4.6 Land Use and Community Design Implementation Measures

Table 4-6, Land Use and Community Design Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 4-6. Land Use and Community Design Implementation Measures

Implementation Measure	Policy	Who is Responsible	Timeframe				
			2008-2010	2011-2015	2016-2050	On-going	
1.0	The City shall develop an inventory of available vacant sites that have potential for infill development.	LU-1.5	Community Development Dept.	■			
2.0	The City shall develop zoning incentives to encourage innovative design in both infill and newly developing areas that optimizes the use of vacant land through flexible development standards, shared parking, landscaping, and site amenities.	LU-2.8, 3-7, 4.4	City Council Planning Commission Community Development Dept.	■			
3.0	The City shall develop zoning incentives that encourage mixed use redevelopment in the downtown area through the reuse of existing buildings.	LU-1.1, 1.2	City Council Planning Commission Community Development Dept.	■			

Implementation Measure	Policy	Who is Responsible	Timeframe			
			2008-2010	2011-2015	2016-2050	On-going
4.0 The City shall review and amend, as necessary, applicable ordinances and regulations to ensure consistency with the General Plan. These shall include the following: <ul style="list-style-type: none"> • Zoning Ordinance • Subdivision Ordinance • Development Standards 	LU-6.1, 6.2	Public Works Dept. Community Development Dept.	■			
5.0 The City shall implement the provisions of this General Plan through its ongoing project review process.	LU-8.2	City Council Planning Commission Community Development Dept.				■
6.0 The Planning Commission shall review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission's report to the City Council shall include, as the Planning Commission deems appropriate, recommendations for amendments to the General Plan.	LU-8.2	City Council Planning Commission Community Development Dept.	■			
7.0 The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every five years and revise it as deemed necessary.	LU-8.4	City Council Planning Commission Community Development Dept.		■		
8.0 The City shall investigate and implement, as appropriate, mechanisms to be used for funding the five-year update of the General Plan.	LU-8.4	City Manager's Office				■



5

TRANSPORTATION & CIRCULATION ELEMENT

5.1 Introduction

A city is both defined and constrained by the network of highways, streets, railroads, sidewalks, trails, and transit services that move its residents and goods throughout the city. The Transportation and Circulation Element establishes the goals, policies and implementation programs for automobile travel (roads and highways), public transportation, NEV's, bicycle and trails, parking, and aviation.

5.2 Goals and Policies

General

Goal T-1	To coordinate long-term regional planning decisions with California Department of Transportation (Caltrans) and the Placer County Transportation and Planning Agency (PCTPA).
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Policy T-1.1

Circulation Diagram

The City shall utilize and maintain a Circulation Diagram to designate the classification for all major roadways, designate significant transit facilities, and designate bicycle facilities.

- Policy T-1.2** **Coordination with Caltrans**
 The City shall coordinate with Caltrans in developing transportation policies pertaining to SR 65 and SR 193 that reflect Caltrans transportation policies for these roadways.
- Policy T-1.3** **Coordination with SACOG**
 The City shall coordinate with SACOG in developing transportation policies pertaining to SR 65 and SR 193 that reflect SACOG’s transportation policies for these roadways.
- Policy T-1.4** **Coordination with Placer County**
 The City shall coordinate with Placer County Transportation Planning Agency (PCTPA) in developing City transportation policies that reflect PCTPA’s transportation policies.

Roads and Highways

Goal T-2	Continue to ensure provision and maintenance of a safe and efficient system of streets to meet demands of existing and planned development.
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- Policy T-2.1** **Maintain Streets**
 The City shall maintain existing streets in a safe condition and require that new streets be built to City standards.
- Policy T-2.2** **New Development**
 The City shall ensure that streets and highways will be available to serve new development by requiring detailed traffic studies and necessary improvements as a part of all major development proposals.
- Policy T-2.3** **Level of Service for Local Streets and Intersections**
 Strive to maintain a LOS C at all signalized intersections in the City during the p.m. peak hours. Exceptions to this standard may be considered for intersections where the city determines that the required road improvements are not acceptable (i.e., due to factors such as the cost of improvements exceeding benefits achieved, results are contrary to achieving a pedestrian design, or other factors) or that based upon overriding considerations regarding project benefits, an alternative LOS may be accepted. For purposes of this policy, City intersections along McBean Park Drive between East Avenue and G Street, and G Street between First Street and Seventh Street, are excluded from the LOS C standard, and will operate at a lower LOS.
- Policy T-2.4** **Level of Service for State Highways**
 The City shall coordinate with Caltrans in order to strive to maintain a minimum LOS “D” for SR 65 and SR 193.

- Policy T-2.5** **Monitor Intersections**
The City will identify and monitor critical intersections on a periodic basis and construct needed improvements in a timely manner, based upon available resources, if the LOS drops below "C", unless a lower LOS has been established pursuant to Policy T-2.3. For purposes of this policy, critical intersections exclude those along McBean Park Drive between East Avenue and G Street, and G Street between First Street and Seventh Street.
- Policy T-2.6** **Designate Truck Routes**
The City shall designate truck routes, including SR 193, and restrict truck traffic on residential streets.
- Policy T-2.7** **Above-Grade Crossings**
The City shall ensure that traffic mitigation fees are sufficient to provide for the construction of new grade-separated crossings. The City shall support the construction of additional above grade crossings of the Union Pacific Railroad tracks and Highway 65 in order to enhance city-wide circulation. Potential crossings may include a connection of Nicolaus Road and Gladding, and a crossing of Wise Road.
- Policy T-2.8** **Landscaping**
The City shall require construction of landscaped corridors along State Highways and on all major arterials. The City will require developers to provide installation and establish a means of providing for maintenance of landscaping by either private mechanisms or a lighting and landscaping district.
- Policy T-2.9** **SR 65 Bypass**
The City shall support construction of the SR 65 Bypass with interchanges provided at Ferrari Ranch Road, the realigned Nelson Lane, Nicolaus Road and Wise Road. The City will continue to place a very high priority on the construction of the Highway 65 Bypass and to aggressively pursue its funding and construction with Caltrans, SACOG, Placer County Transportation and Planning Agency, appropriate Federal agencies and private sources.
- Policy T-2.10** **Funding for Transportation Improvements**
The City shall pursue financing on an ongoing basis for all improvements necessary to maintain level of service standards.
- Policy T-2.11** **Funding by Individual Projects**
The costs for funding interchanges will be allocated to areas of benefit and proportionately borne by individual projects.
- Policy T-2.12** **Promote Ridesharing**
The City shall actively pursue measures that will help reduce vehicle trips by maintaining a ridesharing program.
- Policy T-2.14** **Developer Requirements**
The City shall require developers to construct at least the first two lanes of any road (including curbs, gutters and sidewalks) within their projects.

- Policy T-2.15** ***Dedication of Property***
The City shall require dedication by affected property owners of rights-of-way for all streets and interchanges as part of the project approval process.
- Policy T-2.16** ***Traffic Signalization***
The City shall minimize the number, properly space, and interconnect traffic signals to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicle emissions and noise levels.
- Policy T-2.17** ***Minimize Conflicting Traffic Movements***
The City shall require that existing and future arterial improvements be designed to minimize conflicting traffic movements such as turning, curb parking, and frequent stops.
- Policy T-2.19** ***Capital Improvements Program***
The City shall implement street widening and other circulation improvements which are related to new development in conjunction with the City’s capital improvements program.
- Policy T-2.20** ***Coordinate with Neighboring Jurisdictions***
The City will coordinate with neighboring jurisdictions to determine if acceptable and compatible levels of service, consistent with the circulation elements and levels of service set forth in the affected jurisdiction’s general plan, on the roadways that extend into other jurisdictions can be achieved. The City will continue to participate in the South Placer Regional Transportation Authority (SPRTA) as part of an effort to develop interagency funding mechanisms to construct mutually acceptable regional transportation improvements. The City will require project developers to be responsible for a project’s fair share of all feasible physical improvements identified as part of the interagency funding program.
- Policy T-2.21** ***Multi-Jurisdictional Roadways***
As a specific example of implementation of Policy T-2.20 and without limiting its application into other roadways, Dowd Road has been identified as an important north / south roadway that will benefit the transportation network of several South Placer jurisdictions and will, therefore, be a regional roadway that will extend into other jurisdictions. The City will support the development of this roadway as a regional improvement and will coordinate its design and improvements with the County of Placer and the City of Roseville. The City, during the review of future specific plans that may affect the Dowd Road alignment and design, will coordinate with and participate with the County and the City of Roseville, and to plan and implement Dowd Road as a regional improvement. The City will require the projects to fund or be responsible for the project’s fair share of all feasible physical improvements identified as part of the City or as part of an interagency transportation plan and/or funding program to develop this regional roadway, provided a funding mechanism for payments and improvements is in place at the time that a specific plan or project land use application or subdivision approval affecting Dowd Road is considered by the City.

Parking

Goal T-3

Provide appropriate parking for existing and future development in the City.

Policy T-3.1

Minimum Parking Requirements

The City shall enforce and periodically update the zoning ordinance which specifies minimum parking requirements for various types of land uses.

Policy T-3.2

Adequate Off-Street Parking

The City shall require the provision of adequate off-street parking in conjunction with new development. Parking shall be located convenient to new development and shall be easily accessible from the street system.

Policy T-3.3

Develop Funding Mechanisms for Future Parking Facilities

The City shall work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.

Public Transportation

Goal T-4

To provide and maintain viable alternate modes of transportation for the community that will relieve congestion and improve environmental conditions.

Policy T-4.1

Public Transit

The City shall promote and support public transit services that meet the needs of residents and visitors.

Policy T-4.2

Regional Transit

The City shall coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of transit facilities and services that address local and regional transit needs.

Policy T-4.3

Promote Public Transit

The City shall promote the use of public transit through development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets adjacent to appropriate land uses.

Policy T-4.4

Funding for Public Transit

The City shall continue to provide funding mechanism for community transit services and require that new employment-generating, large-scale commercial, office, and residential development be adequately served by transit.

- Policy T-4.5** ***ADA Compatible Transit***
 The City shall support public transit services that meet the needs of the disabled and are in compliance with the Americans with Disabilities Act.
- Policy T-4.6** ***Expansion of Transit Service Areas***
 The City shall expand fixed route transit service to serve new development areas, including direct connections to employment and commercial areas.
- Policy T-4.7** ***Electric Golf Carts***
 Through the use of Golf Transportation Plans, the City shall support the use of electric golf carts within the City, and providing the necessary infrastructure to support them, when feasible.
- Policy T-4.8** ***Neighborhood Electric Vehicles***
 Through the implementation of the Neighborhood Electric Vehicle Plan, the City shall support the use of Neighborhood Electrical Vehicles (NEV) and similar vehicles by providing where possible for street classifications that provide for their use and ensure connectivity throughout the City.

Bicycles and Trails

Goal T-5	To provide an interconnected system of bikeways that would provide users with direct linkages at a city and regional level.
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- Policy T-5.1** ***Develop Bike Lanes***
 The City shall require bike lanes in the design and construction of major new street and highway improvements, and to establish bike lanes on those city streets wide enough to accommodate bicycles safely.
- Policy T-5.2** ***Promote Regional Bikeway***
 The City shall promote and support the development of local and regional bikeway links as established in the City Bikeways Master Plan and the County Bikeway Master Plan.
- Policy T-5.3** ***Promote Bicycle Safety***
 The City shall improve bicycle safety by developing routes that will minimize conflicts with vehicles and pedestrians.
- Policy T-5.4** ***Bicycle and Pedestrian Crossings***
 The City shall provide pedestrian/bicycle crossings at appropriate intervals along new roadways that will adequately serve new large-scale commercial office, industrial development, and residential development as well as parks and schools.
- Policy T-5.5** ***Traffic Control Devices for Bicyclists***
 The City shall provide traffic signal phasing that is adequate for bicycle turning and straight-through movements.

- Policy T-5.6** ***Trails and Pathways to Retail and Employment Centers***
 The City shall promote pedestrian convenience and safety through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers. Where feasible, trails will be looped and interconnected.
- Policy T-5.7** ***Trails and Pathways along Creeks and Wetland Areas***
 The City shall encourage the development of trails and pathways along the edges of creeks and wetland areas. Where feasible, trails will be looped and interconnected.
- Policy T-5.9** ***Pedestrian Access***
 The City shall encourage specific plans and development plans to include design of pedestrian access that enables residents to walk from their homes to places of work, recreation and shopping.
- Policy T-5.10** ***Review Site Plans for Pedestrian Accessibility***
 The City shall review site plans to determine if residential, commercial and office land uses are designed for pedestrian access. Future developments shall contain an internal system of trails that link schools, shopping centers, and other public facilities with residences in order to provide pedestrians with sufficient internal access.

Aviation

Goal T-6	To continue to support the operation and promotion of the Lincoln Regional Airport.
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- Policy T-6.1** ***Expansion of Services***
 The City shall explore opportunities for expanding aviation services for the region from the Lincoln Regional Airport.
- Policy T-6.2** ***Runway Expansion***
 The City shall plan for and protect from encroachment the expansion of the main runway at Lincoln Regional Airport by approximately one mile at the northern end.

	See also the airport policies contained in the Land Use Element (Policies LU-2.10 and LU-5.1)
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5.3 Implementation Measures

Table 5-1, Transportation and Circulation Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-1. Transportation and Circulation Implementation Measures

Implementation Measure	Policy	Who is Responsible	Timeframe				
			2008-2010	2011-2015	2016-2050	On-going	
1.0	The City shall develop Transportation Impact Guidelines for all traffic impact studies. The guidelines shall address the evaluation of impacts on traffic, transit, bikeways and pedestrians.	T-2.2	Public Works Dept.	■			
2.0	The City shall prepare a Capitol Improvement Program (CIP) based on a 20-year forecast of development under the General Plan that meets its LOS policies. The CIP shall be updated every five years or after any substantial amendment to the General Plan.	T-2.3, 2.4 2.19	Public Works Dept.	■			■
3.0	The CIP shall have a phasing element including identification of short-term (5 year) improvements. The City shall monitor critical intersections and update the CIP and phasing element every five years.	T-2.5	Public Works Dept.	■			■
4.0	The City shall maintain a long-term development scenario in the Placer County Transportation Demand Model, with assumptions that are consistent with the development of the CIP. This scenario shall be regularly updated to reflect adopted development and roadway projects and used in traffic studies to evaluate cumulative impacts of development projects.	T-2.2 T-2.19	Public Works Dept. Planning Dept.	■			■
5.0	The City shall maintain a traffic count book with count data from the CIP and traffic impact studies and collect a comprehensive set of citywide counts with each update to the CIP.	T-2.2 T-2.5	Public Works Dept.	■			■
6.0	Construct second through lanes on the northbound and southbound approaches and a second left turn lane to the westbound approach to improve the intersection of Fiddymont Road and Athens Road to LOS B (V/C 0.62).	T-2.3	Public Works Dept.		■		

Implementation Measure	Policy	Who is Responsible	Timeframe				
			2008-2010	2011-2015	2016-2050	On-going	
7.0	Construct second through lane on both the northbound and southbound approaches to improve the intersection of Industrial Avenue and Athens Road to LOS C (V/C 07.5).	T-2.3	Public Works Dept.		■		
8.0	The City shall update its Traffic Impact Fees along with each CIP update to provide funding for the CIP project list. The fees shall also be updated annually based on a construction cost index.	T-2.10 T-2.11	Public Works Dept.	■			■
9.0	The City shall preserve roadway Right-of-Way adequate to accommodate long-term development levels (i.e. the residential build-out scenario used to evaluate the General Plan).	T-2.15	Public Works Dept.				■
10.0	The City shall maintain and periodically update a schedule for retiming and/or synchronizing traffic signals along the City's arterial streets.	T-2.16	Public Works Dept.				■
11.0	The City shall include the construction of an above-grade crossing of the Union Pacific Railroad tracks along Highway 65 in the Capital Improvements Program.	T-2.18	Public Works Dept. Planning Dept.		■		
12.0	The City shall update its Bikeway Master Plan at least every 7 years.	T-5.1 T-5.2 T-5.7	Public Works Dept. Planning Dept.				■
13.0	The City shall conduct a study to investigate the feasibility of providing airline shuttle service at the Lincoln Regional Airport. The shuttle would serve small groups for business travel purposes.	T-6.1	Public Works Dept. Planning Dept.		■		

Please see the next page.



6

PUBLIC FACILITIES & SERVICES ELEMENT

6.1 Introduction

The development and quality of life for the City of Lincoln is dependent on the availability of adequate public facilities and services. Each type of service has a unique set of constraints and must adapt to growth and change differently. This Element contains goals, policies, and implementation programs that establish the framework for the provision of public facilities and services to meet the needs of the City's future development. The City is establishing its service levels and improvements for the next 25 to 30 years to accommodate the land use allocation identified in the Land Use Element of the General Plan. The rate of growth is a critical factor in ensuring that improvements are in place to service the planned development.

6.2 Goals and Policies

General

Goal PFS-1

To ensure that adequate public services and facilities are provided to meet the needs of residents of the city.

- Policy PFS-1.1 *Maintain Adequate Public Services***
 The City shall ensure the provision of adequate public services and facilities to the existing areas of the city and to ensure that new development is served by a full range of public services.
- Policy PFS-1.2 *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.
- Policy PFS-1.3 *Conditions of Approval***
 During the development review process, the City shall not approve new development unless the following conditions are met:
- The applicant can demonstrate that all necessary infrastructure will be installed or adequately financed;
 - Infrastructure improvements are consistent with City infrastructure plans; and
 - Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement.
- Policy PFS-1.4 *Compliance with Federal and State Standards for Surface Water Protection***
 The City shall comply with the requirements of the Clean Water Act and other regulations with the intent of minimizing the discharge of pollutants to surface waters.

Water Supply

Goal PFS-2	Ensure provision of a water system with adequate supply transmission, distribution and storage facilities to meet the needs of existing and future development.
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- Policy PFS-2.1 *Reliable Supply of Water***
 The City shall develop a long-term reliable supply of water that will permit the city to meet the existing and future demands of development.
- Policy PFS-2.2 *City-owned Water Storage and Distribution Systems***
 The City shall continue to operate the City-owned water storage and distribution systems.
- Policy PFS-2.3 *Adequate Water Supply for New Development***
 The City shall require the availability of an adequate water supply to be demonstrated before approving new development.

Policy PFS-2.4 Use of Reclaimed Water

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

Policy PFS-2.5 Development in Annexation Areas

The City shall not allow development within newly annexed areas until a potable water supply is obtained through Placer County Water Agency (PCWA) or Nevada Irrigation District (NID) or, where appropriate, other water districts. For purposes of this policy, potable water will be considered obtained when a written confirmation of supply of surface water is received from the appropriate water agency and a funding mechanism acceptable to the City is in place to pay for any improvements necessary for the delivery of treated water. Applications for new development can be processed prior to obtaining appropriate will-serve documentation, but the project will not be approved prior to receiving this documentation.

Policy PFS-2.6 Coordinate with PCWA and NID

The City shall coordinate development activity with the PCWA and NID to ensure adequate provision of treated water supplied by either supplier.

Policy PFS-2.7 Groundwater Supplies

The City shall consider development of groundwater supplies in the western portions of the City's sphere of influence to provide emergency back up and to supplement the domestic supply provided by the PCWA and NID.

Policy PFS-2.8 Water Pressure Requirements

The City shall provide a water distribution system which, at a minimum, meets all pressure requirements outlined in the California Department of Health Services / Waterworks Standards.

Policy PFS-2.9 Water Storage Requirements

The City shall condition new development on availability of storage that meets the following parameters:

- Equalizing Storage (for meeting peak flows) - 25 percent of maximum day demand.
- Fire Reserve - Provide fire reserve as required by the Insurance Services Office (ISO) or as required by the City Fire Chief and City Engineer.
- Emergency Reserve - 33 percent of the total of Equalizing Storage and Fire Reserve.

Policy PFS-2.10 Fire Flows

The City shall provide water supply, storage and adequately-sized pipelines to provide fire flows at any point within the City to meet recommendations of the ISO and/or the City Fire Chief and City Engineer and maintain minimum pressures in accordance with requirements outlined in the California Department of Health Services / Waterworks Standards.

Policy PFS-2.11 Groundwater Recharge

The City shall evaluate groundwater recharge capabilities as necessary, but at least every five years and ensure adequate long-term protection of groundwater resources.

Policy PFS-2.12 Capital Improvements Program

The City shall strive to maintain a five-year lead time in the planning of needed water system improvements and include identified improvements within the City's Capital Improvement Program (CIP).

Policy PFS-2.13 Connection Fees

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

Policy PFS-2.14 Development Requirements

The City shall require new development to be responsible for construction of water transmission and distribution lines less than 18 inches in diameter. Provision will be made allowing reimbursement from Third Parties should such lines result in an "over-sizing" for a particular development.

Policy PFS-2.15 Agricultural Uses

The City shall prohibit the use of treated, potable water supplies for commercial agricultural uses.

Policy PFS-2.16 Water Conservation Program

The City shall implement an active water conservation program to reduce future water demand to the extent allowed by law by establishing building requirements for new construction, providing educational information through local media sources, and establishing effective rate charges to encourage conservation.

Policy PFS-2.17 Water Conservation Measures for New Development

The City shall require new development to use the best available technologies (BAT) for water conservation, including, but not limited to water-conserving water closets, showerheads, faucets, and water conserving irrigation systems.

Policy PFS-2.18 Water Meters

The City shall require meters for all new water connections.

Policy PFS-2.19 Regional Sustainability of Groundwater Supplies

The City shall work in concert with the County of Placer, other cities and local water purveyors to share groundwater data, develop a mutually beneficial Integrated Regional Water Resources Management Program, define the long-term sustainability of the groundwater basin, and work to manage groundwater uses in ways that facilitate the basin's sustainability.

Wastewater

Goal PFS-3

Ensure provision of adequate sanitary sewers and wastewater treatment capacity to accommodate existing and future development in order to protect public health and safety.

Policy PFS-3.1 *Provision of Wastewater Services*

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

Policy PFS-3.2 *Water Conservation*

The City shall minimize wastewater flows through water conservation efforts.

Policy PFS-3.3 *Industrial Operations*

The City shall encourage the efficient use of water by industrial operations in order to minimize wastewater discharge.

Policy PFS-3.4 *Reuse of Treated Water*

The City shall research viable options for the reuse of treated wastewater with priority to recreational, industrial and agricultural users; landscaping along roadways; and wetland mitigation areas.

Policy PFS-3.5 *Capital Improvements Program*

The City shall strive to maintain a five-year lead time in the planning of needed wastewater system improvements and include identified improvements within the City's Capital Improvement Program (CIP).

Policy PFS-3.6 *Disposal of Treated Water*

The City shall use the best available control technology appropriate to dispose of treated effluent based upon factors of reliability, economic feasibility, and the ability to meet discharge permit requirements.

Policy PFS-3.7 *Sanitary Sewer and Storm Drainage*

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

Policy PFS-3.8 *State Regional Water Quality Control Board Standards*

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

Policy PFS-3.9 Sewer Connections

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

Policy PFS-3.10 Sewer Lines for New Development

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

Policy PFS-3.11 Wastewater Treatment Standards

The City shall continue to take actions necessary to meet water quality discharge standards in the operation of the Lincoln Wastewater Treatment and Reclamation Facility (WWTRF).

Policy PFS-3.12 Provisions of Buffers for Wastewater Treatment Facility

The City shall continue to promote the provision of adequate buffers for the City's regional wastewater facility, in order to prevent the encroachment of incompatible land uses, which could affect its long-term operations.

Stormwater Drainage

Goal PFS-4	To ensure provision and sizing of adequate storm drainage facilities to accommodate existing and planned development.
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Policy PFS-4.1 Adequate Storm Drainage Facilities

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

Policy PFS-4.2 Development Requirements

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

Policy PFS-4.3 Facilities Management

The City shall manage drainage facilities in accordance with local, state, and federal guidelines.

Policy PFS-4.4 Stormwater Detention Basins

The City shall design stormwater detention basins to ensure public safety, to be visually unobtrusive and to provide temporary or permanent wildlife habitat values and where feasible, recreational uses.

Policy PFS-4.5 Regional Drainage and Flood Control Efforts

For purposes of coordination, the City shall consider other regional drainage and flood control efforts that are underway in preparing a Drainage Management Plan.

Policy PFS-4.6 Preproject Conditions

The City will require new development to provide storm-water detention sufficient to limit outflow per Figure 7-1 of the City's Stormwater Management Manual (February 1994), or as revised.

Master Drainage Plans shall be designed to require new development to provide, or contribute towards, stormwater detention to reduce post-development peak flow from a 100 year event to pre-development flow rate less 10 percent of the difference between the estimated pre-development and the post-development unmitigated peak flow rates. The Master Drainage Plan shall identify appropriate locations to achieve such post-development flows. This criterion is principally designed to address the 100-year event with appropriate consideration given for the feasibility of mitigating 2-year and 10-year events.

Policy PFS-4.7 Stormwater Runoff

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

Policy PFS-4.8 Discharge of Urban Pollutants

The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.

Policy PFS-4.9 100-year Floodplain

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

Policy PFS-4.10 Erosion Control Measures

The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.

Policy PFS-4.11 Stormwater Management Manual

The City shall require drainage designs and practices to be in accordance with the Stormwater Management manual of the Placer County Flood Control District unless alternative methods are approved by the City Engineer.

Policy PFS-4.12 Drainage Management Plan Costs

The City shall require that the cost to develop new or modify existing Drainage Management Plans be allocated to applicants proposing development within the City’s Sphere of Influence.

Policy PFS-4.13 Maintenance of Detention Basins

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

Policy PFS-4.14 Bird Attraction

New drainage facilities near the Lincoln Airport influence area will be designed and maintained to avoid attraction and concentration of birds above existing conditions at the project site.

Solid Waste

Goal PFS-5	Ensure provision of an efficient program for the management and reduction of solid waste materials, including collection and disposal, in order to protect public health and the natural environment, to conserve energy and natural resources, and to extend landfill capacity.
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Policy PFS-5.1 Solid Waste Collection

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

Policy PFS-5.2 Waste Reduction

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

Policy PFS-5.3 Recycling of Construction Debris

The City shall encourage the recycling of construction debris.

Policy PFS-5.4 Provisions for Solid Waste Storage, Handling and Collection Pickup

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

Policy PFS-5.5 Solid Waste Reduction Programs

The City shall aggressively pursue measures for recycling of materials and pursue a financing mechanism for solid waste reduction programs.

- Policy PFS-5.6** **Commercial and Industrial Land Uses**
 The City shall discourage commercial/industrial land uses which generate large volumes of non-recyclable solid waste.
- Policy PFS-5.7** **Cooperation with Western Regional Landfill Authority**
 The City shall cooperate with the Western Regional Landfill Authority to meet area-wide goals and objectives for waste reduction, recycling, and with preparation and implementation of landfill expansion plans.
- Policy PFS-5.8** **Provision of Buffers for Regional Landfill**
 There will be an adequate buffer for the Western Regional Landfill in order to prevent the encroachment of incompatible land uses, which may compromise its long-term operations.
- Policy PFS-5.9** **Recycling of Hazardous Materials**
 The City shall coordinate with the Placer County Certified Unified Program Agency (CUPA) and support the proper disposal and recycling of hazardous materials.
- Policy PFS-5.10** **City Usage of Recycled Materials and Products**
 The City should use recycled materials and products where economically feasible.
- Policy PFS-5.11** **Private Usage of Recycled Products**
 The City shall work with recycling contractors to encourage businesses to use recycled products in their manufacturing processes and encourage consumers to purchase recycled products.

Public Utilities

Goal PFS-6	To ensure that adequate and efficient public utilities are provided to meet the needs of residents of the city.
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- Policy PFS-6.1** **Gas and Electric Service**
 The City shall coordinate with gas and electricity providers for the planning of extension of gas and electrical facilities.
- Policy PFS-6.2** **Undergrounding of Utility Lines**
 The City shall require undergrounding of utility lines in new development, except where it is not feasible due to the electrical transmission load or other operational issues as confirmed by the utility provider.
- Policy PFS-6.3** **Renewable Energy**
 The City shall support the use of renewable energy sources, such as solar, in residential, commercial, and industrial developments.

Communications Systems

Goal PFS-7	To expand communication system services to improve personal convenience for residents of the city.
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Policy PFS-7.1 *Telecommunications Services*

The City shall work with telecommunication providers to ensure that all residents and businesses will have access to telecommunications services, including wide band service. To maximize access to inexpensive telecommunications services, the City shall encourage marketplace competition from multiple service providers.

Policy PFS-7.2 *Communication Technologies to Improve Citizen Participation*

The City shall expand opportunities for citizen participation for all residents through use of communication technologies such as the City website, cable channel bulletin boards, and public service / educational programming.

Policy PFS-7.3 *Siting of Telecommunications Infrastructure*

To minimize the visual impact of wireless communications facilities, the City shall encourage the siting of telecommunications infrastructure using the following guidance:

- Locate in areas that minimize visibility from public rights of way and residential areas;
- Whenever possible, locate on existing buildings, poles, or other support structures; and,
- Facilities should be painted, camouflaged, textured, or otherwise designed to better integrate into existing conditions adjacent to the installation site and to minimize visual impacts.

Fire and Police Protection

Goal PFS-8	To provide adequate fire and police protection facilities and services to ensure the safety of residents and the protection of property in the city.
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Policy PFS-8.1 *Fire Loss and Damage*

The City shall work to minimize fire loss and damage within the city.

Policy PFS-8.2 *Fire Protection*

The City shall expand fire protection services as needed to meet fire response times.

- Policy PFS-8.3 Public Awareness of Fire and Emergency Procedures**
The City shall promote public awareness of fire and emergency procedures by developing new and expanding existing public fire safety and emergency life support education programs.
- Policy PFS-8.4 Fire Response Times**
The City shall strive to maintain a firefighting capability sufficient to maintain a fire response time of five (5) minutes or less as a general guideline for service provision and locating new fire stations.
- Policy PFS-8.5 Provision of Fire Station Facilities and Equipment**
The City shall provide fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the City’s service standards (ISO rating and response time).
- Policy PFS-8.6 Emergency Access**
The City shall require all new developments to provide adequate emergency access features, including secondary access points.
- Policy PFS-8.7 Sprinkler Requirements**
The City shall require sprinklers in all new commercial, industrial and multifamily structures, as well as single family residential structures that are outside of the City’s targeted response times.
- Policy PFS-8.8 Police Protection**
The City shall expand police protection service consistent with community needs and provide an adequate level of service.
- Policy PFS-8.9 Building Design and Security**
The City shall continue to promote the use of site planning and building design as a means to decrease crime.
- Policy PFS-8.10 Citizen Participation Programs**
The City shall promote the use of volunteer and educational programs to assist police personnel.
- Policy PFS-8.11 Provisions of Police Facilities**
For purposes of defining capital facilities investment for police facilities, the City shall base facility needs on a staffing ratio of 1.8 officers per 1,000 population.
- Policy PFS-8.11 Centralized Police Station**
The City shall discourage construction of police substations, and maintain a centralized police station.
- Policy PFS-8.12 Neighborhood Watch**
The City shall promote the establishment of citizen participation in safety programs, such as Neighborhood Watch and Citizens on Patrol programs.

Policy PFS-8.13 Security Along Waterway and Trail

The City shall implement a variety of public safety measures to address crime-related issues along City-owned trail areas. Public safety measures shall include, but not be limited to, active policing using pedestrian, bicycling, or equestrian patrols. Emergency call boxes or solar-powered telephones shall also be placed in appropriate places along trail corridors to provide prompt access to emergency services.

Policy PFS-8.14 Police Response Time

The City shall strive to maintain an average response time of five minutes or less for priority one calls.

Community Facilities

Goal PFS-9	To ensure that adequate community facilities are provided and are conveniently located in order to meet the needs of residents of the city.
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Policy PFS-9.1 Adequate School Facilities

The City shall ensure that in areas of new development, school facilities meeting adopted school district standards will be available.

Policy PFS-9.2 Development of New Schools

The City shall coordinate planning, siting, and construction of new schools with the appropriate school district to ensure that facilities are constructed.

Policy PFS-9.3 Expand Library Services

The City shall continue to expand library services, according to adopted City library standards (0.7 square feet per capita), to meet the educational, informational, and cultural needs of all community residents.

Policy PFS-9.4 Funding Mechanism for Libraries

The City shall provide a funding mechanism for the construction and operation of libraries within the city.

Policy PFS-9.5 Siting of Libraries

The City shall locate libraries near or adjacent to other City facilities, such as schools and parks, wherever possible.

Policy PFS-9.6 Community Facilities

The City shall ensure that community facilities, including a senior / adult services center, gymnasiums, aquatic center, and library, be planned and provided for future residents of the city.

Policy PFS-9.7 Developer Fees for School Districts

The City shall coordinate with the school district that adequate developer fees are collected in accordance with state law.

Policy PFS-9.8 Collocation of Schools and Recreational Facilities

The City shall coordinate with the Western Placer Unified School District to encourage the joint siting of schools with parks and community centers.

Policy PFS-9.9 School Funding

To the extent allowed by State law, the City will require new projects to mitigate impacts on school facilities, which could occur through a combination of new school site dedications and the use of developer fees. The City will also work with school districts, developers, and the public to evaluate alternatives to funding / providing adequate school facilities.

6.3 Implementation Measures

Table 6-1, Public Facilities and Services Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 6-1. Public Facilities and Services Implementation Measures

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2011-2015	2016-2050	On-going
1.0	The City shall seek grant funding for the extension of reclaimed waterlines.	PFS-3.5	Public Works Dept.		■		
2.0	The City shall prepare a City Drainage Management Plan that will provide for and coordinate the use of detention/retention basins to limit outflow to 90% of pre-project conditions for the 100-year and smaller year events. The Drainage Management Plan shall be completed prior to the construction or revision of a major hydrologic facility.	PFS-4.1	Public Works Dept.		■		
3.0	The City shall incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives may include, but are not limited to, the following: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education.	PFS-4.1 PFS-4.2	Public Works Dept.				■
4.0	The City shall actively participate in appropriate forums designed to discuss and solve regional water supply and water quality issues.	PFS-4.5	Planning Dept. Public Works Dept.				■
5.0	The City shall prepare guidelines to promote “green” building techniques such as recycling of construction debris.	PFS-5.3	Public Works Dept.		■		

Implementation Measure	Policy	Who is Responsible	Timeframe				
			2008-2010	2011-2015	2016-2050	On-going	
6.0	The City will update its plans for fire and police protection services to include the proposed locations of fire and police stations based on future development trends.	PFS-8.1 PFS-8.2	Fire Dept. Police Dept. Planning Dept.		■		
7.0	As part of the project review process, developments must demonstrate appropriate security design features in their projects, such as increased lighting, low-level landscaping and easily identifiable access.	PFS-8.9	Police Dept.				■
8.0	The City shall locate new K-6 schools within reasonable walking distances from residential neighborhoods.	PFS-9.1 PFS-9.2	Planning Dept.				■
9.0	The City shall encourage the school district to locate new K-6 schools on streets meeting the City's LOS standards.	PFS-9.1 PFS-9.2	Planning Dept.				■
10.0	The City shall encourage the school district to locate new K-6 schools where public services such as parks, recreation, and public transportation are available.	PFS-9.1 PFS-9.2	Planning Dept. Public Works Dept.				■
11.0	Wherever possible, the City shall locate school facilities adjacent to other City recreational facilities, to maximize joint use of school buildings, City parks and playgrounds.	PFS-9.1 PFS-9.2	Planning Dept.				■



7

OPEN SPACE & CONSERVATION ELEMENT

7.1 Introduction

The purpose of the Open Space and Conservation Element is to protect and enhance the natural and cultural resources that make the City of Lincoln unique. This element contains goals, policies, and programs designed to address agricultural resources, energy resources, water resources, biological resources, cultural resources, open space, and recreation.

7.2 Goals and Policies

General

Goal OSC-1

To designate, protect, and encourage natural resources, open space, and recreation lands in the city, protect and enhance a significant system of interconnected natural habitat areas, and provide opportunities for recreation activities to meet citizen needs.

Policy OSC-1.1 Protect Natural Resources

The City shall strive to protect natural resource areas, fish and wildlife habitat areas, scenic areas, open space areas and parks from encroachment or destruction by incompatible development.

Policy OSC-1.2 *Coordinate with Placer County for Open Space Preservation*

The City shall coordinate with Placer County and their Placer Legacy program to ensure City issues are incorporated into future plans.

Policy OSC-1.3 *Creation of Buffers*

In new development areas, the City shall encourage the use of open space or recreational buffers between incompatible land uses.

Policy OSC-1.4 *100-year Floodplains*

The city will apply open space designations to all lands located within the 100 year floodway as shown on the FIRM panel or as determined by a project drainage plan and approved by the City Engineer/Director of Public Works; The City will also apply open space designations to all 100-year floodplain fringe areas, and/or remaining floodplain fringe areas as determined by a project drainage plan identifying floodplain fringe encroachment areas, and quantifying their impact along with other improvements to show a zero (0) net impact to the upstream, downstream and adjacent properties. Open space designations will apply to all land located within a minimum of 50 feet from the center channel of all perennial and intermittent streams and creeks providing natural drainage, and to areas consisting of riparian habitat. In designating these areas as open space, the city is preserving natural resources and protecting these areas from development.

Policy OSC-1.5 *Protection of Minerals*

The City will protect mineral resources such as groundwater, clay deposits, as well as groundwater recharge areas from urban development.

Policy OSC-1.6 *Soil Erosion*

The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following:

- Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or
- Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways.

Policy OSC-1.7 *Soil Erosion and Site Planning*

The City shall require all development to minimize soil erosion by maintaining compatible land uses suitable building designs and appropriate construction techniques. Contour grading, where appropriate, and revegetation shall be required to mitigate the appearance of engineered slopes and to control erosion.

Agricultural Resources

Goal OSC-2

To cooperate with Placer County in preserving agricultural operations which are located outside the City's planning boundaries.

Policy OSC-2.1 *Agricultural Buffers*

The City will provide for open space or other appropriate buffers, to protect agricultural operations located adjacent to the City planning boundaries, when reviewing land use plans for such areas.

Policy 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.

Policy OSC-2.3 *Coordinate with Neighboring City / County Agricultural Objectives*

The City shall support policies adopted by neighboring cities and Placer County to promote the viability of agriculture the county.

Energy Resources

Goal OSC-3

To encourage energy conservation in new and existing developments throughout the City.

Policy OSC-3.1 *Energy Conservation Measures*

The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with state law.

New features that may be applied to construction and renovation include:

- Green building techniques (such as use of recycled, renewable, and reused materials; efficient lighting / power sources; design orientation; building techniques; etc.)
- Cool roofs

Policy OSC-3.2 *Landscape Improvements for Energy Conservation*

The City shall encourage the planting of shade trees along all City streets to reduce radiation heating.

Policy OSC-3.3 *Promote Energy Conservation Awareness*

The City shall coordinate with local utility providers to provide public education energy conservation programs.

Policy OSC-3.4 Local and State Programs

The City will participate to the extent feasible in local and state programs that strive to reduce the consumption of natural or man-made energy sources.

Policy OSC-3.5 Minimize Land Conflicts

The City shall require that new extractive operations are designed to provide a buffer between existing or likely adjacent uses to minimize incompatibility with nearby sites and adequately mitigate their environmental and aesthetic impacts. The City shall also ensure adequate buffers are included for existing operations (i.e., Gladding-McBean mine and operational areas) that protect the continued operations of the mine and future residents.

Policy OSC-3.6 Existing Clay Operations

The City shall not permit incompatible land uses within the impact area of existing and potential mineral extraction activities (i.e., Gladding-McBean).

Policy OSC-3.7 Passive and Active Solar Devices

The City shall encourage the use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings.

Policy OSC-3.8 Solar Orientation and Building Site Design

The City shall encourage work that building and site design take into account the solar orientation of buildings during design and construction.

Policy OSC-3.9 Shade Tree Planting

The City will encourage the planting of shade trees within residential lots to reduce radiation heating and encourage the reduction of greenhouse gases.

Policy OSC-3.10 Shade Tree Parking Lot Requirements

The City will require commercial and retail parking lots will have 50% tree shading within 15 years to reduce radiation and encourage the reduction of greenhouse gases.

Policy OSC-3.11 Energy Efficient Buildings

The City will encourage the development of energy-efficient buildings and communities.

Policy OSC-3.12 Solar Photovoltaic Systems

The City will promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings.

Policy OSC-3.13 Energy Efficient Master Planning

The City will encourage the incorporation of energy-efficient site design such as proper orientation to benefit from passive solar heating and cooling into master planning efforts when feasible.

Policy OSC-3.14 Early Planning for Energy Efficiency

The City will include energy planners and energy efficiency specialists in appropriate pre-application discussions with property owners and developers to identify the potential for solar orientation and energy efficient systems, building practices and materials.

Policy OSC-3.15 California Title 24 Energy Efficiency Standards

The City will explore offering incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards.

Water Resources**Goal
OSC-4**

To preserve and enhance local streams, creeks, and aquifers.

Policy OSC-4.1 Identify and Protect Aquifers

The City will protect local aquifers and water recharge areas.

Policy OSC-4.2 Develop Groundwater Management Plan

The City shall develop and periodically update a groundwater management plan to protect local aquifers.

Policy OSC-4.3 Protect Surface Water and Groundwater

The City shall ensure that new development projects do not degrade surface water and groundwater.

Policy OSC-4.4 Protection and Management of Flood Plains

The City shall encourage the protection of 100 year floodplains and where appropriate, obtain public easements for purposes of flood protection, public safety, wildlife preservation, groundwater recharge, access and recreation.

Policy OSC-4.5 Use of Reclaimed Water

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

Policy OSC-4.6 Best Management Practices

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

Policy OSC-4.7 Landscape Irrigation

The City shall explore the possibility of using reclaimed water to irrigate new commercial developments and new areas with large landscape areas. In areas where reclaimed water can be provided in the future, the City shall require landscape irrigation to be installed so that the system could be used with reclaimed water. The City shall also explore the use of industrial process water for landscape irrigation provided that it meets City standards for irrigation.

Biological Resources

Goal OSC-5	To preserve and protect existing biological resources including both wildlife and vegetative habitat.
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Policy OSC-5.1 Protect Significant Vegetation

The City shall support the preservation of heritage oaks and threatened or endangered vegetative habitat from destruction. A heritage oak shall be defined as a tree with a diameter of 36 inches measured at a point 4.5 feet above grade level (i.e., diameter at breast height or DBH).

Policy OSC-5.2 Management of Wetlands

The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Such communities shall be restored or expanded, where possible and as appropriate.

Policy OSC-5.3 Placer Legacy Open Space and Conservation Program

The City will continue to coordinate with Placer County and the Placer Legacy Open Space and Conservation Program to protect habitat areas that support endangered species and other special-status species.

Policy OSC-5.4 Encourage Planting of Native Vegetation

The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained.

Policy OSC-5.5 New Development in Sensitive Areas

The City shall require that new development in areas that are known to have particular value for biological resources be carefully planned and where possible avoided so that the value of existing sensitive vegetation and wildlife habitat can be maintained.

Policy OSC-5.6 No Net Loss of Wetlands

The City will maintain a policy of no net loss of wetlands on a project-by-project basis, which may include an entire specific plan area. For the purpose of identifying such wetlands, the City will accept a map delineating wetlands which has been accepted by the U.S. Army Corps of Engineers pursuant to

Section 404 of the Clean Water Act of 1972. The term “no net loss” may include mitigation implemented through participation in an off-site mitigation bank or similar mitigation mechanism acceptable to the City and permitting agencies.

Policy OSC-5.7 404 Permit Requirements

The City may require project proponents to obtain 404 Permits, and prepare mitigation plans for, or provide for the avoidance, preservation, and maintenance of identified wetlands prior to submitting applications for land use entitlements.

Policy OSC-5.8 Corps of Engineers Disclaimers

The City may, but need not, accept a Corps of Engineers disclaimer of any jurisdiction over the project of a Corps of Engineers 404 permit as the City's own plan for the achievement of a project's no net loss of wetlands.

Policy OSC-5.9 Wetlands Dedication

All preserved wetlands shall be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies, to ensure their maintenance and survival. With respect to areas dedicated to the City, acceptance shall be conditioned upon establishment of a lighting and landscaping district or other public or private funding mechanisms acceptable to the City.

Policy OSC-5.10 Native Vegetation for Landscaping

The City shall develop a list of native vegetation to be used as a landscape pallet for use within open space / preserve areas. Native plants should also be incorporated into plant palettes used in developed areas by citizens and developers.

Policy OSC-5.11 Requirement for Biological Studies

Prior to project (i.e., specific plan or individual project) approval, the City shall require a biological study to be prepared by a qualified biologist for any proposed development within areas that contain a moderate to high potential for sensitive habitat. As appropriate, the study shall include the following activities: (1) inventory species listed in the California Native Plant Society Manual of California Vegetation, (2) inventory species identified by the USFWS and CDFG, (3) inventory special status species listed in the California NDDDB, and (4) field survey of the project site by a qualified biologist.

Policy OSC-5.12 Appropriate Mitigation Measures

The City shall consider using appropriate mitigation measures for future projects (i.e., specific plans or individual projects) based on mitigation standards or protocols adopted by the applicable statute or agency (e.g., USFWS, CDFG, etc.) with jurisdiction over any affected sensitive habitats or special status species.

Policy OSC-5.13 Minimize Lighting Impacts

The City shall ensure that lighting in residential areas and along roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural or open space areas.

Cultural Resources

Goal OSC-6	To preserve and protect existing archaeological, historical, and paleontological resources for their cultural values.
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Policy OSC-6.1 Evaluation of Historic Resources

The City shall use appropriate State and Federal Standards in evaluating the significance of historical resources that are identified in the City.

Policy OSC-6.2 Historic Structures and Sites

The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

Policy OSC-6.3 Archaeological Resources

The City shall support efforts to protect and/or recover archaeological resources.

Policy OSC-6.4 Historical Resources Inventory

The City shall prepare a historical resources inventory and use State and Federal Standards in evaluating historical resources for their significance.

Policy OSC-6.5 Mitigation Monitoring for Historical Resources

The City shall develop standards for monitoring of mitigation measures established for the protection of historical resources prior to development.

Policy OSC-6.6 State Historic Building Code

The City shall establish construction standards for the protection of historic resources during development and use the State Historic Building Code for designated properties.

Policy OSC-6.7 Discovery of Archaeological / Paleontological Resources

In the event that archaeological / paleontological resources are discovered during ground disturbing activities, the City shall required that grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional archaeologist / paleontologist as appropriate. The City will require that a qualified archeologist / paleontologist make recommendations for measures necessary to protect the find; or to undertake data recovery, excavation,

analysis, and curation of archaeological / paleontological materials, as appropriate.

Policy OSC-6.8 Archaeological Resource Surveys

Prior to project approval, the City shall require project applicant to have a qualified professional archeologist conduct the following activities within the area of potential effects (APE): (1) conduct a record search at the North Central Information Center located at California State University Sacramento and other appropriate historical repositories to determine the extent of previously recorded sites and surveys within the project area, and to develop a historical context within which sites can be evaluated for significance, (2) conduct a field survey to locate, map, and record prehistoric and historic resources, and (3) prepare cultural resource inventory and evaluation reports meeting California Office of Historic Preservation Standards to document the results of the record search and field survey, and to provide significance evaluations and management recommendations for any identified historical resources within the APE.

Policy OSC-6.9 Native American Resources

The City shall consult with Native American representatives, including appointed representatives from United Auburn Indian Community, to discuss concerns regarding potential impacts to cultural resources and to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of the review of a proposed project.

Policy OSC-6.10 Discovery of Human Remains

Consistent with CEQA Guidelines (Section 15064.5), if human remains are discovered during project construction, it is necessary to comply with state laws relating to prohibitions on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (California Health and Safety Code Section 7050.5). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- A. The Placer County Coroner / Sheriff has been informed and has determined that no investigation of the cause of death is required; and

If the coroner determines that the remains are of Native American origin,

1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
2. The NAHC shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American.

- 3. The MLD shall have an opportunity to make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.
- B. Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
- C. The County has notified the United Auburn Indian Community (UAIC) Tribal Council and solicited their input.

Recreation

Goal OSC-7	To provide and maintain park facilities that provide recreational opportunities for all residents.
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Policy OSC-7.1 Park Facilities

The City shall provide park facilities in accordance with following adopted park standards:

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

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

Policy OSC-7.2 Recreational Needs

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

Policy OSC-7.3 Volunteer Organizations

The City shall support and cooperate with volunteer groups and organizations that provide recreation activities to young people.

Policy OSC-7.4 Maintenance of Recreational Facilities

The City shall support the continued maintenance and improvement of existing recreational facilities.

Policy OSC-7.5 Funding for Recreational Areas and Facilities

The City shall strive to make adequate funding available to improve and maintain existing parks as well as construct new facilities.

Policy OSC-7.6 Dedication of Park Land

The City will continue to collect park dedication fees, require the dedication of parkland, or a combination of both as a condition of development approval for the provision of new parks, or the rehabilitation of existing parks and recreational facilities in order to meet the City's parkland standards in Policy 7.1

Policy OSC-7.7 In-Lieu Fees

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

Policy OSC-7.8 Adopted Park Standards

The amount and location of any future parkland to be developed within the city will be determined by adopted park standards and location guidelines.

The City shall strive to provide the following recreational facilities:

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

Policy OSC-7.9 Recreational Needs Surveys

The City shall conduct surveys on a periodic basis to determine specific recreation needs of all age groups, the physically and mentally challenged, and special interest groups.

Policy OSC-7.10 Park User Fees

The City will continue to collect park user fees for the maintenance of existing park and recreation facilities.

Policy OSC-7.11 Capital Improvement Program

The City will continue to include park and recreation improvement and maintenance projects in its capital improvement programming.

Policy OSC-7.12 Recreational Equipment

The City will continue to provide equipment, such as picnic tables, benches, trash cans and drinking fountains, in city parks, and will adequately maintain or replace such equipment when necessary.

Policy OSC-7.13 Revitalization Program

The City will continue its long term revitalization program to beautify and upgrade all city parks.

Policy OSC-7.14 Lighting and Landscape District

The City will continue to use the lighting and landscape district to develop and maintain parks.

Policy OSC-7.15 Maintain Wildlife Habitat Values

The City shall maintain wildlife habitat values during design and ongoing maintenance of new park facilities through provision of open space and wildlife corridor areas, protection of native vegetation, and control of use of herbicides and pesticides.

Policy OSC-7.16 Linear Parks and Trail Systems

The City shall develop linear parks and trail systems along the City's creeks and wetlands, when such improvements are not prohibited by federal and state regulations.

Policy OSC-7.17 Capital Improvement Fees

The City will collect a capital facilities fee on new development to generate funding to construct park and recreation improvements in accordance with the requirements set forth in the City's adopted standards.

Policy OSC-7.18 Park Construction

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

Policy OSC-7.19 Pocket Parks

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

Policy OSC-7.20 Design of Waterway and Trail Corridors

The City shall design waterway and trail corridors to meet the recreational needs of the community, while maximizing public safety and access concerns. This includes locating trail corridors to ensure visibility along public roadways, where appropriate.

Policy OSC-7.21 Maintenance of Waterway and Trail Corridors

The City shall ensure that existing park maintenance activities incorporate applicable trail maintenance activities necessary to address public safety issues along City-owned trail areas. Trail maintenance activities shall be conducted in a manner consistent with all applicable environmental regulations and shall ensure emergency vehicle access along portions of the trail corridor where appropriate. Trail maintenance measures shall include, but not be limited to, vegetation or brush clearing and signage prohibiting inappropriate uses.

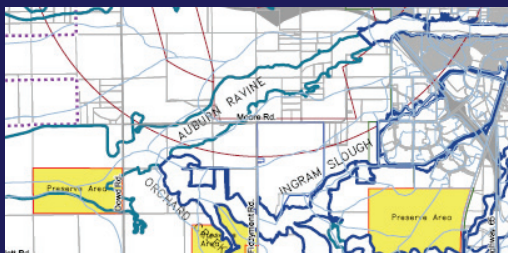
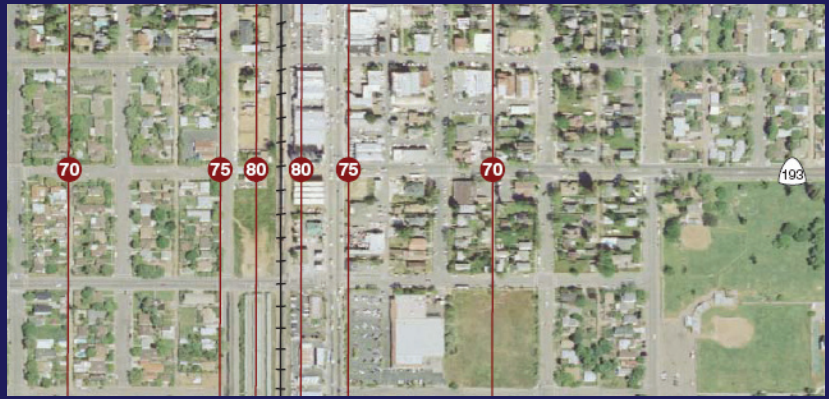
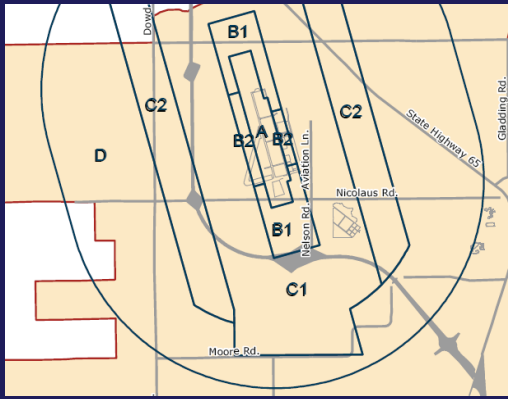
7.3 Implementation Measures

Table 7-1, Open Space and Conservation Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 7-1. Open Space and Conservation Implementation Measures

Implementation Measure	Policy	Who is Responsible	Timeframe			
			2008-2010	2011-2015	2016-2050	On-going
1.0 The City shall adopt specific criteria for the protection of natural and cultural resources as part of the City's environmental review process. This will include standards for determining environmental significance.	OSC-1.1 OSC-1.2	Community Development Dept.	■			
2.0 The City shall investigate the establishment of a land trust for open space lands and consider opportunities for acquiring natural habitat and agricultural areas for permanent open space and natural parks.	OSC-1.1 OSC-1.2 OSC-5.3 OSC-5.6 OSC-5.9	Community Development Dept.	■			
3.0 The City shall establish a mitigation fee for habitat preservation and replacement. Within the Village Areas, the inclusion of the 40 percent open space could provide adequate mitigation for habitat.	OSC-1.1 OSC-1.2 OSC-5.3 OSC-5.6 OSC-5.9	Community Development Dept.				■
4.0 The City shall adopt a tree preservation ordinance to protect healthy landmark or historic trees from removal.	OSC-5.1	Community Development Dept.	■			
5.0 The City shall adopt construction standards for the protection of cultural and historic resources in the City	OSC-6.1 OSC-6.2 OSC-6.3 OSC-6.4 OSC-6.5 OSC-6.6 OSC-6.7	Community Development Dept.	■			
6.0 The City shall adopt standards for monitoring of mitigation measures established for protection of archeological resources prior to development.	OSC-6.5 OSC-6.7	Community Development Dept.	■			
7.0 The City shall adopt a right-to-farm ordinance to protect agricultural operations immediately adjacent to the City from complaints from new urban development.	OSC-2.1 OSC-2.2	Community Development Dept.	■			

Please see the next page.



8

HEALTH & SAFETY ELEMENT

8.1 Introduction

In order to maintain a high quality of life for the City of Lincoln’s residents, the City must minimize natural hazard risks (e.g., earthquakes, wildfire, flooding) as well as manmade hazards and nuisances (e.g., noise, poor air quality, hazardous materials). The Health and Safety Element contains goal, policies, and implementation measures designed to protect the public health, safety, and welfare of the community from any unreasonable risks while minimizing damage to structures, property, and infrastructure resulting from natural and man-made hazards.

8.2 Goals and Policies

General

Goal HS-1	To minimize the danger of natural and Human-Made hazards and to protect residents and visitors from the dangers of earthquake, fire, flood other natural disasters, and man-made dangers.
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- Policy HS-1.1** **Engineering Analysis of Potential Hazards**
The City shall require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and to prohibit development in high danger areas.

Geologic and Seismic Hazards

Goal HS-2	To minimize exposure of persons and property to damage resulting from geologic and seismic hazards.
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- Policy HS- 2.1** **Seismic Safety of Structures**
The City shall require that new structures intended for human occupancy are designed and constructed to minimize risk to the safety of occupants due to ground shaking.
- Policy HS- 2.2** **Limit Hillside Development**
To limit development in areas with severe slopes.
- Policy HS- 2.3** **Development in Areas Subject to Geologic Hazards**
The City shall discourage incompatible land uses from being located in areas subject to geologic or seismic hazards (e.g., liquefaction and expansive soils).
- Policy HS- 2.4** **California Building Standard Code**
The City shall continue to require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the California Building Standard Code.

Air Quality

Goal HS-3	To reduce the generation of air pollutants and promote non-polluting activities to minimize impacts to human health and the economy of the City.
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- Policy HS- 3.1** **Cooperation with Local and Regional Agencies**
The City shall cooperate with other local, regional, and State agencies in developing an effective approach to implementing air quality plans that achieve State and Federal Ambient Air Quality Standards. Air quality plans shall incorporate programs developed by the Sacramento Area Council of Governments and the PCAPCD.
- Policy HS- 3.2** **Regional Agency Review of Development Proposals**
The City shall solicit and consider comments from local and regional agencies on proposed projects that may affect regional air quality. The City shall submit development proposals to the Placer County Air Pollution Control

District for review and comment in compliance with the California Environmental Quality Act (CEQA) prior to consideration by the City.

Policy HS- 3.3 *Placer County Air Quality Attainment Plan*

The City shall continue to support the recommendations found in the Placer County Air Quality Attainment Plan for the reduction of air pollutants.

Policy HS- 3.4 *Transportation Demand Management*

The City shall encourage public and private businesses to implement employee use of rideshare programs, public transportation, NEV's, and/or alternatives to motorized transportation such as bicycling or walking to work.

Policy HS- 3.5 *Development Requirements*

The City shall require developments, where feasible, to be located, designed, and constructed in a manner that would minimize the production of air pollutants and avoid land use conflicts.

Policy HS- 3.6 *City Review of Development Proposals*

The City shall require consideration of alternatives or amendments that reduce emissions of air pollutant when reviewing project applications.

Policy HS- 3.7 *Transportation Management Program*

The City shall require as a condition of approval for industrial, commercial, and office projects a Transportation Management Program that is consistent with the City's circulation policies of the General Plan.

Policy HS- 3.8 *Air Quality Analysis*

The City may require an analysis of potential air quality impacts associated with significant new developments through the environmental review process, and identification of appropriate mitigation measures prior to approval of the project development.

Policy HS- 3.9 *Dust Suppression Measures*

The City shall require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:

- Site watering or application of dust suppressants,
- Phasing or extension of grading operations,
- Covering of stockpiles,
- Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
- Revegetation of graded areas.

Policy HS- 3.10 *Travel Demand Measures*

Coordinating with the PCAPCD, the City shall require large development projects to mitigate air quality impacts. As feasible, mitigations may include, but are not limited to the following:

- Providing bicycle access and bicycle parking facilities,
- Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles (including neighborhood electric vehicles or NEVs), and
- Establishing telecommuting programs or satellite work Centers.

Policy HS- 3.11 *Woodburning*

The City shall require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes. The city shall promote the use of natural gas over wood products in space heating devices and fireplaces in all new homes and existing homes considering remodeling plans.

Policy HS- 3.12 *Employment-Intensive Development*

The City shall encourage employment-intensive development with a high floor area ratio where adequate community transit services are planned, and discourage such development where adequate community transit service is not planned.

Policy HS- 3.13 *Location of Support Services*

The City shall support the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.

Policy HS- 3.14 *Parking Control*

The City shall provide disincentives for single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available.

Policy HS- 3.15 *Infill Near Employment*

The City shall identify and adopt incentives for planning and implementing infill development projects within urbanized areas near job centers and transportation nodes.

Policy HS- 3.16 *Planning Programs*

The City shall support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality.

Policy HS- 3.17 *Street Design*

The City shall promote street design that provides an environment which encourages neighborhood electric vehicles, transit use, biking and walking.

Policy HS- 3.18 *Design for Transportation Alternatives*

The City shall encourage all new development to be designed to promote pedestrian and bicycle access and circulation (including the use of NEVs), to the greatest extent feasible.

Policy HS- 3.19 *Working with Employers*

The City shall encourage employers to provide transit subsidies, bicycle facilities, and alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.

Policy HS- 3.20 *Transportation Management Associations*

The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations.

Policy HS- 3.21 *Shade Tree Informational Packet*

The City will develop a tree planting informational packet to help future residents understand their options for planting trees that can absorb carbon dioxide.

Airport Hazards

**Goal
HS-4**

To minimize the possibility of the loss of life, injury, or damage to property as a result of airport hazards.

Policy HS-4.1 *Airport Land Use Compatibility Plan*

The City shall require that development around the Lincoln Regional Airport be consistent with the safety policies and land use compatibility guidelines contained in the adopted Placer County Airport Land Use Compatibility Plan and any subsequent amendments to the Plan.



See also Sections 4.2 and 4.3 for further information on compatibility planning.

Policy HS-4.2 *Compliance with FAA Regulations*

The City shall ensure that development within the airport approach and departure zones are in compliance with Part 77 of the Federal Aviation Administration Regulations (FAA regulations that address objects affecting navigable airspace).

Hazardous Materials

Goal HS-5	To protect residents and property from the use, transport and disposal of hazardous materials.
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- Policy HS-5.1 **Transporting Hazardous Materials*****
 The City shall strive to ensure that hazardous materials are used, transported, and disposed within the City in a safe manner and in compliance with local, state and federal safety standards.
- Policy HS-5.2 **Attraction/Retention of Clean Industries*****
 The City shall emphasize the attraction of clean non-polluting industries and maintain existing clean industries in the City.
- Policy HS-5.3 **Air Emissions of Existing Industries*****
 The City shall strive to make improvements in air quality by coordinating with existing industries to improve air emissions.
- Policy HS-5.4 **Disclosure of Hazardous Materials*****
 The City shall require disclosure of hazardous materials with the County Environmental Health Department by those using them within the city or proposing to use them in new industrial or commercial activities.
- Policy HS-5.5 **Treatment of Industrial Waste*****
 The City will discourage the location of firms in the planning area which require treatment of industrial waste, unless the waste is pre- treated to a secondary stage level as defined by the State of California.
- Policy HS-5.6 **Hazardous Waste Facility Siting*****
 The City shall ensure that new hazardous waste facilities and those commercial and industrial land uses that use or produce hazardous waste are sited in an appropriate manner.
- Policy HS-5.7 **Contamination Prevention*****
 The City shall protect soils, surface water and groundwater from contamination.
- Policy HS-5.8 **Increase Public Awareness*****
 The City will work to educate the public as to the types of household hazardous waste and the proper method of disposal.
- Policy HS-5.9 **Household Hazardous Waste*****
 The City shall encourage household hazardous waste to be disposed of properly.
- Policy HS-5.10 **Designated Routes for Hazardous Materials*****
 The City shall require that hazardous materials transported within the City be restricted to routes that have been designated for such transport.

- Policy HS-5.11** *County Hazardous Waste Management Plan*
 The City shall review all proposed development projects that involve the manufacturing, use, or transporting of hazardous materials to ensure compliance with the County Hazardous Waste Management Plan or equivalent guidance.
- Policy HS-5.12** *Hazardous Materials Inventory*
 The City may require, as a component of the environmental review process, a hazardous materials inventory for the site, including an assessment of materials and operations for any applications for land use entitlements.
- Policy HS-5.13** *Hazardous Materials Studies*
 The City shall ensure that the proponents of development projects (including new, redevelopment, remodel, or demolition projects) address existing hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Particular attention should be paid to land that contained past agricultural uses. Recommendations outlined in the studies will be implemented as part of the construction phase for each project.
- Policy HS-5.14** *School Siting and Hazards*
 For future City projects involving school acquisition/development projects, the City shall ensure that specific siting requirements established under the California Education Code and California Code of Regulations are addressed. These regulations require that potential school hazards relating to soils, seismicity, hazards and hazardous materials, and flooding be addressed during the school site selection process.

Flood Hazards

Goal HS-6	To minimize the risk of life and property of the City’s residents from flood hazards.
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- Policy HS-6.1** *Flood Protection*
 The City shall ensure that adequate flood protection is provided throughout the community.
- Policy HS-6.2** *Drainage and Flood Control Facilities*
 The City will continue to cooperate and coordinate efforts with the Placer County Flood Control and Water Conservation District for the construction, operation, and maintenance of drainage and flood control facilities and where feasible provide for their joint use. This includes cooperation with Placer County, cities within Placer County, and Sutter County and special districts to provide regional flood control protection.

- Policy HS-6.3** **Master Drainage Plans**
 The City shall require master drainage plans as a condition of approval for large development projects.
- Policy HS-6.4** **New Residential Construction**
 The City shall require new residential construction to have its lowest habitable floor elevated above the base flood level elevation, determined by FEMA standards.
- Policy HS-6.5** **Stream Channels**
 The City shall prohibit development along stream channels that would reduce the stream capacity, increase erosion, or cause deterioration of the channel.
- Policy HS-6.6** **Flood Insurance Program**
 The City shall continue to participate in the National Flood Insurance Program.

Urban and Wildland Fire Hazards

Goal HS-7	To minimize the risk of life and property to from urban and wildland fires.
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- Policy HS-7.1** **Enforce Code / Ordinances**
 The City shall enforce the City building code, fire code, and ordinances in regard to fire safety and fire protection.
- Policy HS-7.2** **Educate Residents of Fire Hazards**
 The City shall educate residents of urban and wildland fire hazards and safety measures.
- Policy HS-7.3** **Wildland Fire Management Plans**
 The City shall require the development of wildland fire management plans for projects adjoining significant areas of open space that may have high fuel loads.
- Policy HS-7.4** **Buffer Zones for Fire Protection**
 The City shall require new development to incorporate additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential fire losses.
- Policy HS-7.5** **Weed Abatement**
 The City shall maintain a weed abatement program to ensure clearing of dry brush areas. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Noise

**Goal
HS-8**

To protect residents from health hazards and annoyance associated with excessive noise levels.

Policy HS-8.1***Sensitive Receptors***

The City will allow the development of new noise-sensitive land uses (which include but are not limited to residential, health care facilities and schools) only in areas exposed to existing or projected levels of noise which satisfy the levels specified in Table 8.1. Noise mitigation measures spaces to levels specified in Table 8.1.

Policy HS-8.2***Protect Residential Areas***

The City will strive to achieve exterior noise levels for existing and future dwellings in residential areas that do not exceed exterior noise levels of 60 dBA CNEL and interior noise levels of 45 dBA CNEL.

Policy HS-8.3***Railroad Noise***

The City will work with railroad operators to assess the feasibility of noise mitigation measures, where sensitive noise receptors are impacted by rail operations.

Policy HS-8.4***Controlling Truck Traffic***

The City shall control noise sources in residential areas and other noise-sensitive areas by restricting truck traffic to designated truck routes.

Policy HS-8.5***Noise Monitoring***

The City shall establish an ongoing noise monitoring program for the purpose of enforcing noise standards established by the City.

Policy HS-8.6***Development Around Airport***

The City shall require that development around Lincoln Airport be consistent with the noise standards contained in the approved Airport Land Use Commission Plan, and where deemed appropriate, require aviation easements from new development.

Policy HS-8.7***Update Airport Master Plan***

The City shall pursue the update of the Airport Master Plan noise contours through the year 2030, consistent with the anticipated use of the airport by larger aircraft, and to revise the General Plan as necessary to reflect new noise contours.

Policy HS-8.8***Construction Noise***

The City will provide guidelines to developers for reducing potential construction noise impacts on surrounding land uses.

Table 8-1. Maximum Allowable Noise Exposure by Land Use

	Noise Level (CNEL)						
	0-55	56-60	61-65	66-70	71-75	75-80	>81
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multiple Family, Group Homes							
Motels / Hotels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Parcels within the Airport Compatibility Zones are subject to the noise criteria set forth in Table 2B of the Airport Land Use Compatibility Plan.

	Normally Acceptable. Specified land use is satisfactory, based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.
	Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.
	Unacceptable. New construction or development should not be undertaken.

Refer to the Background Report for further technical information on noise analysis.

- Policy HS-8.9** **Noise Compatibility Guidelines**
The City shall use adopted noise compatibility guidelines to evaluate compatibility of proposed new development and ensure compatibility between residential, commercial and other surrounding land uses (See Table 8-1, Maximum Allowable Noise Exposure by Land Use).
- Policy HS-8.10** **Sound Attenuation Features**
The City shall require sound attenuation features such as walls, berming, and heavy landscaping between commercial and industrial uses and residential uses to reduce noise and vibration. Setback distances may also be used to reduce noise.
- Policy HS-8.11** **Noise Buffering**
The City shall require a variety of sound attenuation features (including noise buffering or insulation) in new development along major streets and highways, and along railroad tracks.
- Policy HS-8.12** **Coordinate with Railroad Companies**
The City will coordinate and provide City input into expansion plans for railroad lines and switching yards.
- Policy HS-8.13** **Coordinate with Caltrans**
The City shall work with Caltrans to mitigate noise impacts on sensitive receptors near SR65 and SR193, by requiring a variety of sound attenuation features (including noise buffering or insulation) in new construction.
- Policy HS-8.14** **Noise Analysis**
The City shall require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels. The noise analysis shall:
- Be the responsibility of the applicant
 - Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics
 - Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions
 - Estimate existing and projected noise levels in terms of Ldn/CNEL and compare the levels to the adopted policies of the City's General Plan
 - Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards of the City's General Plan. Where the noise source in question consists of intermittent single events, the acoustical analysis must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance

- Estimate noise exposure after the prescribed mitigation measures have been implemented. If the project does not comply with the adopted standards and policies of the City’s General Plan, the analysis must provide acoustical information for a statement of overriding considerations for the project
- Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures

Policy HS-8.15 *Limiting Construction Activities*

The City shall establish restrictions regarding the hours and days of construction activities throughout the City.

Policy HS-8.16 *State Noise Insulation Standards*

The City shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

Emergency Response

Goal HS-9	To ensure the maintenance of the Emergency Response Plan in order to maintain its effectiveness in preparing and responding to a natural or human-made disaster.
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Policy HS-9.1 *Emergency Response Plan*

The City shall continue to update and ensure that the Emergency Response Plan meets current federal, State, and local emergency requirements.

Policy HS-9.2 *Coordinate Emergency Response Services with Local Agencies*

The City shall continue to coordinate emergency response services with Placer County, other cities within Placer County, special districts, service agencies, voluntary organizations, and state and federal agencies.

Policy HS-9.3 *Educate Public on Emergency Response*

The City shall conduct training programs for staff in disaster preparedness.

Policy HS-9.4 *Coordinate with Placer County*

The City will strive to work with other local agencies including Placer County and cities within the County to develop coordinated geographical information systems (GIS) planning for emergency response services.

Policy HS-9.5 *Siting of Critical Emergency Responses*

The City shall ensure that the siting of critical emergency response facilities such as hospitals, fire stations, police offices, substations, emergency operations centers and other emergency service facilities and utilities have minimal exposure to flooding, seismic and geological effects, fire, and explosions.

8.3 Implementation Measures

Table 8-2, Health and Safety Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 8-2. Health and Safety Implementation Measures

Implementation Measure	Policy	Who is Responsible	Timeframe				
			2008-2010	2011-2015	2016-2050	On-going	
1.0	The City shall amend the Zoning Ordinance to prohibit development on areas containing a slope of 30% or greater.	HS-2.2	Planning Dept.		■		
2.0	The City will adopt guidelines and procedures for evaluating and mitigating geologic hazards (e.g., liquefaction and expansive soils) in the review and approval of both public and private projects.	HS-2.3	Public Works Dept. Planning Dept.		■		
3.0	The City shall encourage lowest emission technology buses in public transit fleets.	HS-3.1 HS-3.3	Public Works Dept.				■
4.0	The City shall replace City fleet vehicles with low-emission technology vehicles, wherever possible.	HS-3.16	City Council City Manager's Office				■
5.0	The City shall encourage the continued use of neighborhood electric vehicles.	HS-3.17 HS-3.18	Planning Dept.				■
6.0	The City shall develop siting and enforcement criteria for businesses that use and produce hazardous materials and wastes. The criteria shall be adopted as a provision in the City's Zoning Ordinance.	HS-5.1 HS-5.2 HS-5.6	Planning Dept.		■		
7.0	The City shall develop a household hazardous waste dropoff and transfer program. This program should include a biannual collection of hazardous materials.	HS-5.8 HS-5.9	Environmental Health Dept.		■		
8.0	The City shall adopt uniform urban and wildland fire management plan standards.	HS-7.3	Fire Dept. Police Dept. Planning Dept.		■		
9.0	The City shall review and update the Emergency Response Plan a minimum of every 5 years.	HS-9.1	Fire Dept. Police Dept.				■
10.0	The City will prepare guidelines for developers for reducing potential noise impacts (including construction-related noise impacts) on surrounding land uses.	HS-8.2 HS-8.8 HS-8.9 HS-8.10	Planning Dept.	■			
11.0	The City shall create and periodically update an emergency management plan for the evacuation of people in areas at risk for flooding.	HS-9.1	Fire Dept. Public Works Dept. Planning Dept.				■

Implementation Measure	Policy	Who is Responsible	Timeframe				
			2008-2010	2011-2015	2016-2050	On-going	
12.0	The City shall develop and implement a program for training staff in disaster preparedness and response.	HS-9.3	Fire Dept. Police Dept.		■		



9

HOUSING ELEMENT

9.1 Housing Element

The Housing Element is subject to specific state statutory requirements for periodic updates. To meet mandated State timelines, the Housing Element was published in September 2002, with a final amendment adopted on November 25, 2003. To maintain consistency with the rest of the General Plan, this section contains the goals, policies and program actions contained in the adopted Housing Element. Supporting information on existing conditions can be found in the complete adopted element, which is included in the General Plan Technical Appendix or can be obtained directly from the City of Lincoln Community Development Department.

GOALS, POLICIES AND PROGRAM ACTIONS

Goal 1	Accommodate new housing to meet the needs of present and future Lincoln residents at all income levels.
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Policy 1

Provide sufficient land zoned for a variety of housing types to accommodate the City's regional housing needs allocation under the 2000-2007 Sacramento Area Council of Governments Regional Housing Needs Plan.

Action 1

Rezone a minimum of 50 acres of vacant land to R-PD-20 (i.e. density equivalent to 20 dwelling units per acre) to accommodate the City’s regional housing allocation for low- and very low-income housing. The City of Lincoln has identified rezonings, totaling 38.78 acres, that been completed or are in process. These include:

- Foskett Ranch – 8 acres (completed)
- Lincoln Crossing - 2.11 acres (proposed additional acreage)
- Gladding McBean property - 10 acres (proposed)
- Aitken Ranch – 5.09 acres (proposed)
- Lakeside Six - 12.95 acres (proposed)

The City also will ensure that 12 or more additional acres are rezoned to R-PD-20 in one or more of the following three areas:

- 290-acre Foskett Ranch,
- 156.46-acre Aitken Ranch,
- 49.5-acre Gladding-McBean/East Avenue parcel

The R-PD-20 district is associated with planned unit developments and is substantially similar to achievable densities, height standards, parking, and setback requirements as in the City’s Multiple Residential (R-3) District. Multifamily housing is allowed by right in any PD combining district with the R-PD-20 designation. (See the full Housing Element in the General Plan Technical Appendix for an explanation of a Planned Development and the R-PD-20 zoning requirements and development standards.)

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2004. The General Plan Update is currently underway and is anticipated to take up to 24 months to complete. This action will occur subsequent to the General Plan Update to be consistent with General Plan land use designations. (Note: eight acres have been rezoned to R-PD-20 in the Foskett Ranch Specific Plan area.)

Action 2

Review the need to annex land outside the City limits after June 2007. If it is determined that additional land is needed to accommodate new growth beyond 2007, consult with the County and neighboring communities to discuss the possibilities. After consulting with the County and neighboring communities, initiate the annexation process and proceedings.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

2004 – Review the need for annexations.

2005 – Consult with the County and surrounding communities.

2006 – Start the annexation process.

Policy 2

Facilitate the construction of a variety of housing types affordable to all income levels.

Action 1

Continue to permit Planned Unit Development (PUD) zoning that promotes a variety of housing types in the City through the utilization of innovative development techniques and flexible standards, such as: zero lot lines, clustering of development, narrower streets, density bonuses, and fewer dedication requirements.

Responsible Agency

Community Development Department.

Potential Funding Sources

General Fund (for planning actions).

Proposed Timing

2002-2007.

Action 2

Continue bi-annual review of the building code, zoning ordinance, subdivision ordinance, and processing procedures to identify and modify process requirements, approval of criteria, and/or fees that could create an impediment to the cost of housing.

Responsible Agency

Community Development Department and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

Every two years – 2002-2007.

Action 3

Amend Title 18 (Zoning) of the Lincoln Municipal Code to establish standards for the development of second dwelling units in all low-density residential districts in accordance with Section 65852.2 of the California Government Code.

The City publicizes second units to developers and/or other interested parties by providing information concerning second units in the City’s general development application packet, at the Community Development Department’s counter, the City’s website (www.ci.lincoln.ca.us), and on the local community access television channel.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Action 4

Continue to allow manufactured housing units on permanent foundations on single-family lots in accordance with state law (Government Code Section 65852.7).

Responsible Agency

Community Development Department.

Potential Funding Sources

General Fund.

Proposed Timing

2002-2007.

Action 5

Amend Title 18 (Zoning), to delete Chapter 18.60 (Mobile Home Certificates of Compatibility) of the Lincoln Municipal Code. Through this action, the City will comply with the state requirements by allowing manufactured homes in all single-family districts.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Action 6

- Amend Title 18 (Zoning), Sections 18.14.010 and 18.16.010 of the City's Municipal Code to allow mobile home parks as a permitted use in the City's Duplex Residential (R-2) and Multiple Residential (R-3) Districts.
- The City will contact the owner of the existing mobile home park in the City, which is currently zoned Neighborhood Commercial (NC), to determine the most appropriate residential zoning district to rezone the property (R-2 or R-3). Once a determination has been made the City will rezone the property accordingly as part of the comprehensive rezoning process in December 2003.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Action 7

Facilitate the development of market rate rental housing through the following:

- Use of housing set-aside funds for mixed income housing projects that include units affordable to very low- and low-income households;
- Regulatory incentives, such as expediting permit processing, deferred fees, and/or parking requirements based on the bedroom mix of the project; and
- Provide a 25 percent density bonus when at least 20 percent of the units are affordable to low-income households or 10 percent of the units are affordable to very low-income households.

The City publicizes the above incentives for market rate housing to developers and/or other interest parties by providing informational fliers at the Community Development Department’s counter and in the general development application packet.

Responsible Agency

Community Development Department.

Potential Funding Sources

Redevelopment Agency set-aside funds for mixed income projects.

Proposed Timing

2002-2007.

New Construction Quantified Objective: 100 Low-Income Units, 200 Moderate-Income Units, and 200 Above Moderate-Income Units.

Policy 3

New residential developments will include housing affordable to low- and moderate-income households.

Action

Adopt an affordable housing policy as part of the General Plan update, and amend Title 18 (Zoning) of the Lincoln Municipal Code to add an ordinance that implements the affordable housing policy. This policy will be applied to all new planned unit developments and specific plans. The ordinance will specify a percentage of housing units, up to 10 percent, and the proportion of low- and moderate-income units required in each new planned development or specific plan project area.

The specific affordable housing requirements will be negotiated for each residential development through a development agreement. The City will consider one or more of the following options to implement the affordable housing policy:

- Each development will provide the specified percentage of housing units affordable to low- and moderate-income households without subsidies or regulatory incentives; or
- The City will provide financial and/or regulatory incentives to increase the feasibility of producing the low- and/or moderate-income housing, consistent with state density bonus law; or
- City will consider alternatives to providing affordable housing, such as donation of land and/or the payment of an in-lieu fee that would result in an equivalent number of low- and/or moderate-income units constructed.

The City will advertise the affordable housing policy to developers and/or other interested parties through published information available at the

Community Development Department’s counter, the City’s website (www.ci.lincoln.ca.us), and on the local community access television channel.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund, CDBG, and Planning and Technical Assistance (PTA) Grant.

Proposed Timing

December 2002.

Policy 4

Require that new residential developments meet local and state requirements for energy efficiency and mitigate adverse environmental impacts.

Action 1

Continue to require environmental reviews on residential development proposals to assess potential impacts as a result of future development.

Responsible Agency

Community Development Department.

Potential Funding Sources

Application and Permit Fees.

Proposed Timing

2002-2007.

Action 2

Continue to enforce the energy conservation requirements of the state building code standards (Title 24 of the California Code of Regulations), and continue to require fifteen-gallon shade trees in all new residential developments (Subdivision Ordinance, Section 17.40.070 (F)).

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

Application and Permit Fees.

Proposed Timing

2002-2007.

Goal 2 Conserve and improve the existing housing stock and residential neighborhoods.

Policy 5

Assist in the rehabilitation of substandard housing.

Action 1

Continue to implement the Redevelopment Agency’s Owner-Occupied Housing Rehabilitation Program. This program is currently available citywide for owner-occupied households whose cumulative gross annual income(s) does not exceed 80 percent of the Placer County median income as published annually by HUD. Assistance is provided through HOME loans and can be financed one of three ways:

- Three percent interest amortized loan to the extent that an amortized loan payment will not cause housing costs to exceed 30 percent of annual income;
- Three percent simple interest with payments deferred for up to 15 years in the event a household cannot afford a fully amortized payment; or
- Two percent interest deferred payment loan for those who are elderly (65+) or are permanently disabled.

Eligible repairs include (listed by priority): health and safety repairs, energy conservation, repairs that extend the useful life of the property, and converting to current Uniform Building Code standards.

The City publicizes the Redevelopment Agency’s Owner-Occupied Housing Rehabilitation Program with the help of the program’s contractor. Interested homeowners and other applicable parties can acquire information about this program through fliers at the Community Development Department’s counter, the City’s website (www.ci.lincoln.ca.us), and on the local community access television channel.

Responsible Agency

CDBG/HOME Program Contractor, Redevelopment Agency, and Community Development Department.

Funding Source

HOME Grant and CDBG.

Housing Rehabilitation Quantified Objective

5 Very Low-Income Units and 15 Low-Income Units.

Proposed Timing

2002-2007.

Action 2

Continue to apply annually for HOME and CDBG grant monies to rehabilitate both owner- and renter-occupied housing. These grants would potentially be available for very low- and low-income owner households and rental property owners with very low- and low-income tenants.

Information on the most current programs available funded through HOME and CDBG grant monies can be obtained at the Community Development Department, through advertisements on the local community access television channel, or on the City's website (www.ci.lincoln.ca.us).

Responsible Agency

Redevelopment Agency and Community Development Department.

Potential Funding Sources

HOME Program Grant and CDBG.

Housing Rehabilitation Quantified Objective

20 Very Low-Income Units and 15 Low-Income Units.

Proposed Timing

Annually 2002-2007.

Action 3

Refer Lincoln residents to agencies that provide home repair services and/or energy retrofit programs in Placer County, such as Project Go, Inc.

Informational fliers on agencies that provide home repairs and/or energy retrofit programs can be obtained at the Community Development Department.

Responsible Agency

Community Development Department.

Potential Funding Sources

General Fund.

Housing Rehabilitation Quantified Objective

20 Very Low-Income Units and 15 Low-Income Units.

Proposed Timing

2002-2007.

Policy 6

Assist in the conservation and improvement of residential neighborhoods.

Action

Continue the City's building code enforcement program for residential housing units. The City's full-time Code Enforcement Officer manages code enforcement activities on a case-by-case complaint basis.

Responsible Agency

Building Department, Community Development Department, and City Council.

Potential Funding Sources

General Fund, Development Services Fund, and Redevelopment Agency.

Proposed Timing

2002-2007.

Policy 7

Ensure that neighborhoods have adequate public services and facilities that comply with City standards.

Action

Continue to require the payment of impact fees and/or other mitigation standards as required by state law from the construction of new developments for needed facilities, services, utilities, and infrastructure improvements, such as water / sewer, roads, solid waste, and schools. The City will review the amount of impact fees annually and make recommendations to the City Council when changes are needed.

Responsible Agency

Community Development Department, City Council, Western Placer Unified School District.

Potential Funding Sources

Application and Permit Fees.

Proposed Timing

Annually 2002-2007.

Policy 8

Preserve the affordability of subsidized rental housing to very low- and low-income households.

Action

Annually monitor Golden Village apartments (50 units) for Section 8 status, and prepare a plan for the preservation of these units as affordable rental

housing. The plan will state the City’s proposed actions for assisting the current property owner in preserving these affordable units, or assisting in the acquisition of Golden Village by a non-profit entity dedicated to permanently preserving the affordability of these rental units.

Responsible Agency

Community Development Department and City Council.

Potential Funding Sources

Redevelopment Agency set-aside funds (for monitoring). Financial assistance for preservation: California Multifamily Housing Program and HUD’s Office of Multifamily Housing Restructuring (assists in identifying and coordination programs from federal agencies for the preservation of at-risk housing), CDBG, and PTA Grant.

Proposed Timing

Annually review the California Housing Partnership list of units potentially at-risk, and contact the property owner of the specific rental housing project(s) at-risk to determine status. Prepare action plan by December 2003.

Goal 3	Address special housing needs in Lincoln.
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Policy 9

Address the physical, financial, and lifestyle needs of older adults in the City.

Action 1

Facilitate the construction of affordable rental housing for very low- and low-income seniors. The following types of senior housing are needed in Lincoln.

- Rental housing affordable to persons earning between 50 and 80 percent of Placer County’s median income.
- “Continuum of care” housing that provides a range of on-site services including independent living, assisted living, and institutional care.
- Market rate senior rental housing.

The City will provide assistance through the following financial and regulatory incentives:

- Use of housing set-aside funds for mixed income housing projects that include units affordable to very low- and low-income households;
- Regulatory incentives, such as expediting permit processing, deferred fees, and/or parking requirements based on the bedroom mix of the project;

- A 25 percent density bonus when at least 20 percent of the units are affordable to low-income households or 10 percent of the units are affordable to very low-income households; and
- Assistance in accessing state and/or federal subsidies or tax credit programs for new construction.

Responsible Agency

Community Development Department.

Potential Funding Sources

Redevelopment Agency set-aside funds, state and federal tax credits, CDBG, and CDBG via Community Housing Development Organization (CHDOs).

New Construction Quantified Objective

130 Very Low-Income Units and 70 Low-Income Units.

Proposed Timing

2002-2007.

Action 2

Assist elderly homeowners in rehabilitating their homes to address health and safety repairs, accessibility needs, and energy efficiency improvements. Refer to Policy 5 Action 1 for financial assistance programs.

Responsible Agency

Community Development Department and Redevelopment Agency.

Potential Funding Sources

HOME Program, CDBG, and Redevelopment Agency set-aside funds.

Housing Rehabilitation Quantified Objective

6 Very Low-Income Units and 4 Low-Income Units.

Proposed Timing

2002-2007.

Policy 10

Address the physical, financial, and supportive service housing needs of persons with disabilities.

Action 1

Facilitate the construction of subsidized rental housing affordable to very low- and low-income persons that meets the physical and supportive service needs of persons with disabilities such as:

- Handicapped accessibility;

- On-site supportive services and/or daily living assistance; and
- Transportation.

The City publicizes financial and regulatory incentive opportunities to developers and/or other parties interested in the construction of subsidized rental housing that meets the needs of persons with disabilities by providing informational fliers at the Community Development Department and in all general development application packets.

Refer to Policy 9 Action 1 for City assistance with financial and regulatory incentives.

Responsible Agency

Community Development Department.

Potential Funding Sources

Redevelopment Agency set-aside funds and state and federal tax credits.

New Construction Quantified Objective

10 Very Low-Income Units and 5 Low-Income Units

Proposed Timing

2002-2007.

Action 2

Assist disabled homeowners in making modifications for improved accessibility.

Refer to Policy 5 Action 1 for financial assistance programs.

Responsible Agency

Community Development Department and Redevelopment Agency.

Potential Funding Sources

HOME Program, CDBG, and Redevelopment Agency set-aside funds.

Housing Rehabilitation Quantified Objective

7 Very Low-Income Units and 5 Low-Income Units.

Proposed Timing

2002-2007.

Action 3

Continue to allow dwelling groups (i.e. group homes) and boardinghouses as a conditional use in the City's R-3 District under Section 18.16.020 of the Lincoln Municipal Code. Conditional use permits may be granted subject to the following findings by the Planning Commission:

- The use is substantially similar in characteristic to a use or uses currently within the district;
- The use would be appropriate in the district applicable to the property as a permitted or conditional use; and
- The use, with the appropriate conditions, will not be detrimental to the health, safety, peace and morals, comfort and general welfare of persons residing or working in the neighborhood or be injurious to property and improvements in the neighborhood or to the general welfare of the City (Section 18.56.020 of the Lincoln Municipal Code).

Group homes and boardinghouses will not be subject to additional requirements or conditions beyond what is set forth in Section 18.56.020 of the Lincoln Municipal Code.

Responsible Agency

Community Development Department.

Potential Funding Sources

General Fund.

Proposed Timing

2002-2007.

Action 4

Amend Title 18 (Zoning) to allow group homes/residential facilities of six or fewer persons as a permitted use by right in all districts in which single-family homes are allowed. Subject to the provisions of the Lincoln Municipal Code, group homes/residential facilities will be held to the same standards and permit processing as single-family homes.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Policy 11

Address the special housing needs of large families to alleviate overcrowding in the City.

Action 1

Facilitate the construction of housing that includes three- and four-bedroom units affordable to very low- and low-income families.

The City publicizes financial and regulatory incentive opportunities to developers and/or other parties interested in the construction of housing that includes three- and four- bedroom affordable units by providing informational fliers at the Community Development Department and in all general development application packets.

Refer to Policy 9 Action 1 for City assistance with financial and regulatory incentives.

Responsible Agency

Community Development Department.

Potential Funding Sources

Redevelopment Agency set-aside funds, state and federal tax credits, CDBG, and CHDOs.

New Construction Quantified Objective

260 Very Low-Income Units and 425 Low-Income Units.

Proposed Timing

2002-2007.

Action 2

Continue to allow bedroom and bathroom additions under the City's Housing Rehabilitation Program.

Refer to Policy 9 Action 1 for City assistance with financial and regulatory incentives.

Responsible Agency

Redevelopment Agency and Community Development Department.

Potential Funding Sources

HOME Program, CDBG Housing Rehabilitation.

Housing Rehabilitation Quantified Objective

2 Very Low-Income Units and 2 Low-Income Units.

Proposed Timing

2002-2007.

Policy 12

Address the financial, physical, and supportive service needs of female-headed households in the City.

Action

Amend the Lincoln Municipal Code Section 18.34 (Special Uses) to establish standards and permitting procedures for child day care facilities. The following table describes the recommended permit requirements to be included in the zoning ordinance amendment.

Child Day Care Facility	Residential Districts ¹					Commercial Districts		Industrial Districts ²	Public/Quasi-Public District	Open Space District ³
	R-1	R-2	R-3	RPD 1-5	R-E	BP	C			
Small Family Day Care Home	P	P	P	P	P	N	N	N	N	N
Large Family Day Care Home	CUP	CUP	CUP	CUP	CUP	N	N	N	N	N
Day Care Center	CUP	CUP	CUP	CUP	CUP	-- ⁴	-- ⁴	CUP	CUP	CUP
Employer-sponsored Child Care Center	N	N	N	N	N	-- ⁴	-- ⁴	CUP	CUP	CUP

¹Single-family residential dwellings in the Agricultural (A-D) Zoning District shall have the same permit requirements as the R-1 District.

²Permit requirements apply to all industrial zoning districts, with the exception of the Industrial (I) Zoning District, where child day care facilities are not permitted.

³Permit requirements apply to all open space zoning districts, with the exception of the Open Space Conservation (OS-C) Zoning District, where child day care facilities are not permitted.

⁴New child day care uses in an existing structure require Administrative Review and new day care facility structures require Design Review.

Permit Legend:

N: Use not permitted

P: Use permitted by right

AR: Use permitted with Administrative review

(Planning Staff and Community Development Department review for use to ensure compliance with applicable provisions of Chapter 18.34)

DR: Use permitted with Design review

CUP: Use permitted with conditional Use Permit

Development and operational standards are recommended as follows:

1. Small Family Day Care Homes

- Operate under the standards of state law that constitute an accessory use of a residentially zoned and occupied property.
- Require a current license from the state.
- Home must contain a fire extinguisher and smoke detector.
- Operate in compliance with City’s Noise Ordinance.

- No signs for the day care use are permitted.
2. Large Family Day Care Homes
- Obtain a business license from the City and current license from the state.
 - Day care use is secondary to the primary use of the property as a residence.
 - Not to be located within 200 feet from an existing state licensed large family day care home or employer-sponsored childcare center.
 - Provide the equivalent of two loading / unloading parking spaces and one additional off-street parking space for each employee that does not reside at the home.
 - Day care home will comply with applicable City Noise Ordinances.
 - No signs will be allowed in conjunction with the day care facility.

Responsible Agency

Community Development Department and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003

Policy 13

Assist in the financial needs of low-income first-time homebuyers.

Action

Continue to implement the City's First-Time Homebuyer Assistance Program. This program is designed to provide second mortgages that act as "gap" financing, meaning the second mortgage is making up the cost difference between what the buyer can afford for a first mortgage and the price of a home. The second mortgage is a "silent" second (i.e. payments are deferred with a low interest rate until an agreed upon time period ends or the home is sold).

Eligible participants must have an annual gross income at or below 80 percent of the Placer County median income, adjusted for family size, as defined by the Department of Housing and Urban Development. This program is available citywide and properties eligible include newly constructed or existing single-family detached housing, condominiums, and mobile homes placed on permanent foundations.

The City has established three main avenues for advertising the First-Time Homebuyer Program under an affirmative fair housing marketing plan.

- Publish ads in the home or real estate sections of the City’s newspaper offering free homebuyers seminars.
- Distribute Spanish and English language flyers to local community resource agencies and community groups working with minority and low-income households.
- Educate local real estate agents and lenders about the program and provide first-time homebuyers seminars for those who qualify through the Sacramento Home Loan Counseling Center (SHLCC).

Responsible Agency

Community Development Department, Redevelopment Agency, and Mercy Housing California.

Potential Funding Sources

CDBG, HOME Grant, and MCCs.

First-Time Homebuyer Quantified Objective

25 Low-Income Units.

Proposed Timing

2002-2007.

Policy 14

Permit transitional housing and emergency shelters in appropriate locations in the City.

Action 1

Amend the Lincoln Municipal Code (Section 18.16.020) to allow transitional housing through a conditional use permit process in the City’s Multiple Residential District (R-3). Conditional use permits may be granted subject to the following findings by the Planning Commission:

- The use is substantially similar in characteristic to a use or uses currently within the district;
- The use would be appropriate in the district applicable to the property as a permitted or conditional use; and
- The use, with the appropriate conditions, will not be detrimental to the health, safety, peace and morals, comfort and general welfare of persons residing or working in the neighborhood or be injurious to property and improvements in the neighborhood or to the general welfare of the City (Section 18.56.020 of the Lincoln Municipal Code).

Transitional housing will not be subject to additional development standards or conditions beyond those set forth in Chapter 18.16 for the R-3 zone and Section 18.56.020 of the Lincoln Municipal Code. The conditional use permit process acts to facilitate and encourage the development of transitional housing through clear and unambiguous standards of the steps in the application review process, basis for approval (criteria), and terms and conditions. (See the Housing Needs Assessment Report, page A-63 for more information on the conditional use permit process).

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Action 2

Amend the Lincoln Municipal Code (Section 18.22.030) to allow emergency shelters through a conditional use permit process in the City's Commercial (C) District. Conditional use permits may be granted subject to the following findings by the Planning Commission:

- The use is substantially similar in characteristic to a use or uses currently within the district;
- The use would be appropriate in the district applicable to the property as a permitted or conditional use; and
- The use, with the appropriate conditions, will not be detrimental to the health, safety, peace and morals, comfort and general welfare of persons residing or working in the neighborhood or be injurious to property and improvements in the neighborhood or to the general welfare of the City (Section 18.56.020 of the Lincoln Municipal Code).

Emergency shelters will not be subject to additional development standards or conditions beyond those set forth in Chapter 18.22 for the C District and Section 18.56.020 of the Lincoln Municipal Code. The conditional use permit process acts to facilitate and encourage the development of emergency shelters through clear and unambiguous standards of the steps in the application review process, basis for approval (criteria), and terms and conditions. (See the Housing Needs Assessment Report, page A-63 for more information on the conditional use permit process).

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Action 3

Amend Chapter 18.56 of the Zoning Ordinance, Conditional Use Permits, to include specific criteria for the approval of use permits for transitional housing and emergency shelters. In addition to compliance with zoning and parking standards, such criteria will address:

- Hours of operation;
- External lighting and noise;
- Provision of security measures for the proper operation and management of a proposed facility;
- Measures to avoid queues of individuals outside proposed facilities;
- Compliance with county and state health and safety requirements for food, medical, and other supportive services provided on-site;
- Maintenance in good standing of county and/or state licenses, if required by these agencies for the owner(s), operator(s), and/or staff of a proposed facility; and
- Similar operations and management issues.

Responsible Agency

Community Development Department, Planning Commission, and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

December 2003.

Goal 4

Promote Equal Housing Opportunity.

Policy 15

Support equal housing opportunities for all City residents.

Action 1

Continue to make available public information provided by other public agencies and non-profit organizations on equal housing opportunity, and make referrals to the District Office of Fair Employment Housing and/or Northern California Legal Services when individuals have further questions or complaints.

The City will specifically support and promote equal housing opportunity through the following:

- Provide informational fliers and signage at the Community Development Department's counter and a point-of-contact person for all equal housing opportunity inquiries;
- Post equal housing opportunity information of the City's website (www.ci.lincoln.ca.us);
- Annually distribute equal housing opportunity information in City resident's utility bill; and
- Advertise the resources available to Lincoln residents concerning equal housing opportunity on the local community access television channel.

Responsible Agency

Community Development Department.

Potential Funding Sources

General Fund.

Proposed Timing

2002-2007.

Action 2

Collect and review local financial lender's Community Reinvestment Act (CRA) reports to determine their activities within Lincoln and their corresponding rating from the federal government. The City will use this information as one of the criteria in the selection process when determining the use of an outside financial institution to handle City business. If it is determined that a specific lender did not receive a satisfactory rating from the government, the City will weigh this to the lenders disadvantage in the selection process.

Responsible Agency

Community Development Department.

Potential Funding Sources

General Fund.

Proposed Timing

Annually 2002-2007.

Goal 5	Evaluate the progress in implementing the City's housing programs.
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Policy 16

Annually document the achievements and evaluate the effectiveness of the City's housing programs.

Action

Monitor and evaluate the performance of the City in implementing the housing programs, and prepare a report to the City Council. The report to the City Council will include:

- Documented achievements of the implementation of goals, policies, and actions within the Housing Element;
- An evaluation of the City's performance in relation to the quantified objectives within the Housing Element; and
- If needed, recommendations for appropriate refinement or revision as a result of the documented achievements and evaluation.

Per the City Council's direction, the City will make the appropriate modifications to the housing programs. Changes because of this assessment do not necessarily have to be amendments to the City's Housing Element.

Responsible Agency

Community Development Department and City Council.

Potential Funding Sources

General Fund.

Proposed Timing

Annually 2002-2007.

CITY AND COUNTY HOUSING PROGRAMS

LINCOLN HOUSING PROGRAMS

The City of Lincoln's housing programs are targeted towards housing rehabilitation and first-time homebuyer assistance and are administered by Mercy Housing California through an agreement with the City. Funding for these programs are provided through sources that include, but are not limited to: CDBG monies, HOME funds, and Redevelopment Agency housing set-aside funds. As of June 30, 2001, the Redevelopment Agency's housing set-aside fund balance was \$658,959. The City officially updates this balance annually in June; however, the City estimated, as of January 31, 2002, the housing set-aside balance was \$543,959.

The City's Redevelopment Agency is projected to accrue approximately \$942,800 within the 20 percent set-aside for housing during the planning period (2002 through 2007). It is anticipated that the funding will generally be utilized in the following programs to assist in development low and moderate housing over the planning period:

- CDBG Housing Rehabilitation Programs: \$280,000; providing matching funds for CDBG grants
- First-Time Homebuyer Programs: \$210,000; providing matching funds for grants
- Agency assistance towards construction of units affordable to low and moderate income households: \$452,800

Housing Rehabilitation Programs

CDBG Housing Rehabilitation Program was started in March 1999 to offer eligible households low-interest loans with flexible financing terms to make the necessary repairs to their homes. To be eligible the property to be improved must be within the City's designated target area, and the gross household income must be at or below 80 percent of the countywide median. Eligible repairs include roof repair or replacement, electrical or plumbing work, kitchen and bathroom repairs, energy conservation measures, heating and cooling system installation, water, sewer and electrical connections, bedroom additions to relieve overcrowding, and any other Code related improvements. Total CDBG funding equaled \$375,668 with program administration costs. This program was closed in December 2000, and the City has disencumbered \$35,000 from the program with approximately \$30,000 in program income as of December 2001.

According to the City, during the life of this program Mercy Housing received numerous calls from interested residents who lived within the City limits but not within the CDBG target areas. For this reason the City chose to begin to apply for HOME funds so low-income residents throughout the City could make necessary health and safety repairs to their homes.

HOME 2000 Owner-Occupied Housing Rehabilitation Program offers affordable home repair loans to achieve cost-effective repairs for low-income owner-occupied households. Total 2000 HOME funds have been granted in the amount of \$278,000, and the City has been funded for an additional \$278,000 for the City's HOME 2001 Rehabilitation Program.

The HOME 2000 Rehabilitation Program is available citywide for owner-occupied households whose cumulative gross annual income(s) does not exceed 80 percent of the Placer County median income as published annually by HUD. Assistance is provided through HOME loans and can be financed one of three ways:

1. three percent interest amortized loan to the extent that an amortized loan payment will not cause housing costs to exceed 30 percent of annual income;
2. three percent simple interest with payments deferred for up to 15 years in the event a household cannot afford a fully amortized payment; or
3. two percent interest deferred payment loan for those who are elderly (65+) or are permanently disabled.

Eligible properties must consist of one- to four-unit housing, which includes the following: traditional single-family housing, condominiums, and modular units placed on permanent foundations.

Eligible repairs include (listed by priority):

- Health and safety repairs (e.g. correcting plumbing, electrical, structural, mechanical, roof deficiencies, lead hazard evaluation and removal, and room additions to resolve overcrowding);
- Energy conservation (e.g. insulation, window/door replacement, weather-stripping and caulking, and replacing inefficient water heaters, ovens, furnaces, and air conditioning appliances);
- Repairs that extend the useful life of the property (e.g. repairing siding and sheetrock, interior and exterior painting, replacing worn flooring, cabinets, interior doors, gutters, foundation upgrades, and retaining walls); and
- Converting to current Uniform Building Code standards (e.g. moving bathroom access to hallways or off of kitchen, and stairs and porch upgrades).

The City, to the extent feasible, continues to foresee applying for HOME funds through 2007.

First-Time Homebuyer Program

2001 CDBG Grant has been funded in the amount of \$250,000 for the purpose of establishing a First-Time Homebuyer Program in the City of Lincoln. This

grant provides \$212,705 in loan pool funds for homebuyer financing, \$18,705 in funds for general administration and \$18,500 in funds for activity delivery. Loan pool funds will be used to provide approximately eight second mortgages with average loan amounts of \$30,000 each. Eligibility requirements for participants include:

- Annual household income at or below 80 percent of the Placer County median income, adjusted for family size;
- Must be a homebuyer who will occupy the property as their primary residence; and
- Families are to be pre-qualified through local lenders.

Any home within the incorporated limits of Lincoln will be considered. Properties eligible for this program include: single-family detached housing, condominiums, or the replacement of an existing mobile home not on a permanent single-family lot foundation with a new factory built home placed on a permanent foundation.

Using CDBG funds at the initial acquisition stage, this program enables families to pay for purchasing and closing costs when buying a new home. It is anticipated that this program will be market driven with local real estate agencies and lenders assisting in selling eligible homes to qualified buyers.

The City has established three main avenues for advertising the First-Time Homebuyer Program under an affirmative fair housing marketing plan.

- Publish ads in the home or real estate sections of the City's newspaper offering free homebuyers seminars.
- Distribute Spanish and English language flyers to local community resource agencies and community groups working with minority and low-income households.
- Educate local real estate agents and lenders about the program and provide first-time homebuyers seminars for those who qualify through the Sacramento Home Loan Counseling Center (SHLCC).

PLACER COUNTY HOUSING PROGRAMS

Placer County's housing programs are not available to residents in incorporated areas (i.e. City residents); however, Lincoln residents are eligible for the following two housing programs as residents of Placer County.

United States Department of Agriculture (USDA) Rural Development Loans and Grants are made possible to Placer County residents through the USDA Rural Development Department (RDD). Loans and grants are available for home rehabilitation and repairs to persons who own the home they live in and are low-income. Qualified persons can receive a loan of up to \$20,000, at

1 percent interest, to make needed improvements. In addition, homeowners who are 62 years old or older may qualify for a once in a lifetime grant of up to \$7,500 to remove health or safety hazards from their homes. Contact RDD for an application and more information about this program.

Placer County Mortgage Credit Certificate (MCC) Program offers financial help to homebuyers wanting to purchase a new or existing home in Placer County. Mortgage Credit Certificates reduce the amount of federal income tax one pays, thus allowing more available income to qualify for a mortgage loan and to make monthly mortgage payments. Eligible applicants must be a first-time homebuyer, occupy a home, and not exceed the income and purchase price limitations. Applications for the MCC Program are accepted through any of the participating lenders. For Lincoln residents the closest lenders are located in the City of Roseville.

QUANTIFIED OBJECTIVES

One of the requirements of state law (California Government Code, Section 65583[b]) is that the Housing Element contains quantified objectives for the maintenance, preservation, improvement, and development of housing. State law recognizes that the total housing needs identified by a community may exceed available resources and the community's ability to satisfy this need. Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall; however, establish the maximum number of housing units by income category that can be constructed, rehabilitated, and conserved over a five-year period. Because the SACOG Regional Housing Needs Assessment Plan covers a 7½-year period, the objectives for designating sites for new construction cover the period January 1, 2000 to June 30, 2007 (Table 1). The objectives for preservation and conservation cover the period July 1, 2002 to June 30, 2007.

Table 1 Quantified Objectives (January 1, 2000 – June 30, 2007)

	Very Low- Income	Low- Income	Moderate- Income	Above Moderate- Income	Total
2000-2007 Regional Housing Needs Allocation					
	1,800	1,232	1,475	3,296	7,803
Units Constructed Between January 1, 2000 and February 22, 2002					
	0	164	1,646	1,398	3,208
Remaining Housing Needs Allocation to be Constructed by June 30, 2007					
	1,800	1,068	0	1,398	4,595
Quantified Objectives					
	Very Low- Income	Low- Income	Moderate- Income	Above Moderate- Income	Total
New Construction Total	400 ¹	600 ¹	3,500	3,500	8,000
Housing Rehabilitation	20 ²	15 ²	... ³	... ³	35
Preservation of At-Risk Rental Housing	50 ⁴	0	0	0	50
First-Time Homebuyer	0	25 ⁵	0	0	25

Source: City of Lincoln and Parsons, February 2002.

¹Based on affordable units built in the City over a 10-year period (1990-2000) figuring an annual rate and projecting that rate over the 7 ½ year planning period.

²Based on the City's rehabilitation need and past rehabilitation activities funded through the 1998 CDBG grant and 2000 HOME grant.

³The City's residential rehabilitation program targets only homeowners whose incomes are below 80 percent of the area median income level, based on family size.

⁴Represents one affordable rental Complex (Golden Village) with Section 8 contracts.

⁵Based on current funding and past activities of the City's First-Time Homebuyer Assistance Program.

Table 2 Summary of Quantified Objectives by Policy/Action Statement

Policy/Action	Income Affordability Categories			
	Very Low	Low	Moderate	Above Moderate
New Construction¹				
Policy 1 – Action 7	N/A	100 Units	200 Units	200 Units
Policy 9 – Action 1	130 Units	70 Units	N/A	N/A
Policy 10 – Action 1	10 Units	5 Units	N/A	N/A
Policy 11 – Action 1	260 Units	425 Units	N/A	N/A
Total New Construction Quantified Objective	400 Units	600 Units	3,500 Units	3,500 Units
Housing Rehabilitation²				
Policy 5 – Action 1	5 Units	15 Units	N/A	N/A
Policy 5 – Action 2	20 Units	15 Units	N/A	N/A
Policy 5 – Action 3	20 Units	15 Units	N/A	N/A
Policy 9 – Action 2	6 Units	4 Units	N/A	N/A
Policy 10 – Action 2	7 Units	5 Units	N/A	N/A
Policy 11 – Action 2	1 Unit	1 Unit	N/A	N/A
Total Housing Rehabilitation Quantified Objective	20 Units	15 Units	N/A	N/A
First-Time Homebuyer³				
Policy 13	N/A	25 Units	N/A	N/A
Total First-Time Homebuyer Quantified Objective	N/A	25 Units	N/A	N/A

Source: City of Lincoln and Parsons, August 2002.

¹The new construction quantified objectives do not fully account for the total quantified objective unit count in the moderate- and above moderate-income categories because market conditions will facilitate the construction of these units in Lincoln.

²The housing rehabilitation quantified objectives are not cumulative based on the potential for significant overlapping of housing programs by one beneficiary. For example, an elderly homeowner may choose to rehabilitate their home for energy efficiency improvements (Policy 9 – Action 2), while also making modifications for improved accessibility (Policy 10 – Action 2) through using the Redevelopment Agency’s Owner-Occupied Housing Rehabilitation Program (Policy 5 – Action 1).

³The first-time homebuyer quantified objective assumes over the next 5 years a \$2,000,000 pool of money (\$1,000,000 CDBG and HOME and \$1,000,000 MCC’s) will be available to fund 25 units at an average of \$80,000 each.